

Global monthly magazine for Drones

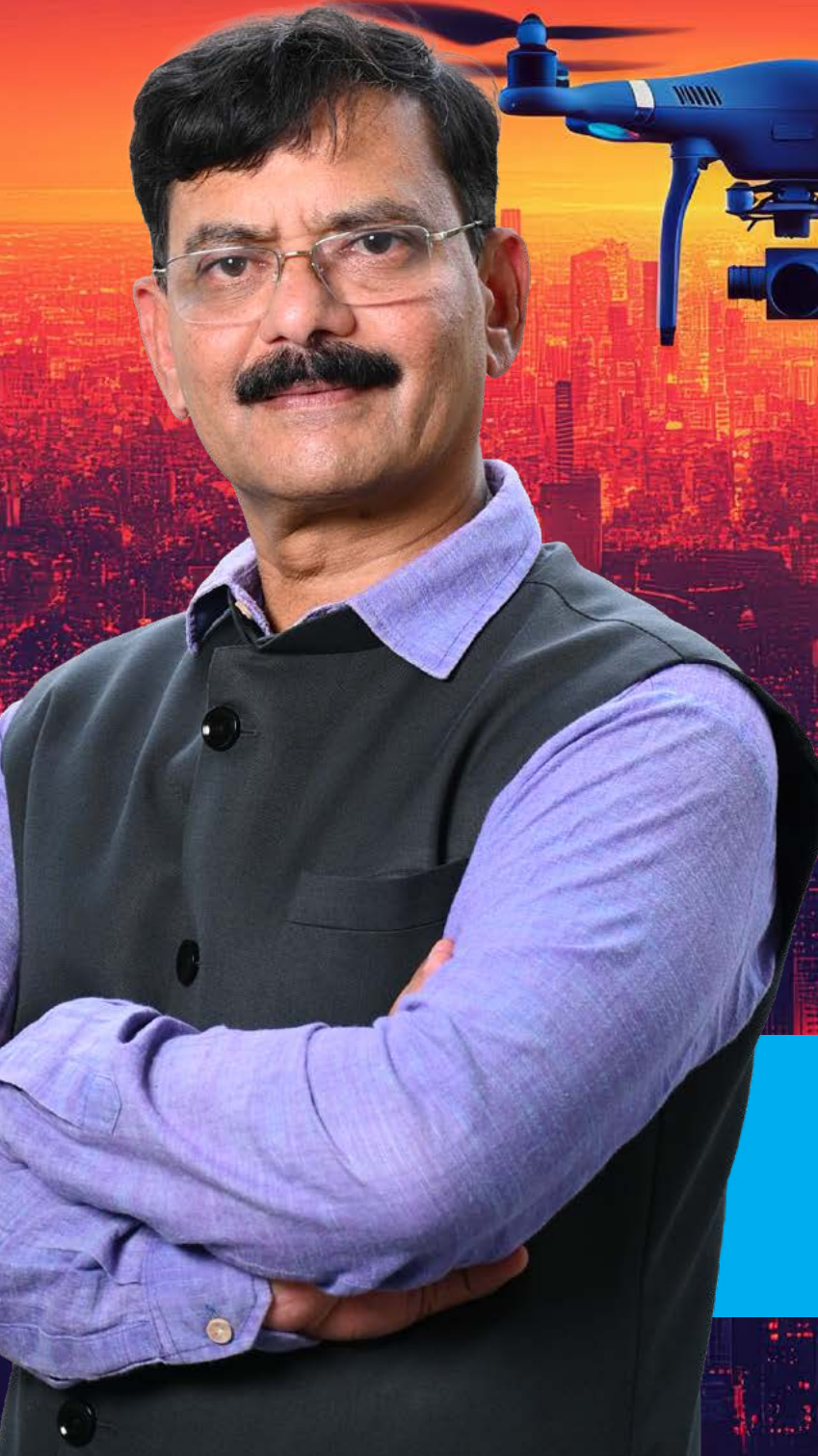


DRONES WORLD

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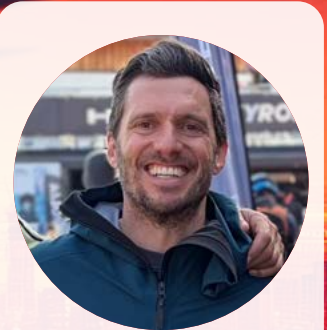
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Austria

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raghuvamsi deep tech

RV Rudra

(ICE Loitering Munition)



RV Lakshya

(High Speed Expendable Target)



RV Maya

(Jet Powered Bomber/ Decoy)



RV Dhristi

(Tethered Drone)



RV Astra

(Jet Powered Kamikaze UAV)

RV Yodha

(Unmanned Ground Vehicle)



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B. KARTIKEYA

Hello Readers,

Six Years Strong – Entering Our Seventh Drones World celebrates its sixth anniversary in March 2026. This April issue reflects how far unmanned systems have come—from emerging technology to strategic necessity across defence, security, logistics, and urban mobility.

Defence & Security leads the charge. Northrop Grumman's Talon IQ flew Shield AI's Hivemind, while GA-ASI demonstrated IR sensing for Collaborative Combat Aircraft. Rostec unveiled a long-range loitering munition, and PDW validated 20km BVLOS capabilities.

Counter-UAS is evolving rapidly. Epirus, GDLS and Kodiak AI unveiled Leonidas AGV, an autonomous high-power microwave vehicle. DroneShield expanded radar interoperability with Robin Systems and opened a European HQ. Indra deployed its CROW system for Chile's presidential inauguration, while JIATF 401 secured a critical US-UK data standards agreement.

Advanced Air Mobility took flight. Wisk, Archer, Joby, and Electra were all selected for the White House ePTP programme. SkyDrive completed Tokyo demo flights, Eve flew its eVTOL prototype for Brazilian authorities, and Elroy Air was picked for autonomous cargo delivery.

Maritime Autonomy advanced with HII's ROMULUS USV assembly facility, Thales' Expeditionary PathMaster for mine countermeasures, and Kraken Robotics securing \$24 million in defence orders.

This issue features exclusive interviews with five leaders driving this transformation. Avinash Puneekar (CEO, iCreate) explains how India is building an «Intel Inside» for indigenous drone components, nurturing deep-tech startups from prototype to commercialization. Frank Negretti (CEO, Cucuyo GmbH) declares that laser communication is no longer experimental but operational for contested environments, enabling secure, high-bandwidth UAV links. Martin Steinbach (GM EMEA, HOVERAIR) shares lessons from action cameras to self-flying AI-powered devices, including the waterproof AQUA. Yvonne Winter (COO, FlyNow Aviation) discusses modular eVTOL cargo drones and Saudi Arabia's emergence as an AAM hub. Paul Carro (COO) and Rren Schafer (CEO) of Drone Kids Academy explain how AR/VR, AI, and hands-free interfaces (Lyndsey™ Co-Pilot) are reshaping training and operational decision-making.

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As we enter our seventh year, Drones World remains committed to credible reporting. Thank you for being part of this journey.

Kartikeya

UXV TECHNOLOGIES AND ELECTRO OPTIC SYSTEMS ANNOUNCE STRATEGIC PARTNERSHIP

UXV Technologies and Electro Optic Systems (EOS) have signed a Memorandum of Understanding (MoU) establishing a strategic partnership to strengthen cooperation on advanced defence technologies and operational capabilities. The agreement enables both companies to combine their complementary expertise in unmanned systems, weapon technologies, remote weapon systems, and integrated defence solutions.

The MoU was signed today in Melbourne as part of the Danish Royal State Visit to Australia, in the presence of Their Majesties the King and Queen of Denmark and senior government and industry representatives from both Denmark and Australia.

The partnership reflects a shared commitment to strengthening allied defence capabilities through innovation, interoperability, and industrial resilience. It provides a framework for cooperation in areas such as unmanned systems and weapon technologies, including the integration of UXV Technologies' ground control stations with EOS' remote weapon systems.

Steven Friberg, CEO of UXV Technologies,



commented: "We are excited to expand our collaboration with EOS. This partnership marks an important step in strengthening cooperation between the Danish and Australian defence industries and advancing modular, open-architecture solutions for allied forces. By combining our respective strengths, we can deliver robust, mission-ready, and interoperable capabilities."

Lee Kormany, Executive Vice President at EOS

Defence Systems Australia, added: "This partnership reflects our shared ambition to deepen allied defence cooperation and accelerate the delivery of advanced, integrated capabilities. By combining EOS' combat-proven remote weapon systems with UXV Technologies' advanced ground control technologies, we will enhance operational effectiveness for customers around the globe."

DRONESHIELD EXPANDS RADAR INTEROPERABILITY WITH ROBIN RADAR SYSTEMS

DroneShield, a global leader in counter-drone technology solutions announced a partnership with Robin Radar Systems, strengthening advanced radar technologies to DroneShield's growing sensor ecosystem. The interoperability expands radar options available to customers, strengthening layered airspace awareness across defense, critical infrastructure, and public safety environments.

Robin Radar Systems is recognized for its 360°, 3D radar technology designed to detect and track small airborne objects, including drones. Its radars are engineered to deliver reliable detection and classification performance across complex environments.

Expanding the Sensor Marketplace for Operators DroneShield's approach to counter-UAS is intentionally ecosystem-led. Rather than offering a closed or static solution, the company has invested in building a scalable marketplace of interoperable third-party sensors. This model gives operators the flexibility to select the right sensing technologies for their specific



environment, threat profile, and operational constraints, both today and as requirements evolve.

By adding Robin Radar Systems to its ecosystem, DroneShield continues to expand the options available to customers seeking radar-based detection as part of a layered CUAS deployment. Radar can play a critical role in detecting and tracking airborne objects across wide areas and in challenging conditions, supporting persistent awareness and resilience.

At the center of this ecosystem is DroneShield's DroneSentry-C2 powered by

SensorFusionAI, which combines inputs from multiple sensor types to create a consolidated operational picture that reduces ambiguity and enhances decision confidence.

"Operators need systems that adapt to their mission, not the other way around," said Angus Bean, DroneShield's Chief Product Officer. "By partnering with Robin Radar Systems and expanding our sensor marketplace, we give customers more freedom to design their airspace security architecture, while SensorFusionAI ensures that all sensor inputs are fused into insights that support decisive action."

SUCCESSFUL FLIGHT DEMO OF MISSION AUTONOMY DEVELOPED FOR USE IN UAVS

Mitsubishi Heavy Industries, Ltd. (MHI) has successfully conducted flight demonstrations of AI-powered mission autonomy developed for use in unmanned aerial vehicles (UAVs) by leveraging an AI development environment through Hivemind Enterprise provided by US company Shield AI Inc. (hereinafter SAI Inc.). The entire process, from AI development to UAV installation and flight, was completed in just eight weeks.

In previous development efforts, MHI built and maintained an environment that leveraged multiple open-source products to perform in-house coding, AI training, simulation evaluation, and Hardware-in-the-Loop (HIL) testing (Note), which required significant effort. In contrast, by leveraging Hivemind Enterprise for this project, greater focus could be placed on developing mission autonomy.

Mission autonomy development for this flight demonstration began in September 2025. Flight demonstrations were conducted on November 7 at



the test field in Inashiki District, Ibaraki Prefecture, and on December 18 at the test field in Ota City, Gunma Prefecture. Specifically, the AI was completed following prior AI training, simulation evaluation, and HIL testing, then installed in the ARMD (Affordable Rapid-prototyping Mitsubishi-Drone initiative) UAV, which flew through the skies, completing successful flight demonstrations.

Mission autonomy is a critical technology shaping

Japan's UAV operations, and MHI considers domestic production essential. Building on the rapid development of this Japan-made mission autonomy system, MHI and SAI will strengthen collaboration and further accelerate mission autonomy development.

Leveraging the latest AI technology to address various challenges through UAV, MHI strives to help realize a safe, secure, and comfortable society.

AV ACQUIRES EMPIRICAL SYSTEMS AEROSPACE, INC.

AeroVironment, Inc. announced that it has acquired Empirical Systems Aerospace, Inc. ("ESAero"), a leading producer of unmanned aircraft systems (UAS) and advanced air mobility (AAM) platforms.

ESAero is recognized for its deep engineering expertise, innovative electric and hybrid propulsion capabilities, rapid aerospace prototyping, and AS9100 Certified UAS manufacturing. Operating out of a 32,000 sq. ft. design and prototyping facility and a 53,000 sq. ft. manufacturing facility in San Luis Obispo, CA, with multiple integration and test facilities in the area, ESAero has expanded its operations to support system testing and advanced product development. ESAero's culture of technical rigor and rapid innovation also aligns with AV's mission-focused approach and commitment to developing mission-critical solutions tailored to U.S. Department of War requirements.

"ESAero brings an impressive agility in moving from design to manufacturing, which will accelerate AV's ability to bridge the gap between conceptual design and manufacturing execution," said Wahid Nawabi, Chairman, President, and Chief Executive Officer at AV. "ESAero's capabilities are vital to addressing the urgent demands of a fast-growing defense



tech market, where emerging needs are driving next-generation innovation and product development. We look forward to welcoming the team to the AV family."

"Joining AV represents a unique opportunity to amplify the reach and impact of our innovative work and achieve greater success," said Andrew Gibson, President, CEO and co-founder of ESAero. "By combining ESAero's engineering and manufacturing capabilities with AV's unmatched expertise in autonomous systems, we are positioned to advance disruptive aerospace technologies and deliver real, timely value for our customers. I'd like to thank the talented ESAero team for their unwavering dedication, whose efforts have brought us to this pivotal point in our journey."

The acquisition will further solidify AV's position as a global defense technology leader spanning air, land, sea, space, and cyber domains and enhance the Company's ability to seamlessly transition from innovative design

to advanced manufacturing—a capability critical to addressing the urgent demands of an evolving defense tech market.

The acquisition will also strengthen AV's leadership in electric and hybrid propulsion systems while establishing ESAero's AS9100-certified California facilities as a center of excellence for advanced prototyping and manufacturing. These facilities specialize in conceptual air vehicle designs, electric and hybrid propulsion system development, aircraft modifications, sub-scale technology demonstrators, rapid system prototyping, design for and full-scale manufacturing. The acquisition of ESAero follows AV's \$4.1 billion acquisition of BlueHalo in May 2025, marking the second transaction for the defense tech leader in less than a year. Together, these moves signal AV's intent to integrate best-in-class innovation hubs into a cohesive suite of capabilities trusted by governments and industries worldwide.

UAV NAVIGATION WILL ENSURE THE SAFE CROSS-DOMAIN OPERATION OF UNMANNED PLATFORMS TO PROTECT AND SAFEGUARD LIVES



UAV Navigation-Grupo Oesia participates in the innovative TICHE Project. The project aims to develop advanced hidden threats detection capabilities in complex environments through a collaborative, multiplatform approach. By merging cutting-edge sensors, AI technology, and unmanned ground and aerial systems, this initiative focuses on expanding detection capabilities while prioritizing factors such as human safety, power efficiency, portability, and continuous operation.

The primary objective of this endeavor is clear: to protect and preserve human lives through technological innovation. By harnessing advanced technologies and leveraging collaborative efforts between unmanned systems, TICHE aims to mitigate the risks posed by landmines and Improvised Explosive Devices (IEDs), ultimately saving lives.

UAV Navigation-Grupo Oesia will play a pivotal role in cross-domain unmanned operations, leveraging its expertise and technological capabilities in the field of guidance, navigation, and control within the unmanned industry. Their responsibilities include managing the flight of multiple UAS platforms in a coordinated swarm and ensuring their seamless integration and coordinated operation with unmanned ground vehicles (UGVs).

The development of this advanced detection system underscores TICHE's dedication to supporting military operations and lifesaving endeavors. By combining advanced sensors with intelligent data fusion algorithms, TICHE's solution promises to enhance the effectiveness and efficiency of threats detection efforts in complex environments.

The Project, funded by the European Commission (European Union) through its European Defence Funds with leadership from RINA-CSM, represents a significant leap forward in pioneering innovative methods for enhancing security and lifesaving. This strategic partnership among industry partners, academic institutions, and government agencies exemplifies the synergy among industry leaders in driving technological advancements for the greater good.

HOVERFLY TECHNOLOGIES AND OVERLAND AI EXPAND COLLABORATION TO DELIVER INTEGRATED AIR-GROUND UNMANNED CAPABILITIES

Hoverfly Technologies, a leader in tethered unmanned aerial systems (TeUAS), and Overland AI, a pioneer in autonomous ground vehicle technology, have announced the continued expansion of their collaboration to accelerate integrated unmanned solutions for defense, national security, and government customers. The partnership combines Hoverfly's Blue UAS Cleared persistent aerial platforms with Overland AI's autonomy stack for ground systems, creating a tightly coupled air-ground capability that extends sensing, communications, and operational endurance across complex and contested environments. The integrated system has been demonstrated with CAL FIRE, the U.S. Army 82nd Airborne Division, and the Defense Innovation Unit (DIU).

Extending Autonomy Across Domains : As the Department of Defense accelerates adoption of autonomous systems, the ability for unmanned assets to operate collaboratively across domains has become a priority. Hoverfly and Overland AI's collaboration directly supports this objective by integrating persistent aerial overwatch and communications with autonomous ground maneuver.

"Modern operations demand autonomous systems that work together—not in silos," said Steve Walters, CEO of Hoverfly. "By partnering with Overland AI, we're extending the reach and effectiveness of unmanned ground systems with aerial persistence that fundamentally changes how Warfighters sense, decide, and act." Hoverfly's tethered UAS provides continuous power and data, enabling hours or days of uninterrupted operation for command-and-control extension, perimeter security, and expeditionary missions. When paired with Overland AI's autonomous ground platforms, operators gain a decisive advantage in mobility, perception, and endurance.



Mission Capabilities and Operational Impact: Demonstrated mission sets include persistent situational awareness, electronic warfare sensing, and communications relay. By combining Overland AI's autonomous navigation with Hoverfly's vehicle-mounted TeUAS, operators gain a mobile, elevated vantage point that remains aloft for extended periods while remaining logistically efficient. Deployed across multiple government evaluations, Overland AI's ULTRA vehicle has demonstrated autonomous mobility in unstructured environments. Integrating Hoverfly's persistent aerial systems transforms the autonomous vehicle into a mobile unmanned platform for extended overwatch and communications retransmission. "Warfighters need autonomous systems that significantly extend their operational reach," said Stephanie Bonk, co-founder and president of Overland AI. "Our collaboration with Hoverfly delivers a fully integrated, mobile overwatch and communications node to reduce unnecessary risk while sustaining maneuver across the battlefield."

Momentum and Future Growth : The announcement follows Overland AI's recent \$100 million funding round, underscoring strong investor confidence in the company's autonomous ground technology. The investment will support continued growth, advanced research and development, and expanded partnerships to bring next-generation unmanned capabilities to market faster.

Together, Hoverfly and Overland AI are positioned to help shape the next era of unmanned operations—where air and ground systems operate as a unified, intelligent force across defense and national security missions.

SIKORSKY COLLABORATES WITH ROBINSON HELICOPTER COMPANY TO INTEGRATE MATRIX AUTONOMY INTO ROBINSON R66 TURBINETRUCK

Sikorsky, a Lockheed Martin company and Robinson Helicopter Company (RHC) unveiled the R66 TURBINETRUCK, a game-changing autonomous cargo helicopter that combines Sikorsky's proven MATRIX™ autonomy system with Robinson Unmanned's new cargo UAS helicopter. Developed through a collaborative agreement, the R66 TURBINETRUCK is a flexible, autonomous platform that can be configured for a range of utility missions, including cargo delivery and resupply, tailored to civil and military operators.

The R66 TURBINETRUCK is the 21st aircraft enabled by the MATRIX system and will leverage similar features from Sikorsky's new fully autonomous S-70UAS™ U-Hawk™. MATRIX has been validated on aircraft ranging from small drones to



strategic airlift cargo planes, delivering more than 1,000 flight hours of operational data.

Executive Perspectives : "With every new platform we welcome into the MATRIX family, we widen the network of uncrewed systems to serve a variety of civil and military missions. We view the U-Hawk and R66 TURBINETRUCK as complementary bookends that meet emerging customer needs across defense and commercial segments,

delivering seamless capability wherever the mission demands," said Rich Benton, vice president and general manager of Sikorsky. "Sikorsky's MATRIX autonomy suite is rapidly becoming the industry standard for safe, reliable and repeatable autonomy for those missions."

"This collaboration with Sikorsky allows us to extend the reach of the R66 into new mission-sets, while reinforcing our long-term commitment to building scalable, integrated unmanned systems," said David Smith, president and CEO of Robinson Helicopter Company. "We've taken years of flight-proven maturity and together we have optimized it for the future of autonomy. The R66 TURBINETRUCK offers an affordable and attributable custom cargo architecture designed for one thing: getting critical assets into the field autonomously and reliably."

FROM TEST FLOOR TO FLEET: HII AND NOMINAL TEAM TO COMPRESS THE AUTONOMOUS UNMANNED PRODUCTION CURVE

As the world's leading manufacturer of autonomous surface and underwater unmanned vehicles, and advanced engineering and test firm Nominal announced a partnership to modernize the collection, validation, and analysis of data, including digital-twin test and mission data, for HII's REMUS family of autonomous unmanned underwater vehicles (UUVs) and ROMULUS unmanned surface vehicles (USVs).

The partnership will support standardized workflows, democratized access to product data from the component level to the vehicle level, accelerated vehicle post-mission analysis, and improved traceability and trend analysis of historical data across all stages of vehicle assembly and testing.

REMUS vehicles are the world's leading UUVs and are trusted by more than 30 navies worldwide, including 14 NATO members, for missions such as mine countermeasures, undersea survey, intelligence collection, and environmental sensing. Paired with HII's proven REMUS UUVs, the ROMULUS USV significantly extends undersea reach by closing anti-submarine warfare sensing gaps and keeping manned platforms at a safer standoff distance. Together, ROMULUS and



REMUS deliver a scalable, dual-domain solution across surface and subsurface missions that integrates with manned platforms to enable a hybrid fleet capability.

The Nominal-supported data project is one of several improvements HII is implementing across the REMUS and ROMULUS manufacturing pipeline to augment vehicle production and overall manufacturing capacity.

"The REMUS UUV is a proven, globally deployed platform, and our partnership with Nominal strengthens how we scale and evolve it while accelerating the development of the ROMULUS USV family," said Eric Chewning,

executive vice president of maritime systems and corporate strategy at HII. "By standardizing how we collect and analyze test data, we are shortening feedback loops, improving traceability, and moving faster from testing to delivery — advancing maritime autonomy at a time when it is critical to the security of the U.S. and our allies."

"Autonomy programs move at the speed of their test-and-learn loop," said Cameron McCord, CEO and co-founder at Nominal. "To maintain maritime security, autonomy is no longer optional, but necessary — and the HII and Nominal partnership will bring resilient technologies to bear at speed, at scale."

PBS AEROSPACE AWARDED USAF PRIME CONTRACT TO SUPPORT FAMILY OF AFFORDABLE MASS MUNITIONS (FAMM)



PBS Aerospace, a member of the PBS GROUP and the leading manufacturer of precision made turbojet engines purpose-built for the modern battlefield, announced it has been awarded a \$3 million prime contract with the U.S. Air Force through an Other Transaction Authority (OTA) mechanism. The contract supports efforts to provide reliable propulsion systems that meet the affordability targets and production demands of the Family of Affordable Mass Munitions (FAMM) and other active U.S. Air Force programs.

The award represents PBS Aerospace's first publicly disclosed prime contract with the U.S. government - a meaningful distinction that positions the company as a direct industrial partner to the U.S. Air Force, not simply a component provider in a larger supply chain. As a prime contractor, PBS Aerospace holds contractual accountability for delivery and performance at the program level.

PBS Aerospace's small turbojet engines power unmanned, attritable systems where scalability, affordability, and reliability are critical operational requirements. The company's Roswell, Georgia facility is actively scaling production to fulfill this contract and existing commitments, reflecting a real and growing contribution to the U.S. defense industrial base.

"PBS GROUP's investment in U.S. defense manufacturing is what made this contract possible," said Petr Kádner, CEO of PBS GROUP. "Our focus on scalable, affordable propulsion positions PBS Aerospace to support the growing operational requirements of American and allied forces."

"This prime contract is a direct result of our team's commitment to American defense manufacturing," said William Didden, Owner of PBS GROUP. "It signals our intent to deepen PBS Aerospace's role as a trusted, scalable partner within the U.S. defense industrial base."

"This contract is an important milestone for PBS Aerospace and a strong validation of the role we are building in the U.S. defense industrial base," said Erin Durham, CEO of PBS Aerospace. "It reflects the confidence the U.S. Air Force has placed in our team, our propulsion technology, and our ability to scale production in the United States to support mission-critical unmanned systems. We are building more than engines in Roswell, we are building responsive American manufacturing capacity for the Air Force's critical needs."

The contract reinforces PBS Aerospace's strategic role within the U.S. defense industrial base at a time when the Department of War is prioritizing domestic production capacity and speed-to-scale for unmanned systems. PBS Aerospace's Roswell facility was stood up in under a year demonstrating the company's ability to move at the speed required by today's defense environment.

PDW VALIDATES SUAS CAPABILITIES DURING 9 MILE TEST SERIES



PDW continuously tests the limits of its unmanned systems in real-world environments to understand range, control, and autonomy under operational conditions. As combat robotics continue to dominate modern battlefields, front-line operators depend on unmanned systems that can perform in the most demanding environments. Rigorous testing of these systems prior to deployment ensures they can be relied upon when operational success is on the line.

PDW recently completed a successful comprehensive flight test series conducted at the 9-Mile Training Center in Texas. Over the course of three days of flight operations, a cross-functional PDW team executed 114 flights to validate new platform capabilities across hardware, software, autonomy, and communications systems.

The test series proved critical extended-range capabilities of both the C100 and the AM-FPV. The C100 paired with PDW's Range Extension Kit and Extended Range Antenna demonstrated secure command and control at distances of up to 20 kilometers. The AM-FPV platform successfully demonstrated 10+ kilometer BVLOS operations using a Doodle Labs mesh network with relay support.

"Range defines who sets the terms of the fight and control from a distance is tactical leverage," said PDW CEO James Slider. "By extending operational reach without compromising connectivity, PDW ensures operators retaining full authority over mission execution in dynamic environments."

The campaign also validated the PDW Vision Payload (PVP) and CORE 1.4 software on the C100, ensuring system readiness for emerging operational requirements from the DoW and other customers. The C100 equipped with the PDW Vision Payload (PVP) completed 11 fully autonomous flights without relying on GPS for navigation. By leveraging visual navigation capabilities, the platform maintained stable vehicle control in GPS-denied conditions.

Software is a critical element of system readiness, and CORE 1.4 demonstrated consistent performance throughout the 114-flight campaign, confirming system stability, flight performance improvements, and operational reliability across repeated sorties.

"PDW is committed to supporting U.S. DoW readiness by delivering resilient, long-range, and autonomous unmanned systems to our front-line operators. Our top priority has and will continue to be advancing mission-ready systems designed to operate when and where they are needed most," Slider concluded.

The 9 Mile test series validated capabilities in BVLOS performance, extended command and control, autonomy in GPS-denied environments, and upgraded software integration.

OVER 10K FLIGHT HOURS: ADAS DELIVERS TURNKEY HERON 1 UAS SERVICES FOR FRONTEx/MALTA

This is an important milestone for Airbus DS Airborne Solutions (ADAS): As part of the Frontex operation in Malta, the Uncrewed Aerial System (UAS) Heron 1 reached the mark of 10,000 flight hours.

The European Border and Coast Guard Agency Frontex awarded ADAS in 2025 for the second time with a four-year contract for maritime surveillance services over Central and Eastern Mediterranean Sea. Such services are being conducted with Heron 1, a medium-altitude and long-endurance (MALE) Remotely Piloted Aircraft System (RPAS) provided by ADAS long-term partner Israel Aerospace Industries (IAI). The full turnkey solution services are being delivered from Malta and Crete, Greece.

It should be pointed out that these agreed services from Malta have been fulfilled in the last five years with only one UAS. Despite this limited resource, flight operations were maintained continuously. With this milestone, ADAS confirms



its performance in the operation of complex UAS missions under real-world operating conditions.

The operation was characterized by challenging conditions. These included long missions at sea, several phases of adverse weather conditions, as well as operating from an international airport and operating in international airspace - all of which require a high degree of professionalism, coordination and flight

operational precision.

«This success underlines the high reliability of the system as well as the commitment and expertise of the teams involved.» says Ralf Hastedt, ADAS Managing Director Sales and Business Development. This milestone would not have been possible without the commitment and professionalism of ADAS employees on site and the supporting teams in the background.

PARAZERO SIGNED A STRATEGIC COOPERATION AGREEMENT WITH INDIA'S BONV AERO TO EXPAND PRESENCE IN THE COUNTRY AND IN SELECTED GLOBAL MARKETS

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 strategic cooperation agreement with BonV Aero, a leading Indian aerospace and defense technologies manufacturer and distributor.

Under the agreement, BonV Aero will market ParaZero's portfolio of advanced counter-UAS solutions in India, with a primary focus on the Company's DefendAir system - a mobile, net-based interception platform designed for rapid deployment against hostile drones and will also cover additional DefendAir setups and configurations in the future.

As part of the newly established cooperation, ParaZero and BonV Aero successfully conducted a live demonstration of the portable DefendAir launcher to a key security entity in India. The demonstration highlighted the system's effectiveness in real-world operational scenarios, marking an important milestone in validating ParaZero's counter-drone technology for the Indian market.

The cooperation also opens the door for



future collaboration on integrating ParaZero's interception capabilities with additional counter-UAS applications and platforms.

"We are excited to cooperate with BonV Aero and successfully demonstrating DefendAir CUAS solution in India, a strategically important market facing growing aerial threats," said Ariel Alon, CEO of ParaZero. "This collaboration strengthens our global footprint in high-demand regions and underscores the proven performance and reliability of the DefendAir system in protecting ground forces, VIPs and other critical assets. We

look forward to deepening our cooperation and exploring additional integration opportunities to address evolving security challenges."

"We appreciate the strategic collaborations that have enabled us to validate this technology in real-world conditions. We are confident it will serve as a valuable asset to India's defence sector. Our focus remains on delivering reliable, mission-critical systems and progressively indigenising this capability for the nation," said Satyabrata Satapathy, Co-Founder & CEO, BonV Aero.

NGC'S TALON IQ FLIES SHIELD AI'S HIVEMIND SOFTWARE



Northrop Grumman's Talon IQ™ testbed completed its first partner mission autonomy flight with Shield AI's Hivemind software, showcasing a ready-to-fly platform that accelerates innovation, cuts development costs and eliminates the need to build a dedicated airframe for every new autonomy solution.

Partner-Powered Autonomy: During the flight, Shield AI's Hivemind software successfully commanded the aircraft, executing combat air patrol and target engagement maneuvers. Talon IQ then seamlessly swapped back to Northrop Grumman's own Prism autonomy software.

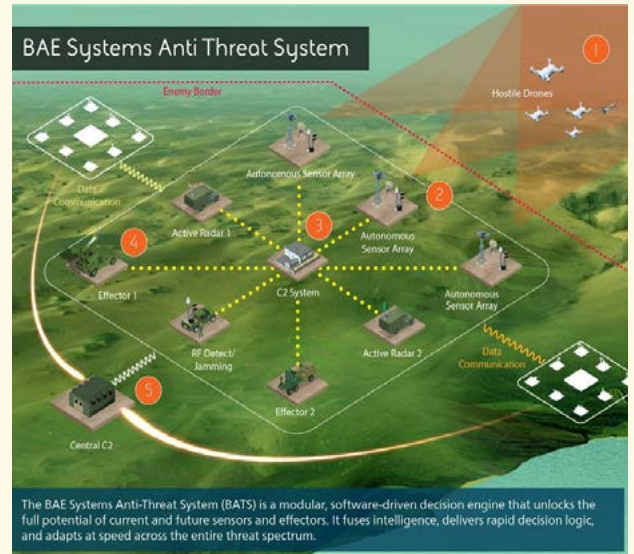
Open-Architecture and Compliance: The flight demonstrated how Talon IQ's plug-and-play design can host third-party AI platforms and meet U.S. Government Reference Architectures (GRAs), the standards that ensure defense technology components interoperate securely and reliably.

Greater Speed, Lower Cost: Hivemind took to the sky after a single-day hardware-in-the-loop test, proving an AI package can move from lab to real-world flight rapidly with Talon IQ and its GRA-compliant ecosystem.

Experts: "We are accelerating autonomous flight innovation with Talon IQ. By integrating Shield AI's Hivemind into our testbed, we've demonstrated an open architecture platform that propels plug and play mission autonomy forward at unprecedented speed," said Tom Jones, corporate vice president and president, Northrop Grumman Aeronautics Systems.

"Autonomy only scales if it can move quickly from lab to flight," said Christian Gutierrez, vice president of Hivemind Solutions at Shield AI. "Talon IQ provides a strong environment for maturing mission autonomy, and this integration shows how Hivemind can transition onto new aircraft with minimal modification, accelerating the path to operational capability. We appreciate Northrop Grumman's collaboration and the opportunity to demonstrate mission autonomy within the Talon IQ ecosystem."

UK BASED ENGINEERS RAPIDLY DEVELOPING NEW WAY OF TACKLING DRONE THREATS



A team of UK based engineers is developing a new way of eliminating hostile drones. The project is being funded and run by the country's largest defence company, BAE Systems, which is leveraging its long-standing software expertise to create a cost-effective new system in just months, to address the growing threat posed to key civilian and military infrastructure.

The BAE Systems Anti Threat System or 'BATS' will enable customers to reduce the use of costly missiles by instead deploying smart software, electronic warfare and kinetic measures to tackle increasing drone incursion threats to national borders, military equipment, airports and urban centres.

Work to produce BATS began in October 2025 and is expected to be ready for system testing as soon as next month, followed by live-fire trials in early Summer this year - representing rapid capability development to help meet customer demands.

Andrea Thompson, Group Managing Director at BAE Systems' Digital Intelligence business, said: "Drone incursions are a clear and present issue, putting citizens, military personnel and infrastructure at risk. The technology evolves faster than traditional defence systems can respond, with new behaviours, payloads and tactics emerging almost daily. That's why we're moving at pace to build a new system to support our customers in their efforts against this very urgent problem."

BATS is a smart system with a scalable, software-driven command and control decision engine that will help customers detect, identify and defeat uncrewed threats, including drones, as fast as they evolve. It will feature an open architecture which means customers will be able to integrate current and future counter-threat technologies, including sensors and effectors from across multiple domains, into one system, which can be adapted for different use cases.

When deployed, BATS will detect uncrewed hostile activity early by fusing intelligence from multilayered sensors into its data core, identifying and classifying the threat level in real time. Its command and control and decision support capabilities will then apply rapid decision logic to help users decide on the most appropriate response.

Work on BATS includes input from experts across BAE Systems, covering multiple domains including air, land and sea.

AIRBUS BRINGS DIGITAL TECHNOLOGY TO FIREFIGHTING

Airbus has just successfully completed a unique first-of-its-kind trial in forest firefighting. By linking aircraft, helicopters, drones and ground personnel via communication and data processing systems, Airbus has demonstrated the ability to carry out highly accurate water drops and significantly reduce the time between fire detection and extinguishment.

The trial mobilised significant resources, including the Airbus H130 FlightLab helicopter, two aircraft, an ATR 72 test aircraft and a Cirrus SR20 light aircraft, four drones including an Airbus Aliaca, and three lorries from the Departmental Fire and Rescue Service of Le Gard (SDIS 30) to collect and process data. To interconnect the entire system, Airbus deployed a local private mobile network bubble in the area, connected to Agnet, the mission-critical communication solution developed by Airbus for security and emergency services.

These tests were carried out by Airbus and its partners at the Garrigues military camp in Nîmes (France), based on scenarios developed with Departmental Fire and Rescue Services (SDIS) as well as the Entente Valabre, a public body empowered by



the French Ministry of the Interior to assess forest firefighting equipment, provide training for personnel in France and abroad, and which is recognised as an international authority.

In these scenarios, two drones and the light aircraft captured images of the fire area, including infrared footage, and transmitted them in real time to Airbus servers connected to a command centre aboard a ground vehicle. The images were analysed, geolocated and merged with data, including satellite imagery, taking into account the terrain, wind strength and direction measured by a drone, and the location of firefighters on the ground. Data processing systems using AI produced a comprehensive view of the tactical

situation on the ground and in the air, and enabled flight paths and water drop points to be transmitted to the helicopter equipped with a precision water drop assistance system and to the ATR72, which was simulating a water bomber.

Unveiled for the first time at the major annual Aerial Firefighting Conference & Exhibition, taking place this year in Rome from 24 to 26 March 2026, this initial trial marks a significant milestone in Airbus's efforts to develop a test environment and a comprehensive ecosystem for combating forest fires.

This range of solutions includes aerial assets such as aircraft including the A400M and its firefighting kit, helicopters equipped with water buckets, reconnaissance drones, and now solutions currently being integrated to interconnect and significantly enhance the efficiency of coordination between ground and air crews, thanks to communication and data processing systems. These assets contribute to both indirect and direct firefighting missions, in line with Airbus's commitment to decarbonisation and tackling the growing global challenge posed by forest fires.

SHIELD AI TO ACQUIRE SOFTWARE SIMULATION COMPANY AECHELON AND RAISE \$2BN AT \$12.7BN VALUATION

Shield AI announced it is raising \$1.5 billion in Series G funding at a \$12.7 billion post-money valuation and \$500 million in fixed-return preferred equity financing. The Series G is led by Advent International and co-led by the Strategic Investment Group of JPMorganChase's Security and Resiliency Initiative, with participation from existing investors Snowpoint Ventures, InnovationX, Riot Ventures, Disruptive, Apandion, and others. Funds managed by Blackstone are investing \$500 million of preferred equity financing, as well as committing an additional \$250 million delayed draw facility to support future growth. Advent's Chairman David Mussafer will join Shield AI's Board of Directors and JPMorganChase's Todd Combs will join as a Board Observer.

A portion of the proceeds will help fund the company's planned acquisition of Aechelon Technology Inc, a Sagewind Capital portfolio company. Aechelon is a defense software company known for its high-fidelity simulation, physics-based sensors, and synthetic reality applications. Aechelon's technology is used by the U.S. military and allies to train pilots and test advanced aircraft and autonomous systems before live flight, and supports a range of critical national security platforms, including the Pentagon's Joint Simulation Environment (JSE).

Together, these investments reflect a fundamental shift in how defense capabilities are

built: increasingly shaped in software, trained in simulation, and improved through use.

"The acquisition of Aechelon will accelerate the work we are doing with Hivemind, particularly in simulation like the Department of War's JSE. It's an incredible company with a fantastic team and a leading technology that plays a role in how we think about the AI pilot development lifecycle. It will also help advance our Hivemind Foundation Model for Defense, which is trained in simulation and continuously refined through real-world operations," said Shield AI CEO Gary Steele. The raise will also fund certain phases of X-BAT development.

Advent's David Mussafer said of its decision to lead the investment, "Shield AI is a rare asset with the potential to deliver strong growth over the coming years. V-BAT is rapidly scaling and delivering outcomes for militaries around the world. X-BAT is a huge opportunity to redefine air power in the fighter jet market. Hivemind is one of the most experienced and proven AI pilots in the world. We couldn't be more excited to partner with the Shield AI team."

"Through our Security and Resiliency Initiative, we are investing in generational companies who are poised to accelerate innovation, reinforce the defense industrial base, and help advance and scale mission-critical solutions," said Todd Combs, Head of the Strategic Investment Group

for JPMorganChase's Security and Resiliency Initiative. "JPMorganChase is proud to support the AI pilots and next-generation autonomous aircraft that will strengthen global resilience and national security."

Following closing, Aechelon will join Shield AI, continuing to operate independently while serving customers across the defense ecosystem. Aechelon co-founder and CEO Ignacio (Nacho) Sanz-Pastor will report directly to Gary Steele and remain responsible for Aechelon's product and customer roadmap.

"We're thrilled to continue our work and serve our customers under Shield AI. Their vision of a future filled with autonomous systems protecting service members and civilians, and deterring conflict, is inspirational. I couldn't think of a better new home for the Aechelon team than Shield AI," said Sanz-Pastor.

Today, Hivemind software has already piloted 26 classes of vehicles including F-16s, jet-powered UAVs, helicopters, drone boats, and ground vehicles. It was recently selected by the U.S. Air Force as a mission autonomy provider for Collaborative Combat Aircraft (CCA) and is actively conducting a flight test campaign of Hivemind onboard the Anduril YFQ-44A CCA.

The Hivemind Foundation Model for Defense is a domain-specific AI model that integrates high-fidelity simulation with data from real-world operations to help customers accelerate the adoption of AI pilots across new aircraft and missions.

PARAZERO SECURES A NEW ORDER FOR DEFENDAIR COUNTER-UAS SYSTEMS FROM ISRAELI DEFENSE ENTITY

PARAZERO

ParaZero Wins Another Substantial Order for Anti-Drone Systems from Major Global Defense Corporation

A World of Innovation

DEFENDAIR | DROP AIR

ParaZero Technologies Ltd. an aerospace defense company pioneering smart, autonomous solutions for the global manned and unmanned aerial systems (UAS) industry announced it has received a new purchase order from an Israeli defense entity for its DefendAir Counter-Unmanned Aerial Systems (Counter-UAS) solution.

This new order reinforces the growing trust and operational reliance on ParaZero's DefendAir platform by multiple strategic defense entities within Israeli defense ecosystem. The order includes the delivery of an evaluation kit including DefendAir's net pods live exercise and training to support rapid operational deployment and maximize readiness.

DefendAir is a multi-layered soft-hard kill Counter-UAS system that deploys proprietary patented non-explosive net-launcher technology to neutralize hostile drones with minimal collateral impact. The platform has been demonstrated in field trials to deliver highly effective performance in complex threat environments and is designed to address evolving unmanned aerial threats across both urban and battlefield settings.

"We are honored to receive this new order for DefendAir from a defense entity," said Ariel Alon, Chief Executive Officer of ParaZero. "The adoption of our Counter-UAS solution reflects the confidence that key Israeli defense organizations place in the capabilities, scalability, and reliability of our counter-drone technologies. As drone threats continue to evolve, DefendAir is proving to be an essential layer of protection for defense forces, critical infrastructure, and strategic operations."

EM&E GROUP, INDRA GROUP, AND INTERSOFT PARTNER TO OFFER C-UAS CAPABILITIES TO THE BELGIAN MARKET



EM&E Group, Indra Group, and Intersoft Electronics Services signed a Memorandum of Understanding (MoU) at BEDEX (the Brussels European Defense Exhibition & conference) to offer C-UAS to the Belgian defense market.

The solution combines EM&E Group's capabilities in electro-optics and weapon stations with Indra's experience in radar and command-and-control systems, resulting in a comprehensive and integrated C-UAS solution effective in diverse operational scenarios. By joining forces with Intersoft, a Belgian leader in radar and CNS technology, the companies will market C-UAS integrated solution in Belgium, providing this market with cutting-edge technology for the detection, identification, tracking and neutralization of drones.

This alliance between EM&E Group, Indra Group, and Intersoft drives the European Union's strategic autonomy by developing 100% sovereign defense technology, reducing external dependence, and ensuring more resilient and interoperable airspace protection against current threats.

In the words of Gabriel Coloma, Business Development Director for Europe of EM&E Group: "We are pleased to offer our optronics and hard kill capabilities to the Belgian market through a complete and integrated C-UAS solution. This alliance is an example of how industrial collaboration contributes to strengthening the European defense technological and industrial base."

For his part, Teresa Cabezón, International Defence Business Vicepresident of Indra, stated: "Our ability to establish collaborative partnerships enables us to move faster, deliver better systems, and provide customers with the highest level of service throughout the entire lifecycle. The agreement comes at a time when European countries and the EU are moving forward with the creation of a 'drone wall' to protect the eastern flank."

The Managing Director of Intersoft Electronics Services, Domien De Ruyck, added: "EM&E's advanced defense systems and engineering capabilities are highly complementary to the radar and CNS expertise of Intersoft Electronics and the broad defense portfolio of Indra. This MoU creates a powerful framework to deliver integrated, futureproof solutions to our customers. Signing this enhanced agreement at BEDEX Brussels marks an important milestone in our collaborative journey".

INDRA DEPLOYS ITS CROW COUNTER-DRONE SYSTEM DURING THE PRESIDENTIAL INAUGURATION IN CHILE

Indra contributed the capabilities of its CROW counter-UAS system to the aerial security operation led by the Chilean Air Force for the presidential change-of-command ceremony held on Wednesday, March 11, 2026, at the National Congress in Valparaíso. The event marked the inauguration of José Antonio Kast as President, bringing together high-level authorities and international delegations, in a setting where securing the perimeter against next-generation unmanned threats was essential due to the complex operational environment.

CROW is a high-performance, modular, scalable and highly adaptable solution designed for 24/7 operations to protect military deployments and facilities, critical infrastructure, official buildings and institutional events. It integrates next-generation 3D radars, radiofrequency sensors, thermal and visible cameras, artificial intelligence algorithms and advanced soft-kill and hard-kill neutralization systems. The system enables the definition of dynamic priority and exclusion zones, alarm thresholds and integration with external agencies for alert categorization. In its high-mobility vehicle-mounted configuration, it can also operate within convoys, creating detection and protection bubbles against hostile drones while on the move and without the need to stop.

CROW has already demonstrated its effectiveness in real operations across different environments and domains. These include the protection of political summits and high-level dignitaries, such as the NATO Summit in Madrid and the Spanish Presidency of the Council of the



European Union, the protection of delegates and heads of state at COP16 in Cali, Colombia, or the APEC 2024 Asia-Pacific Summit in Lima, where the system operated continuously 24/7, automatically detecting, identifying and classifying 94 unauthorized drones entering the coverage area and neutralizing 61 that were flying too close or heading toward the Critical Protection Zone established by the authorities as part of a complex security operation.

The system is currently deployed to protect forces on the ground, including the protection of land troops in Mali, naval units operating as part of the European Union's Operation Atalanta off the Horn of Africa, and bases and critical infrastructure in Lithuania in high-threat environments.

A comprehensive protection proposal This deployment in Chile also took place at a strategic moment for the aerospace and defense sector, ahead of FIDAE 2026—the region's premier aerospace and defense exhibition—scheduled at Pudahuel Air Base from April 7 to 12. The six-day event brings together companies, international delegations, professionals and the public

to explore the latest innovations in civil and commercial aviation, defense, airport equipment and services, homeland security, aircraft maintenance and space technology, as well as cybersecurity and UAS fields. In this framework, Indra will strengthen its position with a focus on Space (with Hispasat), air-surveillance radars, C-UAS systems, unmanned platforms and advanced maintenance and support services (In-Support Service), consolidating a comprehensive proposal for airspace and critical-infrastructure protection.

Perimeter security and border control Indra has a proven track record in the design and integration of radar, radiofrequency and electronic-warfare technologies, as well as air-defense systems and global command-and-control solutions aimed at strengthening security capabilities and ensuring operational continuity.

In the field of maritime and land border surveillance and the protection of critical infrastructure, the company has developed next-generation solutions supported by technology-transfer schemes to local industry that ensure sovereignty and autonomy over the system life cycle while contributing to national industrial development.

Such sovereignty is particularly relevant in the case of countering threats like drones, which evolve continuously and can render systems obsolete and ineffective. The CROW system incorporates high flexibility and adaptability which, combined with the support of a leading national company, ensures protection against highly dynamic threats and scenarios.

INDRA GROUP BRINGS TO BRUSSELS AIR DEFENCE, COUNTER-DRONE AND CYBERDEFENCE CAPABILITIES CRITICAL TO EUROPEAN SECURITY

Indra Group will showcased at the European defence exhibition BEDEX (its latest and most advanced air defence, counter-drone, cyberdefence and intelligence platform capabilities, which European countries and the European Union are demanding to address emerging threats such as drone attacks and hybrid warfare.

Indra's International Commercial Vicepresident, Teresa Cabezón, stated that "our technology is at the highest level, ahead of that of the most advanced countries in terms of air defence, cyberdefence and the digitalisation of armed forces. Our systems are generating strong interest, and the programmes set to be launched in Europe give us the opportunity to become a global leader."

The company presented its counter-unmanned aerial systems (C-UAS) solutions, designed to detect, identify and neutralise drones that may pose a risk to critical infrastructure, military installations or operational deployments. These capabilities are already available to the Spanish Armed Forces through the ARACNE solution, developed in collaboration with EM&E.

These systems also enhance the capabilities of Indra's integrated air defence systems, based on Lanza 3D air surveillance radars, the new family of Full AESA MTR radars, and the AirDef air command and control system, which the Spanish Armed Forces currently use to protect Spanish airspace.

Indra has become a benchmark in Europe in air and ground-based air defence systems, having taken an early lead in the development

of systems with open, modular and interoperable architectures. These enable the combination of sensors and systems with different ranges to generate a layered, in-depth defence. This capability is key to countering simultaneous attacks by drones, missiles or combat aircraft, allowing them to be addressed progressively and with greater anticipation.

The integration of counter-drone and air and ground-based air defence capabilities is particularly relevant at a time when initiatives are being explored to strengthen protection of the eastern flank through advanced networks for the detection and mitigation of aerial threats. Countries such as Belgium are also reinforcing their capabilities and exploring collaborations with technology partners.

EMBRAER AND VALKYRIE AERO EXPAND A-29 SUPER TUCANO CAPABILITIES FOR C-UAS MISSION

Embraer a global leader in the aerospace industry, and Valkyrie Aero are partnering to bring cutting-edge, Artificial Intelligence-enabled Counter Unmanned Aerial Systems (C-UAS) capabilities to the A-29 Super Tucano through Valkyrie's Gunslinger.

Valkyrie's proprietary Gunslinger AI (Artificial Intelligence) suite enables real-time, enhanced C-UAS tactical decision making on the battlefield supporting the Find, Fix, Finish of unmanned threats. The Gunslinger is built for the evolving UAS threat landscape, ensuring an enduring and scalable solution. Valkyrie Aero's Gunslinger further enhances the A-29 C-UAS capabilities that currently rely on existing, integrated sensors.

Militaries worldwide have invested enormous resources against disruptive and persistent unmanned threats by tasking high-end platforms such as mainstream fighter jets to counter drones with significant cost per mission. The A-29 equipped with Gunslinger offers extremely effective and low-cost counter drone capabilities, leveraging the Super Tucano's advanced tandem cockpit, extended loiter time, and agility. Its ability to safely match the speed of one-way attack drones creates



a stable, precise engagement platform for guns, guided rockets, and other effectors.

"We are proud to partner with Valkyrie to further enhance the A-29 C-UAS mission capabilities. With over 60,000 combat flight hours, the A-29 Super Tucano is the gold standard for light attack globally, and the ideal platform for manned C-UAS operations," said Marcio Monteiro, Market

Intelligence Vice-President of Embraer Defense & Security. "Valkyrie is excited to partner with Embraer to deliver Gunslinger on the A-29 platform for customers worldwide. Gunslinger is born from the immediate needs of the frontline warfighter, whom Valkyrie trains and engages with every day," said Chris Turner, Senior Vice President, Corporate Strategy of Valkyrie Aero.

BITTIUM AND SENSOFUSION COLLABORATE TO DEVELOP INTEROPERABILITY IN TACTICAL COMMUNICATIONS AND ANTI-DRONE SYSTEMS

Bittium and Sensofusion have agreed to collaborate to develop interoperable, secure, and resilient tactical communications solutions and anti-drone systems for the defense industry. The objective of the cooperation is to ensure that the solutions of both companies can be used simultaneously in demanding operational environments without degrading each other's performance.

Bittium is a leading provider of resilient tactical communications solutions based on software-defined radio technology. The modern broadband TAC WIN backbone network and the next-generation Tough SDR radios designed for defense use are engineered to operate reliably even in heavily contested and jammed environments, unlike commercial networks.

Sensofusion, in turn, offers some of the most advanced anti-drone solutions on the

market. The strong jamming capabilities of these systems have traditionally posed challenges when used alongside tactical communications. In the first phase of the cooperation, the companies have conducted joint tests to evaluate the simultaneous operation of their solutions. Based on the test results, Bittium's and Sensofusion's solutions can operate side by side in the field without anti-drone activities disrupting tactical communications.

"At the core of our cooperation is the testing and development of the combined use of radio-frequency jamming and anti-jamming solutions. Our goal is to ensure that customers can communicate on the tactical network on the battlefield even when anti-drone systems are operating simultaneously. This improves operational performance and security while giving users greater freedom of action in demanding situations," says Tommi Kangas,

Senior Vice President of Bittium's Defense & Security Business Segment.

The cooperation will continue with further development of interoperability to meet future requirements. The aim of the development work is to further enhance performance, resilience, and usability in operational environments.

"Continuous cooperation through joint testing provides both companies with the best possible way to develop systems that dominate the signal environment in modern anti-drone warfare," says Tuomas Rasila, CEO of Sensofusion. Sensofusion brings together hardware and software experts with strong operational backgrounds, enabling the design of solutions that genuinely meet the demands of modern operational environments. The company maintains its competitiveness by leveraging agile development methods and rapid prototyping.

NASA INVESTIGATES HOW PEOPLE RESPOND TO AIR TAXI NOISE



New kinds of aircraft taking to the skies could mean unfamiliar sounds overhead – and where you’re hearing them might matter, according to new NASA research. NASA aeronautics has worked for years to enable new air transportation options for people and goods, and to find ways to make sure they can be safely and effectively integrated into U.S. communities. That’s why the agency continues to study how people respond to aircraft noise.

In this case, NASA’s work focused on air taxis, shorthand for a variety of aircraft intended to carry people short distances for everything from personal travel to medical treatment. Researchers investigated whether residents in loud cities would respond differently to air taxi sounds than those in quieter suburban settings.

From late August through September 2025, 359 participants in the Los Angeles, New York City, and Dallas-Fort Worth areas took part in NASA’s Varied Advanced Air Mobility Noise and Geographic Area Response Difference (VANGARD) test.

Researchers played 67 unique sounds simulating aircraft, including NASA-owned industry concept designs. To ensure unbiased feedback, the research team withheld aircraft manufacturer names. Participants were also not shown images of the aircraft they were hearing. Initial results reveal that residents living in noisy areas reported being more bothered by the air taxi sounds than those in quieter areas. The VANGARD team members are currently analyzing the data to better understand these findings, but so far, they’re hypothesizing that people in loud environments may simply be more sensitive to additional noise.

“With air taxis coming soon, we need to understand how people will react to a variety of future aircraft sounds,” said Sidd Krishnamurthy, lead researcher at NASA’s Langley Research Center in Hampton, Virginia. “This test filled a critical gap, and its results will improve how we predict human reactions to noise, guiding the design and operation of future aircraft.”

During the study, participants listened to individual aircraft flyover sounds and rated their annoyance levels. The participants also provided their zip codes, allowing the researchers to sort their locations into high and low background noise levels. “We wanted to know if people in low or high background noise zones would be more annoyed by the air taxi sounds, and to what extent, even without their usual background sounds present during the test,” Krishnamurthy said.

Most participants listened from their home locations, with their own audio devices. But to complement that testing, a control group of 20 people listened in-person at NASA Langley in June, using tablets and headphones with fixed audio settings.

Results showed that the control group responded similarly to those who tested from home. Many factors influence how humans respond to aircraft noise. This study was not designed to answer every question – for example, it did not look at the potential effects of high background noise masking air taxi noise – but it provided the VANGARD team with initial insights.

The results from this study, and any follow-on efforts, will guide the design and operation of future advanced air mobility aircraft to help designers and regulators determine how and where these aircraft may fly. This research was led under the Revolutionary Vertical Lift Technology project and contributes to NASA’s advanced air mobility research. The project falls under the Advanced Air Vehicles Program within NASA’s Aeronautics Research Mission Directorate.

KRATOS RECEIVES \$7 M ORDER FOR COUNTER-UAS SYSTEMS



Kratos Defense & Security Solutions, Inc. a technology company in Defense, National Security and Global Markets announced that it has recently received an approximate \$7 million Production Contract Award for a Counter-UAS System designed to detect, track and classify threats, including low-profile unmanned aerial systems, cruise missiles, and other aerial systems. Kratos is an industry leading provider of military-grade hardware for air defense, missile, radar, hypersonic, strategic, directed energy and other systems. Work under this program award will be performed in a secure Kratos manufacturing facility. Due to security related and other considerations, no additional information will be provided.

Eric DeMarco, Kratos President and CEO, said, “Manufacturing military-grade hardware in large scale production runs, that must work every time, is hard and a clear differentiator of Kratos to our partners and customers. Drones, missiles, loitering munitions and other aerial threats are rapidly proliferating globally by our adversaries, and Kratos is proud to manufacture the systems to defend and protect our warfighters.”



ALLEN CONTROL SYSTEMS JOINS RED CAT FUTURES INITIATIVE TO ADVANCE AUTONOMOUS COUNTER-DRONE AND PRECISION DEFENSE CAPABILITIES

Red Cat Holdings, Inc. a US-based provider of advanced all-domain drone and robotic solutions for defense and national security announced that Allen Control Systems (ACS), a leader in autonomous precision robotics, has joined the Red Cat Futures Initiative, the company's industry-wide consortium accelerating advanced autonomous systems for modern warfare.

By joining the Futures Initiative, ACS will collaborate with Red Cat to evaluate integration opportunities between its Bullfrog autonomous counter-drone system and Red Cat's secure ISR platforms and command and control architecture. The first Bullfrog integration will be with Blue Ops, Red Cat's maritime division, equipping its Uncrewed Surface Vessels (USVs). This integration will expand ACS's counter-unmanned aircraft systems and precision engagement capabilities to multiple domains.

"The rapid proliferation of small unmanned systems has reshaped the modern battlefield and requires equally advanced countermeasures," said Jason Gunter,



VP of Tech & Innovation at Red Cat. "Allen Control Systems brings innovative autonomous precision technology that complements our Family of Systems approach. By working together, we strengthen our ability to provide interoperable, American-made solutions that enhance survivability and mission effectiveness for U.S. and allied forces." "U.S. and allied nations are seeking cost-effective and scalable counter-drone systems to provide a new layer of protection on the move and at the edge," said Mike Wior, co-founder and CEO, ACS. "Partnering with Red Cat and joining the Futures Initiative allows us to integrate our fully autonomous precision weapons station into a proven unmanned platform, advancing these systems beyond basic requirements and enabling them to execute more advanced and complex missions for U.S. military forces and their allies."

The Futures Initiative connects leading robotics and autonomy innovators to accelerate the deployment

of advanced capabilities, including artificial intelligence, computer vision, target acquisition, swarming, and resilient control systems. The initiative is designed to reduce integration friction, speed time to fielding, and ensure that trusted, mission-ready systems reach operators at the tactical edge faster.

ACS is building autonomous weapon systems to meet the demands of modern conflict. Its flagship product, Bullfrog, uses artificial intelligence, computer vision, and proprietary control systems to enable any legacy or modern weapon to precisely engage any target, significantly increasing the accuracy of existing battlefield systems. The partnership reflects a shared commitment to strengthening the U.S. defense industrial base and accelerating the deployment of American-manufactured systems. As the Department of War and allied nations prioritize resilient supply chains and scalable autonomy, collaborative initiatives like the Futures Initiative play a critical role in delivering interoperable solutions across domains.

VOLATUS AEROSPACE LAUNCHES SKYDRA, A COUNTER-DRONE PLATFORM

Volatus Aerospace Inc. a Canadian aerospace and defence company delivering integrated uncrewed systems and mission-critical operational services announced the launch of SKYDRA™, the Company's first Software-as-a-Service (SaaS) platform designed to support counter-unmanned aircraft system (CUAS) operational planning and simulation.

SKYDRA™ introduces a digital capability within the Volatus defence portfolio designed to support structured planning, simulation, and readiness exercises for counter-drone operations. The platform is supported by patent-pending intellectual property and represents an expansion of the Company's software and recurring revenue initiatives.

Recent global developments have demonstrated the increasing use of unmanned aerial systems in asymmetric conflict and against critical infrastructure, reinforcing the need for advanced planning, training, and decision-support tools. SKYDRA™ is designed to provide organizations with a secure virtual environment to conduct structured planning, simulation, and table-top exercises before operational deployment.

Industry Reports estimate the global counter-UAS market could exceed \$20 billion by 2030, driven by increasing demand for airspace security,



defence modernization, and protection of critical infrastructure.

The platform is intended for use by armed forces, public safety agencies, and operators of sensitive infrastructure including airports, ports, energy facilities, and other strategic sites.

Glen Lynch, Chief Executive Officer of Volatus Aerospace, stated: "The global threat landscape involving unmanned systems continues to evolve. SKYDRA™ represents an important milestone for Volatus as our first SaaS platform and establishes

a recurring software revenue stream within our defence strategy. By enabling virtual planning and readiness exercises, we are expanding our ability to support customers beyond hardware into digital operational capability." SKYDRA™ will be offered under subscription-based licensing structures, including enterprise deployments and evaluation programs. The Company expects the platform to complement its broader CUAS and aerospace capabilities.

Further commercial updates will be provided as material agreements are executed.

DRONESHIELD ESTABLISHES EUROPEAN HEADQUARTERS TO ACCELERATE REGIONAL GROWTH AND SOVEREIGN COUNTER-UAS CAPABILITY



DroneShield, a global leader in counter-drone and electronic warfare (EW) solutions, is pleased to announce the official opening of its new European Headquarters in Amsterdam, The Netherlands.

The establishment of the European Headquarters marks a significant step in DroneShield's long-term commitment to Europe, one of the Company's fastest-growing regions, and provides a strengthened operational presence to support its expanding footprint across EU and NATO-aligned markets.

The new Headquarters will serve as an operational base for DroneShield's EU Centre of Excellence and aligns with the EU's ReArm Europe Plan / Readiness 2030 initiative, which seeks to boost military spending, strengthen industrial sovereignty, and accelerate support for Ukraine. It further builds on DroneShield's newly established European manufacturing footprint to advance sovereign counter-UAS capability, which marks a major expansion of the Company's European industrial footprint and manufacturing capacity.

The European Headquarters will be led by Louis Gamarra, who was promoted to the position of Chief Commercial Officer earlier this year, and builds on DroneShield's existing regional presence. Mr Gamarra will oversee the continued growth of DroneShield's commercial and operational functions across Europe, including the expansion of a dedicated in-region team. The Company's European footprint now comprises of around a dozen staff, and benefits from a multilingual team proficient in English, German, French, Dutch, Spanish, and Scandinavian languages (Danish, Swedish, and Norwegian).

The team will continue to work alongside DroneShield's robust network of European resellers, while also growing internal operations functions to support delivery to customers. The newly established European headquarters will ensure that customers receive not just leading-edge capability, but also more efficient support and deployment.

Europe remains a priority region for DroneShield's sales and business development strategy. In 2025, Europe was the Company's best performing market, securing \$98 million in revenue and accounting for 45 per cent of total Company revenue. As of February 2026, DroneShield has a regional pipeline valued at \$1.2 billion. Geopolitical pressures, such as the Iranian conflict, ongoing war in Ukraine and repeated Russian drone incursions, continue to drive demand for deployed counter-UAS solutions across Europe and the Middle East.

The official opening event hosted VIP guests including the newly appointed Dutch State Secretary for Defence, Mr Derk Boswijk, and Australian Ambassador to the Netherlands, His Excellency Dr Greg French, reflecting the strong partnerships supporting DroneShield's European growth.

Louis Gamarra, DroneShield European Headquarters Chief said, "DroneShield's investment in Benelux marks a major milestone that strengthens our ability to support frontline users, procurement agencies and industry partners across Europe. With increasing demand for counter-drone solutions across the region, our new European headquarters will allow us to deliver faster, more localised support to our EU partners. We're proud to be investing in local talent and infrastructure to meet the growing security needs across Europe."

JIATF 401 LEADS GROUNDBREAKING US-U.AGREEMENT ON COUNTER-DRONE TECHNOLOGY STANDARDS



In a significant step to enhance allied military interoperability, the U.S. Department of War and the United Kingdom's Ministry of Defence have signed a landmark Joint Declaration of Intent to establish common data standards for counter-unmanned aerial system technologies. This crucial effort was led by Joint Interagency Task Force 401, the organization at the forefront of fielding counter-drone capabilities.

The agreement addresses the urgent challenge of integrating diverse C-UAS systems, a process often hindered by incompatible data formats. By establishing a common standard, the U.S. and U.K. will enable their forces to share data seamlessly, improve sensor fusion and accelerate the deployment of new technologies to the warfighter.

"This agreement is a prime example of our commitment to modernization and strengthening our alliances," said Secretary of the Army Dan Driscoll. "By establishing common standards with key allies like the United Kingdom, we not only enhance our collective security but also strengthen our defense industrial base and create new opportunities for streamlined foreign military sales. This initiative will accelerate our ability to deploy the most effective C-UAS capabilities to protect our soldiers. We intend to expand this effort to five other nations in the coming weeks so that the entire U.S. local, state, and federal ecosystem, and up to 25 countries, will be able to purchase from our JIATF 401 marketplace by this summer."

The declaration solidifies JIATF-401 in its leadership role of driving innovation and interoperability. The task force will incorporate the new data standard compliance into the requirements for systems entering the JIATF-401 marketplace, incentivizing rapid industry adoption.

"The lack of common data standards has been a significant barrier to integrating the best available technologies," said Brigadier General Matt Ross, director of JIATF-401. This declaration is a critical step forward. By establishing these standards, we are sending a clear signal to industry through that. Vendors who adopt these standards will find a more direct path to getting their capabilities into the hands of our warfighters.

The partnership underscores the deep and enduring defense relationship between the two nations.

Col. Anna Scott, British army advisor to the Secretary of the Army, commented, "This landmark data standards agreement between the U.S. Army and the U.K. Ministry of Defence is a testament to the enduring strength and relevance of the U.S.-U.K. special relationship. In the rapidly evolving world of counter-UAS, the ability to share data at pace is essential, and this commitment to common standards represents a critical milestone in our technical interoperability. This agreement will benefit the entire C-UAS enterprise, including our industry partners, ensuring that together, we can deliver fully interoperable capabilities to the warfighter at the speed of relevance, safeguarding our forces and enhancing our collective security."

EPIRUS, GDLS AND KODIAK AI UNVEIL NEW AUTONOMOUS HPM SYSTEM FOR COUNTER-UAS

Epirus, General Dynamics Land Systems (GDLS) and Kodiak AI (Kodiak) unveiled Leonidas Autonomous Ground Vehicle (AGV), a mobile, fully autonomous vehicle for counter-UAS, critical point defense and homeland security missions.

Leonidas AGV features Epirus' Leonidas high-power microwave platform integrated onto a commercial-grade truck platform equipped with Kodiak's AI-powered autonomous driving system, the Kodiak Driver. General Dynamics Land Systems served as lead system integrator.

Leonidas AGV delivers a mobile counter-UAS capability that can be operated without human intervention or teleoperated to extend the counter-UAS line of defense across fixed-site and expeditionary mission sets.

Designed for autonomous critical point defense counter-UAS operations, Leonidas AGV can rapidly deploy to pre-planned intercept points or maneuver across a perimeter to protect critical assets from the threat of individual, swarm or fiber-optic controlled drone attacks. Leonidas AGV is well-suited for a range of missions, including defense of military installations, forward operating bases, airports, ports, energy infrastructure and major public events. The system's autonomous and teleoperation modes allow operators to scale coverage, reposition dynamically and maintain continuous coverage from drone threats.

Leonidas AGV showcases the modularity and scalability of Epirus' Leonidas high-power microwave platform, a tested and proven counter-UAS solution that delivers software-



defined electromagnetic interference effects to precisely neutralize drone threats. Leonidas safely defeats individual drones and saturation swarm attacks without expending costly and limited interceptors, creating a resilient and low-collateral close-in defense layer for critical assets and infrastructure.

The industry-leading, dual-use Kodiak Driver system enables Leonidas AGV to operate autonomously across a range of complex environments, from structured highways to unstructured off-road environments and everything in between. The system's modular architecture ensures reliable and safe movement in areas where human operation may be inefficient or unsafe. With advanced perception and autonomous navigation, Kodiak Driver allows Leonidas AGV to maneuver dynamically and maintain uninterrupted counter-UAS coverage in contested environments.

"Saturation drone attacks demand a fundamentally different approach to defense," said Andy Lowery, CEO of Epirus. "Leonidas AGV combines autonomous mobility with high-power microwave effects to deliver a counter-UAS capability that rapidly maneuvers to defeat drone swarms without more boots on the ground. Together with GDLS and Kodiak, we're enabling a new layer of autonomous drone defense for critical assets and infrastructure."

"We partner with other companies so we can provide best-in-class capabilities to the Army – and the Leonidas AGV is a timely example," said Keith Barclay, Vice President and General Manager for U.S. Operations at General Dynamics Land Systems. "Integrating leading-edge technology from Epirus and Kodiak into a commercial-based vehicle is one way to ensure American soldiers have the power to win on the battlefield. At GDLS, we're moving faster than ever before, and we think there's a great future for commercially inspired innovations such as Leonidas AGV."

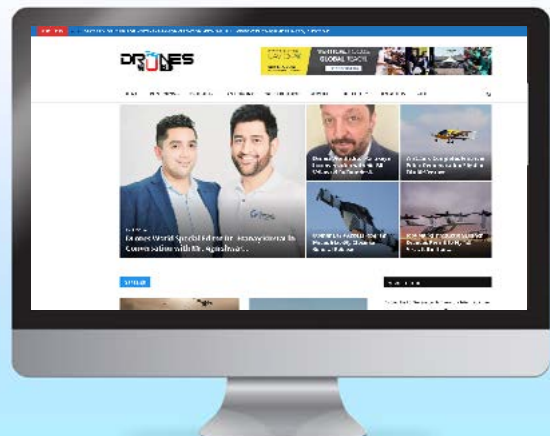
"Autonomous mobility fundamentally changes how advanced defensive systems can be deployed and operated," said Don Burnette, Founder and CEO, Kodiak AI. "By integrating the Kodiak Driver with Epirus' Leonidas platform and GDLS' integration expertise, we are demonstrating how commercially developed autonomy enables mobile counter-UAS capabilities that protect critical assets and keep warfighters out of harm's way. This collaboration directly meets the U.S. military's need for scalable, adaptable and cost-effective autonomous ground vehicles."

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JOINT INTERAGENCY TASK FORCE AWARDS CRITICAL COUNTER-UAS CONTRACT



Joint Interagency Task Force 401 has successfully executed additional contract awards as part of Domestic Shield to procure counter-unmanned aerial systems capability in support of U.S. Northern Command and U.S. Strategic Command.

The combined contract, valued at \$6.1 million, includes the purchase of 210 SmartShooter Smash 2000LE systems and one AeroVironment Titan Cerberus XL system. This milestone expands the layered defenses that protect installations and critical defense infrastructure from the emerging UAS threats in the U.S.

“We need a layered defense that includes distributed sensing, the ability to track in real time, and capabilities to engage with both non-kinetic and kinetic countermeasures,” said Army Brig. Gen. Matt Ross, task force director. “This purchase does not solve that problem, but it’s a step in the right direction.”

He added that both contracts were executed at a record pace, underscoring JIATF 401’s commitment to cutting through red tape to deliver critical counter-UAS capability at the speed of relevance during combat operations in support of Operation Epic Fury.

The rapid award timeline reflects strong coordination across requirements, contracting and mission stakeholders to ensure timely responses to operator needs.

Additionally, two radar systems have been assigned to support the National Capital Region in coordination with the Department of Homeland Security, enhancing the region’s ability to detect and counter emerging UAS threats. Ross said this strategic move strengthens local defense capabilities, ensuring that critical infrastructure remains protected.

In support of this reconfiguration, JIATF 401 is also advancing the integration of the Lattice system, a cutting-edge, tactical user interface for command-and-control of counter-UAS that links sensors and effectors across installations and agencies. This integration will boost response times and strengthen national defense, enabling more agile and effective counter-UAS operations.

The task force is pioneering acquisition reform practices to ensure the services and the entire joint force receive the critical technologies they need to maintain the operational advantage and keep America safe.

NEW NATO INNOVATION RANGE STARTS COUNTER-DRONE TECHNOLOGY TESTING IN LATVIA



NATO’s Innovation Range for uncrewed systems in Latvia launched its first Testing, Evaluation, Verification and Validation (TEVV) campaign on Unmanned Aircraft Systems (UAS) and Counter-UAS (C-UAS) technologies.

Defence industry companies from NATO Allies and Ukraine, as well as operational users and government representatives gathered at the Selija Military Training Area for the first of a series of TEVV activities planned throughout 2026.

The site allows for high-speed and high-altitude interceptor flights, as well as testing of various electronic warfare solutions in an open environment.

NATO’s Innovation Range for uncrewed systems in Latvia is one of the five pilot ranges established under NATO’s Rapid Adoption Action Plan (RAAP). The other ranges are:

NATO Innovation Range for Cyber Testbed, in Estonia, which will focus on cyber and Information Technology solutions.

NATO Innovation Range for Future Connectivity, co-led by Finland and Sweden, focused on resilient and secure next-generation connectivity technologies.

NATO Innovation Range for the Underwater Environment, in Italy, which will focus on testing underwater systems and maritime technologies.

NATO Innovation Range for Shallow Waters, in the Netherlands, which will focus on autonomous maritime capabilities and seabed security in shallow-water environments.

NATO Innovation Ranges enable Allies to accelerate testing, experimentation and the adoption of innovative technologies across operational domains. Testing campaigns like the UAS-C-UAS campaign help accelerate the development of innovative solutions that are suited to operational requirements.

The next testing and evaluation activity will take place on the margins of the International Drone Summit, which will be held in Riga on 27 May.

BLIGHTER BOOSTS STEALTH OF RADARS FOR MOBILE SURVEILLANCE

Blighter has further boosted the stealth characteristics of its e-scan radars to better serve the growing number of developers of crewed and autonomous multi-sensor surveillance vehicles and platforms.

According to Blighter, the growing sophistication of electronic counter-countermeasures (ECCM) means that demand for Low-Probability-of-Intercept (LPI) radars is increasing rapidly. The need for covert radars that can see but not be seen is particularly strong in the mobile surveillance market where stealth, information superiority and data security are paramount.

Blighter radars, including its B400 series, feature Low-Probability-of-Intercept (LPI) waveforms; this makes the radar signal difficult to detect and therefore difficult to jam. Radar performance remains exceptional, with Blighter's industry-leading capability in the detection and classification of people, vehicles, and near-ground airborne threats.

Mark Radford, co-founder and chief technology officer (CTO) at Blighter says: "Our radars are inherently covert due to the design choices we made at the outset. We were first to market with a solid-state, non-rotating electronic scanning ground radar, and our adoption of the



dual antenna FMCW (frequency modulated continuous wave) architecture and the decision to operate in the Ku-band spectrum have led to an exceptionally tough, EMC robust and stealthy radar design."

Blighter continues to fine-tune its technology to improve detection, tracking and classification of targets while staying covert. For example, new fast scanning modes, featuring sub-second update rates, result in even less radar energy being transmitted in any specific direction. Furthermore, when the radar is used with BlighterNexus' 'Scan-Manager Application Module', the radar can operate in a Multi-Function Radar (MFR) mode with greater randomisation of the low-power waveforms

being transmitted.

"Developers of crewed and autonomous surveillance vehicles and platforms are already benefitting from Blighter's LPI credentials," says Mark Radford. "The radar's solid-state design and extremely low transmit power (4 Watts) reduces the EMC and acoustic signatures and results in a smaller safety zone around the radar to aid sensor integration. But fundamentally, it's the complexity and length of the combined e-scan, FMCW and Doppler chirp waveforms that make the Blighter radar so difficult to detect and jam."

In 2025, Blighter radars were integrated into a fleet of custom-built multi-sensor mobile surveillance vehicles for on-the-go monitoring of a European land border; by Allen-Vanguard for its SECURIS rapid deployable counter drone system, and by a SE Asian military customer for mobile border surveillance vehicles.

"Our radar is probably the stealthiest and most resilient ground radar in its class and an excellent fit for developers in the multi-sensor mobile surveillance space," says Mark Radford. "A great fit for customers wanting to add a covert radar into modernisation programmes, electric and hybrid autonomous vehicles, as well as for patrol and target designator vehicles."

SAAB AND KYIV SCHOOL OF ECONOMICS LAUNCH STRATEGIC COLLABORATION IN CRITICAL DEFENCE TECHNOLOGIES

Saab and Kyiv School of Economics have signed a collaboration agreement to strengthen research and development in unmanned aerial systems (UAVs) and microelectronics – two technology areas that are increasingly critical to modern defence and security capabilities.

The agreement establishes a long-term framework for joint research projects, student collaboration, experimentation, and technology development, supporting the advancement of next-generation defence and dual-use capabilities. The collaboration reflects a shared commitment by Saab and Kyiv School of Economics (KSE) to develop critical technologies, educate future experts, and strengthen technological resilience in an increasingly complex security environment.

"This collaboration strengthens our global technology research capabilities and gives us direct insights into the new defence opportunities enabled by UAV technologies and microelectronics.



We are very pleased to begin this partnership and look forward to advancing these critical capabilities together, says Anders Carp, deputy CEO at Saab.

"At KSE, we educate engineers and researchers who work at the intersection of technology, security, and real-world application. Partnering with Saab allows us to align cutting-edge research in UAV technologies and microelectronics with

the operational needs, both today and in the future", says Tymofii Brik, rector of Kyiv School of Economics.

Kyiv School of Economics represents a new generation of forward-looking engineering education and research, with recently established programs focused on UAV technologies and microelectronics. The university combines a strong understanding of modern battlefield requirements with an applied and experimental research approach addressing emerging technological challenges identified together with Saab.

Through the collaboration, Saab contributes its extensive expertise in large-scale defence systems, sensor technologies, and advanced front-end solutions, enabling research outcomes to be integrated into operationally relevant platforms and real-world applications. The partnership aims to accelerate innovation, strengthen competence on both sides, and bridge academic research with practical system-level deployment.

REDWIRE SUPPORTS US ARMY MODERNIZATION: DEMONSTRATING KEY INTEGRATION OF THE STALKER UAS AT IVY STING IV



The Redwire Stalker UAS has established itself as a key component of Army programs, from training soldiers at the U.S. Army Aviation Center of Excellence (USAACE) to the Long-Range Reconnaissance (LRR) contract for enhanced surveillance and target acquisition, the Stalker is a combat-proven system that has enabled multiple missions around the world.

Built with a Modular Open Systems Approach (MOSA), Stalker's ability to quickly and efficiently integrate into multiple systems was on display at the U.S. Army's recent Ivy Sting IV exercise with the 4th Infantry Division at Fort Carson, Colorado. Redwire's Stalker UAS, a modular Group 2 Uncrewed Aircraft System (UAS), demonstrated its ease of integration with the Army's Next Generation Command and Control (NGC2) tactical network. It didn't just fly, it populated the network as a native, discoverable node, delivering real-time position location information and full motion video across the entire NGC2 ecosystem.

NGC2 integration is a centerpiece of the Ivy Sting exercise series and showcases the Stalker's seamless integration with any network system. The NGC2 network recognized the Stalker asset the moment it entered the mesh, requiring minimum manual configuration. Redwire's anticipation of the Army's transition to NGC2 as a replacement for legacy systems allows the Redwire team to proactively support this vital customer in achieving the Pentagon's top communications priority: increased data through a fully encrypted network that will empower leaders to make crucial decisions with faster, secure intelligence.

"As the only fixed-wing VTOL to support this exercise, the Stalker's deployment at Ivy Sting demonstrates how the aircraft's modularity results in ease of integration with multiple Army networks," says Joshua Stinson, Chief Growth Officer at Redwire Defense Tech. "The Stalker's endurance, advanced capabilities, and maturity allow it to fulfill brigade level tasks normally covered by Group 3 aircraft—but with a much smaller logistics footprint."

Redwire's Flight Operations team has been a part of the entire Ivy Sting series of exercises, working with over 6,000 4th Infantry Division soldiers over the course of several months. During Ivy Sting IV, Stalker populated directly into a Stryker Infantry Carrier Vehicle to demonstrate its intelligence, surveillance, and reconnaissance (ISR) capabilities, which include providing immediate battle damage assessment through full-motion video.

MBDA-BACKED SME MARKS SUCCESSFUL 1ST FLIGHT OF INNOVATIVE DRONE



A UK-based SME (Small or Medium-Sized Enterprise) that produces an innovative vertical take-off and landing (VTOL) drone, in which MBDA is a significant shareholder, has publicised its successful first flight that MBDA representatives were present to witness.

The test flight by SME, Hybrid Drones Ltd, also demonstrated an expanded use case of the HYDRA-400 ultra-high lift uncrewed aerial vehicle (UAV). Development pace is significant and MBDA is working with Hybrid Drones Limited on weaponizing the platform.

Investing in Future Innovation : MBDA became a shareholder of Hybrid Drones Limited - who specialize in heavy-lift, hybrid jet-electric UAVs - in 2025, and have provided technical and resource support to rapidly develop the platform to production standard.

The HYDRA-400 is in a class category of its own with no known competition. A modular design with a payload capacity of up to 400kg, Hydra 400 has a myriad of military, operational, and dual use functions. The platform can employ tactical weapons, conduct ship-to-ship transfer, last mile logistics, and even logistical and casualty evacuation roles. It is designed for battlefield assembly and is transportable via a flatbed truck.

MBDA's investment in Hybrid Drones Ltd was one of the first instances where the company became a shareholder of a UK SME.

Results from collaboration: Suzanne Jude, Senior Vice President - Sales & Business Development at MBDA, said: "This is a very significant development in our partnership with Hybrid Drones Ltd. Seeing the HYDRA-400 fly for the first time is truly exciting and a testament to the innovation that results from collaboration between industry leaders like MBDA, with our engineering expertise, and the cutting-edge technology of an SME like Hybrid Drones Ltd."

Solving Future Challenges : The UK has placed greater emphasis on uncrewed solutions for a range of battlefield scenarios, including logistical resupply, weapons system delivery, and casualty evacuation. The HYDRA-400 will now enter the next phase of development and testing as part of efforts to deliver a versatile solution to these challenges.

AIRBUS SELECTED BY THE EDA TO EXPAND THE CAPABILITIES OF ITS CAPA-X DRONE

Airbus Helicopters, through its subsidiary Survey Copter, has been selected by the European Defence Agency (EDA) for the Multi Mission Unmanned Aircraft System (M2UAS) project. This strategic contract is part of a series of projects lasting 48 months, with a total budget of approximately €1.1 million. It involves the study and development of a hybrid uncrewed aircraft capable of performing various operational missions depending on its configuration and payloads.

"We would like to thank the EDA for the trust it has placed in us. This selection is a major recognition of our expertise in tactical drone systems and reflects our commitment to supporting the development of innovative European defence capabilities," said Christophe Canguilhem, Director of the Capa-X programme at Airbus Helicopters. "The characteristics of the Capa-X system make it particularly well suited to



the M2UAS project, while offering a scalable operational solution that can be adapted to the needs of the armed forces," he added.

Building on the Capa-X uncrewed aerial system, the M2UAS project aims to strengthen and expand the capabilities of the existing platform. The first phase of the project, lasting 12 months, is devoted to analysing current and future military operational needs, assessing

technological challenges, and identifying associated avenues for development. This work will help guide and optimise the various technological choices, with the aim of enhancing the Capa-X's versatility, efficiency, and multi-mission potential.

Ultimately, the M2UAS project will contribute to the definition of new drone architectures capable of performing a wide range of missions, such as surveillance and reconnaissance, electronic warfare, aerial effects deployment, and automated in-flight refueling, thereby strengthening European capabilities in the field of uncrewed aerial systems.

The Capa-X is a 120 kg multi-mission drone offering a data link range of 100 km, 10 hours of endurance, and a payload capacity of up to 20 kg. Its modular design allows it to be easily adapted to the missions, configurations, and regulatory constraints of public decision-makers, armed forces, civil and parapublic operators.

AV PARTNERS WITH CITY OF ALBUQUERQUE AND STATE OF NEW MEXICO IN DEFENSE MANUFACTURING EXPANSION

AeroVironment, Inc. a global leader in advanced defense and aerospace solutions announced plans to invest more than \$30 million to significantly expand its manufacturing operations in Albuquerque, New Mexico.

Supported by an initial \$5 million from the State of New Mexico and \$1 million from the City of Albuquerque through the Local Economic Development Act (LEDA), the investment will expand AV's manufacturing operations across its three existing manufacturing sites in the Sandia Science & Technology Park while supporting major capital equipment purchases and workforce growth.

"The growth we're driving in Albuquerque goes beyond our own business," said Wahid Nawabi, Chairman, President, and Chief Executive Officer at AV. "It's about strengthening the domestic defense industrial base, creating high-quality American jobs, and partnering with New Mexico to continue to develop a durable innovation and manufacturing hub that can deliver when it matters most."

The investment will further establish a vertically integrated, next-generation manufacturing campus expected to generate more than \$670 million in economic impact over the next 10 years, boost production of mission-critical defense and space technologies, create more than 450 high-wage jobs, and strengthen New Mexico's role in the U.S. defense industrial base by enabling scaled domestic production of directed energy systems and space-grade components that support



national security and resilient supply chains.

As part of the expansion, the State of New Mexico and City of Albuquerque have approved a \$6 million performance-based incentive package, structured as cash reimbursements tied to verified hiring milestones. The incentive reflects AV's long-term commitment to New Mexico's advanced manufacturing and technology workforce, where the company currently employs more than 400 people and has a proven growth record of nearly 30 percent year-over-year from 2023 to 2026.

AV's Albuquerque operations are a cornerstone of the company's advanced manufacturing strategy, anchored by its Space & Directed Energy Group, which supports next-generation defense, aerospace, and commercial space programs and develops advanced capabilities, including laser communications, counter-UAS systems, and autonomous and space-based solutions, while also supporting prototype development for U.S. military customers and regional testing and operations.

"This move marks a step change in our ability to deliver mission-critical capabilities at scale," said Mary Clum, President of AV's Space, Cyber & Directed Energy segment. "Albuquerque is a strategic production and integration hub for space-grade components and directed energy systems that directly support U.S. national security priorities. The state's partnership allows us to accelerate manufacturing, strengthen domestic supply chains, and deliver advanced capabilities to our customers faster and more reliably."

AV currently manufactures several products critical to national security priorities, including advanced radio frequency (RF) systems, satellite communications ground terminals, laser systems and stabilized precision optics and tracking technologies, among others.

"This expansion comes as the federal government continues to emphasize the importance of defense contractors leaning forward, investing in domestic facilities, resilient supply chains, and skilled workforces that can deliver critical capabilities at scale, on time, and cost-effectively," said Church Hutton, Chief Growth Officer at AV. "AV's Albuquerque growth reflects this national priority and positions the company to meet accelerating demand across defense, aerospace, and space markets."

"Albuquerque is where defense innovation becomes advanced manufacturing," said Mayor Tim Keller. "With LEDA support, AV Defense is expanding here, bringing hundreds of good-paying jobs and strengthening our local economy."

SHIELD AI'S V-BAT PROVES COLD WEATHER CAPABILITIES IN NATO'S ARENA HEIMDALL EXERCISE



Shield AI, the deep-tech company building state-of-the-art autonomy software products and aircraft, demonstrated Arctic-ready, ship-based intelligence, surveillance, and reconnaissance (ISR) capabilities during NATO's HEIMDALL 26 exercise in Norway.

Hosted by the NATO Center of Excellence for Cold Weather Operations (CEO-CWO) between February 17 and 26, HEIMDALL served as the validation of NATO's Arctic experimentation arena, evaluating manned-unmanned teaming concepts and the integration of ISR data into the NATO Federated Mission Network and Multi Domain Operation (MDO) framework. The exercise served as an opportunity to validate V-BAT's ability to operate in extreme cold and maritime conditions without aircraft modifications.

"HEIMDALL was an excellent opportunity to prove V-BAT's performance in real-world Arctic conditions. We launched from land and from smaller vessels, operated in harsh weather, and conducted surveillance across both maritime and land domains. V-BAT serves as a force multiplier in contested maritime environments by giving commanders reliable ISR wherever they operate. From the Caribbean to the high Arctic, V-BAT provides a dependable capability to support maritime and amphibious missions," said Brandon Tseng, Shield AI's president and co-founder and former Navy SEAL.

During the multinational exercise, V-BAT functioned as an integrated ISR node inside a NATO-aligned multi-domain architecture in Arctic conditions. V-BAT successfully completed multiple ship-based vertical launch and land (VTOL) operations from Norwegian Coast Guard vessel KV Olav Tryggvason as well as land-based VTOL missions, demonstrating operational capability in Arctic winter conditions without configuration changes. Both day and night operations were conducted, with missions performed using an array of sensor payloads, including electro-optic and infra-red sensor systems and synthetic aperture radar. Communications between V-BATs and forces at sea and ashore were conducted over multiple frequency bands, with intelligence data generated by the V-BATs fed directly into multinational command-and-control systems to provide commanders with enhanced situational awareness of the area of operations.

"Cold weather operations can present a range of challenges to unmanned aircraft system (UAS) operators, including icing, condensation, and extreme weather conditions such as cold temperatures and high winds. When moving into afloat maritime operations, these factors are significantly multiplied, making any flight operation more complex. Being able to work with customers such as the Norwegian Coast Guard and the Norwegian Armed Forces, who really know and understand cold weather operations, meant we were able to gain the best feedback on our platforms while utilizing a unique location.

"HEIMDALL allowed us to validate all the capabilities of the V-BAT to a range of stakeholders, without having to make any additional modifications to the aircraft - demonstrating a truly off-the-shelf capability. This also highlighted how users can be truly expeditionary with the V-BAT, as it can be maintained as an organic support asset that can be deployed anywhere around the globe," Chris Brinkley, senior director of business development and strategy for Europe & Africa, added.

RADIATION SURVEILLANCE PAYLOAD INTEGRATED INTO RAYBIRD UAS



Ukrainian-born aviation production holding Skyeton has integrated a radiation sensor payload into its Raybird unmanned aviation system (UAS), expanding the platform's capabilities for environmental monitoring, emergency response, and post-incident assessment missions.

The new payload enables real-time aerial radiation detection, mapping, and data transmission over extended distances, combining Raybird's long-endurance performance with advanced sensing capabilities. The gamma radiation detection module is installed inside the UAV's fuselage, ensuring aerodynamic balance, structural protection, and stable operation during long-duration missions. The system has been tested in the Chernobyl exclusion zone in Ukraine, validating its operational stability and measurement accuracy in a high-risk environment.

In 2025, Skyeton developed and delivered the first radiation sensor-equipped Raybird system to the State Emergency Service of Ukraine. Since then, the system has been on full operational duty, supporting continuous monitoring tasks and strengthening national emergency response capabilities.

Roman Knyazhenko, CEO of Skyeton: "Raybird has demonstrated its reliability in the most hostile conditions. We rely on it to help make our home safer, and the integration of radiation monitoring capabilities was driven by that very need. Today, it is part of the national emergency response system."

The radiation sensor module is fully integrated into the aircraft's onboard systems and ground control interface, enabling operators to receive real-time radiation data alongside standard flight telemetry.

Operational testing in the Chernobyl zone confirmed the system's ability to:

- Conduct wide-area radiation reconnaissance
- Perform targeted hotspot detection
- Maintain stable data transmission over long-duration flights
- Operate reliably in varying temperature conditions

Beyond emergency response, the radiation monitoring configuration applies to disaster management, industrial safety oversight, infrastructure inspection, and post-incident environmental assessment.

Combat-proven in Ukraine with over 350,000 accumulated flight hours, Raybird continues to evolve as a modular airborne system capable of integrating high-value, mission-specific payloads while preserving its core operational advantage: long endurance combined with reliability.

TELEDYNE FLIR DEFENSE SIGNS MEMORANDUM OF UNDERSTANDING WITH STORM ADAPT GROUP AT ENFORCETAC 2026

Teledyne FLIR Defense, a global leader in intelligent sensing and unmanned systems, part of Teledyne Technologies Incorporated announced the signing of a Memorandum of Understanding (MoU) with STORM Adapt Group during the EnforceTac 2026 exhibition. The agreement establishes a collaborative framework to explore the integration of Teledyne FLIR's unmanned aerial system (UAS) platforms with STORM's Rapid Adapt and Deploy System (RADS), a modular, vehicle-mounted system designed to support advanced drone operations.

Under the MoU, the companies will assess technical integration paths for Teledyne FLIR's SkyCarrier™ multi-mission quadcopter UAS and Black Recon™ micro-UAS leveraging the RADS vehicle platform. Together, these systems aim to deliver scalable, mobile, and rapidly deployable drone capabilities optimized for defense, security, and emergency response missions.

For Teledyne FLIR Defense, the collaboration opens



new opportunities to offer global customers a mobile, modular deployment platform that can support a wide range of unmanned operations. Integration with RADS is expected to reduce overall system complexity, accelerate fielding timelines, and provide a vehicle-agnostic solution compatible with nearly any pickup or tactical mobility platform. The combined solution will enhance mission adaptability across diverse operating environments.

"This partnership represents an exciting step in expanding how our vehicle-based UAS platforms can be deployed and sustained in the field," said Harald

Sørensen, vice president of Unmanned Systems-Norway for Teledyne FLIR Defense. "Pairing our advanced drones with STORM's adaptable RADS system can help unlock new concepts of operation for a wide array of defense and security users."

For STORM Adapt Group, the MoU strengthens its RADS ecosystem with the integration of proven Teledyne FLIR unmanned technologies. SkyCarrier and Black Recon broaden RADS's ability to support a wider range of drone-enabled missions, reinforcing the system as a versatile, open-architecture platform.

"Teledyne FLIR Defense brings decades of trusted ISR and unmanned expertise, and adapting their systems into RADS will greatly enhance the capability set we can offer our customers," said Andreas Rist, EVP, STORM Adapt Group. "Together, we're creating a highly flexible, mission-ready solution that empowers operators to deploy UAS technology faster, safer, and with more operational impact."

US ARMY PLACES \$52+M ORDER FOR SKYDIO X10D, THE LARGEST SINGLE-VENDOR TACTICAL SUAS ORDER IN ARMY HISTORY

Skydio, the largest U.S. drone manufacturer and world leader in flying robots announced an order exceeding \$52 million for over 2,500 X10D drones from the U.S. Army. The order is the largest small unmanned aircraft system (sUAS) procurement from a single manufacturer in the Army's history and moved from bid to award in less than 72 hours.

"This order reflects the decisive role small autonomous systems now play in modern conflict and the Army's commitment to putting those capabilities in soldiers' hands. It also shows that the United States can deliver world-class drone capability at the scale and speed required by today's operational environment." Mark Valentine, Global Head of National Security Strategy Skydio The Skydio X10D system delivers world-leading intelligence, reconnaissance, and surveillance (ISR) capability at the platoon level, with technologies tested under the most severe conditions, including those found on the modern battlefield. Designed for survivability and resiliency in contested environments, it is capable of flying autonomously, without GPS, using onboard navigation cameras to map terrain in real time and maintain flight in contested environments. Its multiband radio provides seamless connectivity by optimizing



frequency use in high-interference areas. With high-resolution visual and radiometric thermal cameras, X10D gives operators persistent situational awareness in day and night conditions from a position of cover.

Skydio is trusted by every branch of the U.S. military and by 29 allied nations. The Army selected Skydio for the SRR Program of Record in both 2022 and 2025, making it the only manufacturer to span both tranches. This order, placed through Atlantic Diving Supply (ADS),

reflects sustained operational confidence as the Army rapidly scales autonomous reconnaissance capabilities beyond the constraints of traditional acquisition timelines. Every X10D is manufactured at Skydio's facility in Hayward, California, where production workers assemble and test each unit across 550 individual checkpoints before delivery. The Hayward facility has scaled output to support orders of this size while maintaining the reliability standards the most demanding customers require.

INDRA AND HANWHA SIGN A BINDING AGREEMENT FOR THE DEVELOPMENT OF INNOVATIVE SELF-PROPELLED ARTILLERY SYSTEMS



Indra Group and Hanwha Aerospace, a key affiliate of Hanwha Group, have signed a binding agreement (MoU) for the development of state-of-the-art self-propelled artillery systems, tailored to the needs of the Spanish Armed Forces, and providing Spain with autonomous capacity and sovereignty for the design and manufacture of advanced tracked land platforms.

The alliance between Indra Group and the South Korean company—one of the world’s largest defence firms—is of enormous strategic relevance for Spain, as the high level of associated technology transfer places the country among the European powers with their own capacity to design, develop and manufacture innovative tracked land platforms, while strengthening Spain’s technological sovereignty and strategic autonomy.

This milestone, signed at Indra Group headquarters in Madrid, represents an important step forward for the entire Spanish defence sector by establishing a highly valuable bilateral cooperation relationship. The agreement simultaneously reinforces the position of the South Korean company, which will benefit from the possibility of incorporating into its vehicles the latest-generation systems developed by Indra.

Ángel Escribano, Chairman of Indra Group, stated: “The alliance between two major global defence leaders, Indra and Hanwha, enables us to offer the Spanish Armed Forces real sovereignty and autonomy throughout the life cycle of a new family of land platforms that did not exist until now, and which we are consolidating with the speed required in the current context.”

For his part, José Vicente de los Mozos, CEO of Indra Group, said: “Indra, in its role as a driving force of the Spanish economy, is committed to the objective of positioning Spanish industry at the highest level, delivering the most advanced systems required by today’s Armed Forces, while leading—together with our partners—the major European defence programs now being launched.”

Jaell Son, President and CEO of Hanwha Aerospace, said: “We are proud to partner with Indra to support Spain’s sovereign defence capabilities. Building on the world’s most reliable K9 platform, this collaboration brings together our advanced artillery expertise with Indra’s industrial strengths to deliver a reliable, future-oriented solution for the Spanish Armed Forces.”

Frank Torres, CPO of Indra Group and Managing Director of Indra Land Vehicles, and Maro Kim, Head of Indirect Fires at Hanwha Aerospace, signed the agreement at Indra Group headquarters.

PDW’S ATTRITABLE STRIKE DRONE ENTERS PRODUCTION, READY TO BUILD AT SCALE



Engineered for mass manufacturability and domestic scalability, PDW’s Attritable Multirotor strike drone is ready to build at scale. Developed ahead of the rapid shift toward distributed strike systems now shaping modern conflict, the system is a ruggedized, rapid response asset shaped by battlefield insight. Designed to fill critical front line gaps, it delivers both anti-personnel and anti-material effects in harsh conditions and contested environments.

Purpose-built for versatility with swappable arm configurations (5”, 7” and 10” platforms) and universal payload interfaces, the Attritable Multirotor provides operators with the speed and maneuverability of a small drone with endurance of larger systems in one packable platform. Its modularity and payload interoperability future-proof the system by allowing updates and customization based on size, weight and payload requirements. The system has a five-pound payload capacity, and a 10km point-to-point operational range that extends to greater than 20km when utilizing the C100’s C2 relay.

“Drones have evolved from a tactical advantage to a battlefield necessity,” said PDW CEO James Slider. “FPV systems in particular have reshaped tactics by delivering precision strike capability at a fraction of the cost of traditional systems. Any force that cannot field them at scale is operating at a disadvantage.”

Matured through operator feedback, structured testing cycles, and manufacturing readiness integration, the Attritable Multirotor is a standardized, supportable configuration, purpose-built for deployment at scale.

The NDAA-compliant platform now includes a high-performance Ground Control Station capable of extended-range missions, and features modular, tool-less components that allow for quick field reconfiguration. Its upgraded airframe improves durability while reducing weight, and refined packaging and kitting make transport, setup, and deployment more streamlined and mission-ready.

BEL AND RRP GROUP SIGN STRATEGIC MOU TO ADVANCE COLLABORATION IN SEMICONDUCTOR, UNMANNED SYSTEMS AND ELECTRO-OPTICS



Navratna Defence PSU Bharat Electronics Limited (BEL) has signed a Memorandum of Understanding (MoU) with RRP Electronics Limited and RRP Defense Limited, both part of the RRP Group, a leading integrated technology company specializing in advanced manufacturing of semiconductors and Aerospace & Defense systems, to jointly pursue business opportunities in the domains of Semiconductors, Electro-Optics, Unmanned Systems and other advanced Defence technologies.

This collaboration marks a significant milestone in India's Defence technology landscape, reinforcing national objectives focused on indigenisation and capability acceleration.

The MoU brings to the table BEL's decades of experience in developing advanced electronics and mission-critical systems for Defence and strategic applications, RRP Electronics Ltd's semiconductor manufacturing expertise, and RRP Defense Ltd's capabilities in Electro-Optical (EO) systems & UAV platforms, to advance the development of high-precision EO systems (surveillance systems, weapon sights), semiconductor devices and Next Generation unmanned solutions.

Under this MoU, BEL and RRP Group will jointly identify, design and develop a range of technologies for Defence and strategic applications. This partnership is envisaged to be transformational in delivering high-quality and reliable solutions pioneering technological innovations and strengthening India's strategic capabilities. The MoU is also expected to unlock export opportunities in line with the Ministry of Defence's export promotion policies.

The MoU between BEL and RRP Group was exchanged between Mrs. Niti Pandit, GM (Strategic Planning, BEL) and Mr. Rajendra Chodankar (Founder & Chairman - RRP group of Companies), in the presence of Mr. Manoj Jain, Chairman & Managing Director-BEL, Mr. Nandha Kumar T D, GM(PDIC), Mrs. Rekha Shastry, GM(Unmanned Sys) and Mr. Dharendra N Pandey, GM(Machilipatnam Unit).

Mr Manoj Jain, CMD, BEL said: "This MoU marks a significant step in our journey towards strengthening Indian defence ecosystem. By combining BEL's expertise in defence electronics with RRP's capabilities in semiconductor manufacturing, Electro-Optics and UAV platforms we are confident of delivering cutting-edge, indigenous solutions that will serve both national and global requirements."

Mr Rajendra Chodankar, Founder & Chairman - RRP Group of Companies said, "This partnership with BEL marks a forward-looking advancement in our journey to strengthen India's defence technological base. Through collaboration with BEL that has long defined excellence in defence electronics, we will accelerate our intent to advance India's defence ecosystem through work that is purposeful, dependable, and aligned with the nation's long-term interests."

SHIELD AI'S HIVEMIND DEMOS FLIGHT ON DESTINUS HORNET IN 2-MONTH INTEGRATION



Shield AI and Destinus announced the successful completion of a rapid autonomy integration campaign on the Destinus Hornet platform. The flight tests, conducted in Segovia, Spain, validated the integration of Shield AI's Hivemind autonomy software with the Hornet flight control architecture after a two-month integration effort.

During the campaign, Hivemind autonomously adapted the platform's flight paths in real time, dynamically updating routing around geofenced areas that were modified during flight. The tests demonstrated the ability to rapidly integrate advanced autonomy into an operational platform while maintaining mission continuity without manual reprogramming.

"Operational requirements are evolving quickly, and autonomy must be integrated at the same pace," said Christian Gutierrez, vice president of Hivemind Solutions at Shield AI. "Our collaboration with Destinus shows that Hivemind can be deployed rapidly on the new platforms to support emerging operational needs."

The Segovia campaign marks the first phase of a broader effort to integrate autonomy across multiple Destinus platform families. The Hornet served as the baseline system for the first initial integration phase, enabling accelerated validation and reducing technical risk before expanding the capability across additional Destinus systems.

"Speed of fielding matters in today's threat environment," said Tim Moser, chief technology officer at Destinus. "The modular architecture of Hivemind allowed straightforward integration with our flight control and mission systems. Because Destinus platforms share a common technical architecture, the capabilities validated during this campaign can be extended across additional systems in our portfolio."

Future testing phases will expand the autonomy envelope to include advanced mission planning, terrain-aware flight profiles, and coordinated multi-platform behaviors. These developments are part of the broader effort to enable distributed and resilient operations across multiple Destinus systems.

Destinus Hornet is a multi-role autonomous platform designed primarily for counter-UAS and strike missions, including the interception of loitering munitions and hostile uncrewed threats. The platform can also support reconnaissance, data relay, and security operations depending on mission requirements. Hornet systems form part of a broader layered air-defense architecture designed to protect high-value sites and critical infrastructure.

Hivemind is highly modular, platform-agnostic autonomy software that enables heterogeneous teaming across systems, allowing reconnaissance and strike assets to operate as an intelligent team and close the reconnaissance-to-strike loop with speed and precision. Designed to ensure traceability, reliability, and governability, Hivemind operates within clear command frameworks and augments human decision makers, rather than replacing them.

DRAGANFLY AND PALLADYNE AI ACHIEVE INTEGRATION MILESTONE ADVANCING AUTONOMOUS SWARM CAPABILITIES

Draganfly Inc. an award-winning, industry-leading developer of drone solutions and systems, and Palladyne AI Corp. a developer of advanced artificial intelligence and autonomous systems announced the successful completion of a key integration milestone.

The companies have successfully tested Palladyne AI's SwarmOS platform across Draganfly's mission-ready drone components and validated the system through completion of a successful flight simulation. This milestone represents a significant step toward enabling advanced autonomous swarm capabilities for U.S. defense applications.

Unlike conventional drone automation systems that rely on centralized control or pre-programmed flight paths, the integrated solution is designed to enable decentralized, real-time collaboration between drones operating in dynamic and contested environments. Palladyne AI's Decentralized Edge Collaborative Autonomy (DECA) approach with SwarmOS enables drones to independently perceive, make decisions, and collaborate without reliance on continuous communications or centralized command



structures.

SwarmOS-powered systems are designed to dynamically adapt to evolving mission conditions, including degraded communications or asset loss, allowing the swarm to reconfigure and continue operations autonomously.

"This milestone is a meaningful proof point," said Cameron Chell, CEO of Draganfly. "What excites us about this joint effort is the ability to enable true autonomous collaboration where systems that can think, adapt, and operate together in real time. This represents a significant advancement in capability and positions Draganfly to pursue some of the most demanding defense programs."

"Completing the SwarmOS port across Draganfly's defined platform and validating it through flight simulation is a significant step forward," said Ben Wolff, President and CEO Palladyne AI. "SwarmOS isn't about pre-programmed drones flying in formation, it's about giving every drone in the swarm the intelligence to read its environment, collaborate with its teammates, and make the right decision in milliseconds. Paired with Draganfly's proven hardware, we are building something operationally significant for the U.S. DoW."

The milestone aligns with increasing demand from U.S. defense initiatives, including efforts to deploy large-scale autonomous systems capable of operating in contested environments where traditional communications and command structures may be limited or unavailable.

Draganfly continues to expand its presence across defense applications, including recent engagements supporting U.S. Air Force Special Operations Command and active deployments across intelligence, surveillance, reconnaissance (ISR), logistics, and tactical drone platforms.

MILREM ROBOTICS AND PGZ SIGN MOU TO STRENGTHEN ESTONIAN-POLISH DEFENCE INDUSTRY COOPERATION

Milrem Robotics, the world's leading developer of robotics and autonomous systems, and Polska Grupa Zbrojeniowa (PGZ), Poland's largest defence industry group, have signed a Memorandum of Understanding (MoU) to explore potential areas of collaboration and bolster strategic defence relations between Estonia, Poland, and Central & Eastern Europe.

Under the agreement, Milrem Robotics and PGZ will work together to accelerate the development of advanced defence technologies by leveraging each other's expertise, industrial capabilities, and technological resources. One focus area includes payload integration on unmanned ground vehicles (UGVs), supporting the rapid adaptation of innovative systems to meet evolving operational requirements. The cooperation will also explore integrating Milrem Robotics' autonomous technologies into PGZ's vehicles, further enhancing the capabilities of next-generation defence platforms.

The MoU also serves as a foundation for future detailed agreements covering research and development, production, deliveries, services, and



overhauls. "By combining Milrem Robotics' leadership in autonomous ground systems with PGZ's extensive manufacturing base and defence portfolio, we aim to foster innovation, enhance interoperability, and strengthen regional security capabilities," said Kuldar Väärski, CEO of Milrem Robotics.

Milrem Robotics Poland Managing Director Marcin Sobieraj added: "By joining forces with PGZ, we can accelerate the development and integration of advanced unmanned systems to better serve allied armed forces."

Marcin Idzik, Vice President of PGZ added: "Collaboration with Milrem Robotics opens new opportunities for advancing innovative unmanned solutions within Poland's defence ecosystem. Together, we aim to strengthen our industrial base and deliver cutting-edge capabilities to meet current and future defence challenges."

The MoU reflects the shared commitment of both organisations to contribute to European defence innovation, industrial resilience, and closer cross-border cooperation.

GA-ASI AND USAF DEMO AUTONOMY AT USAF EXERCISE USING IR SENSING FOR CCA



General Atomics Aeronautical Systems, Inc. (GA-ASI) and the U.S. Air Force held another autonomy flight exercise yielding new and important developments in the operation of Collaborative Combat Aircraft (CCA). The February 24 demonstration featured the latest government Autonomy Start Kit (ASK) and a GA-ASI MQ-20 Avenger® uncrewed jet was used as a testbed CCA. The demonstration proved the aircraft's ability to use a tactical proliferated low-earth orbit data link for seamless coordination with autonomy behaviors with complex infrared sensing as part of a large force exercise.

The MQ-20 performed Infrared (IR) sensing with Single Ship Ranging (SSR) and engagement using GA-ASI's TacPad Pilot Vehicle Interface (PVI). GA-ASI's TacACE® (Tactical Autonomy Ecosystem) – built with and aligned with ASK – demonstrated passive target localization using SSR with an Infrared Search and Track (IRST) sensor, enabling the uncrewed jet to autonomously estimate target range and track airborne threats without active radar emissions. This capability enables stealthy sensor-to-shooter kill chains, allowing GA-ASI aircraft to detect, classify, and localize targets while remaining fully passive, which is critical for operations in denied and contested electromagnetic environments.

"Integrated within the TacACE's modular skills library, SSR supports autonomous mission execution, cooperative targeting, and distributed kill chains, advancing the role of autonomous aircraft in future air combat and CCA operations. This flight was part of a large forces exercise and allowed internal investment to showcase GA-ASI's capabilities," said Mike Atwood, Vice President of Advanced Programs for GA-ASI.

GA-ASI's MQ-20 Avenger uncrewed jet has served as a surrogate CCA for more than five years, both before and since the arrival of its purpose-built XQ-67A Off-Board Sensing Station and YFQ-42A CCA jets.

ROSTEC CREATED A LONG-RANGE LOITERING MUNITION

Rostec State Corporation has developed a long-range loitering munition. The new drone is designed to hit military objects deep in the enemy's rear.

The drone is fitted with a reliable engine and can fulfill missions at a range of hundreds of kilometers. Moreover, the drone features high speed and maneuverability. This will allow it to use a variety of flight profiles to avoid enemy air defence areas and to provide high target kill accuracy.



"Rostec continues rapidly developing both civil and military unmanned technologies. At present, our portfolio includes already more than ten types of mass produced vehicles that fulfill missions for various customers. A wide range of reconnaissance and strike UAVs created by Rostec's companies are used, in particular, in the special military operation zone. The new loitering munition has

a delta wing and currently undergoes testing," said Boris Podolny, Managing Director of UAV Development of Rostec State Corporation.

The vehicle has been designed with due consideration of high electronic warfare immunity. A reliable UAV communication link makes it possible to control the UAV throughout its flight range.

DRAGANFLY SELECTED TO PROVIDE DRAGANFLY FLEX FPV DRONES AND TRAINING TO U.S. AIR FORCE SPECIAL OPERATIONS COMMAND UNITS IN PARTNERSHIP WITH DELMAR AEROSPACE



Draganfly Inc. an award-winning developer of drone solutions, software, and robotics announced an award to provide Flex FPV Drones and Training to U.S. Air Force Special Operations Command units with partner DelMar Aerospace Corporation, a leading provider of advanced uncrewed aircraft systems (UAS) training, tactics, techniques, and procedures (TTPs), for U.S. Government customers.

The partnership with DelMar brings together Draganfly's operationally proven uncrewed platforms with DelMar Aerospace's expertise in delivering cutting-edge, mission-relevant UAS instruction to Government operators. Initial training activities include First Person View (FPV) UAS instruction, with a comprehensive curriculum covering FPV assembly, repair, flight operations, advanced mission planning and execution.

The award is to provide foundational FPV training with Draganfly Flex FPV Drones to U.S. Air Force Special Operations Command units. Training will take place at DelMar Aerospace's Camp Pendleton UAS range training facility, a controlled environment purpose-built to support advanced instruction that replicates a range of battlefield scenarios. The first training cohort is scheduled to begin in mid-February.

Draganfly's Flex FPV serves as the modular backbone for future small UAS configurations, uniquely capable of meeting evolving Department of War operational requirements. The Flex FPV's innovative design enables rapid transition across operating profiles, allowing a variety of flight characteristics and payload capacities to be deployed with a single unit. This adaptability enables widespread adoption via a common training and sustainment baseline while providing a unique and compelling value proposition to any tactical drone program. "Our shared focus is on readiness and combat capability," said Cameron Chell, CEO of Draganfly. "Partnering with DelMar Aerospace helps ensure operators are training on systems and tactics designed for real-world conditions, with the Flex's modularity and reliability required to adapt as missions and threats evolve."

DelMar Aerospace will lead instruction delivery, curriculum development, and standards alignment, ensuring training remains tactically relevant while compliant with U.S. Government contracting and security requirements.

"This collaboration is about developing operators who are prepared to employ uncrewed systems effectively in demanding environments," said Stanley Springer, DelMar Aerospace's Chief Operating Officer. "Our focus is disciplined training grounded in combat-proven TTPs and operational realism."

AIRBUS IS PREPARING 2 UNCREWED COMBAT AIRCRAFT FROM KRATOS FOR 1ST FLIGHT WITH A EUROPEAN MISSION SYSTEM

Airbus is working at full throttle to offer the German Air Force an operational Uncrewed Collaborative Combat Aircraft (UCCA) system by 2029. In Manching, near Munich, the company is currently preparing the first two Valkyries it acquired from its US partner Kratos Defense & Security Solutions, Inc. (NASDAQ: KTOS) for their maiden flight with a sovereign European mission system. They are scheduled to fly later this year. The two companies are bringing their respective industry-leading capabilities to integrate, missionise, and ultimately produce and deliver the Airbus UCCA system.

Airbus is currently equipping the UCCAs with its sovereign European mission system, the Multiplatform Autonomous Reconfigurable and Secure (MARS) system. MARS also contains an AI-supported software brain called MindShare which not only replaces the missing pilot, but is also capable of coordinating entire mission groups by being distributed across many manned and uncrewed platforms.

“By combining the Kratos Valkyrie with our MARS mission system, we are offering the German customer exactly what Germany and Europe urgently need in the current geopolitical situation: a proven flying uncrewed combat aircraft with a sovereign European mission system that does not have to be developed from scratch in a time-consuming and costly manner,” said Marco Gumbrecht, Head of Key Account Germany at Airbus Defence and Space. “Our objective is to deliver credible combat capability in time of relevance, while assuring key sovereign aspects. And we are



confident that we can do this at a very affordable price - which is a key driver for UCCAs.”

Steve Fendley, President of Kratos Unmanned Systems Division, said, “We couldn’t be more excited about the opportunity, the capability we’re providing, and the teaming relationship with Airbus. By taking the flight-proven and in-production Valkyrie and integrating the Airbus MARS mission system, the Airbus-missionised Valkyrie UCCA is a multi-mission, affordable system that can operate independently, in teams of UAS, or in Manned-Unmanned-Teaming operations. Along with the technical and production backing Airbus

and Kratos bring, we are realising an optimal capability system that can be bought and deployed as ‘affordable mass’; the consistent discriminator identified in today’s peer to peer wargames.”

To enable the Eurofighter to act as a “command aircraft” with cross-platform connectivity performance, Airbus and Rafael are enhancing the Litening 5 Advanced Targeting Pod, already contracted for the Eurofighter fleet, with a connectivity capability. Along with minor updates to the Eurofighter’s avionics, these enhancements will significantly increase the aircraft’s lethality in combat.

KRAKEN ROBOTICS ANNOUNCES \$24M IN DEFENCE ORDERS

Kraken Robotics Inc. announces approximately \$24 million in new orders to over 10 customers across five countries, including three new defence customers. The orders are for Kraken’s SeaPower batteries, KATFISH towed synthetic aperture sonar (SAS), and Kraken SAS.

“SeaPower battery sales continue to be strong, with several new clients further diversifying our customer base in this area of the business. Manufacturing of our batteries in our new Nova Scotia facility is coming online in the next month, significantly expanding our



production capacity” said Greg Reid, President and CEO of Kraken Robotics. “We are also pleased to share that we have sold a new KATFISH to

the Polish Navy for their minehunting program and SAS to multiple defence customers for their autonomous underwater vehicle (AUV) platforms.”

The Polish Navy first selected KATFISH in 2020 for deployment on its Kormoran II-class minehunting vessels to support mine countermeasure operations in complex shallow water environments. This latest order was placed through Thesta, Kraken’s partner in Poland, which was appointed an authorized reseller of KATFISH during last week’s Oceanology International exhibition.

ELROY AIR SELECTED TO PROVIDE AUTONOMOUS AERIAL CARGO DELIVERY AS PART OF NEW WHITE HOUSE PROGRAM



Elroy Air, the leading U.S.-based developer of autonomous aerial systems for middle-mile logistics, has been selected for the U.S. Department of Transportation's (USDOT) eVTOL Integration Pilot Program (eIPP). Established under President Trump's Unleashing American Drone Dominance Executive Order, the program is designed to accelerate safe eVTOL and advanced air mobility operations across the United States. Elroy Air was the only OEM with a purpose-built, heavy-payload cargo drone selected for the program, which otherwise has air taxi companies or companies retrofitting legacy aircraft. By prioritizing uncrewed, pod-based logistics over the complexities of human passenger flight, Elroy Air's cargo-focused approach offers unique regulatory pathways and utility for the global energy and shipping sectors.

Elroy Air was selected as part of the State of Louisiana's application, alongside early customer and long-time partner Bristow Group. Under the program, Elroy Air's Chaparral, an autonomous hybrid-electric VTOL drone capable of carrying 300 lbs of cargo up to 300 miles, will be put to work delivering cargo across the Gulf Coast and to energy industry locations throughout Louisiana, Texas, and Mississippi. USDOT's announcement specifically calls for the start of operations in 2026, accelerating the path to deploy the Chaparral's autonomous capabilities in high-demand offshore and industrial environments.

"Chaparral was selected to define the federal standard for uncrewed heavy-payload logistics. That doesn't happen without a truly mission-ready aircraft and a team that's been doing this work for years," said Elroy Air CEO Dr. Andrew Clare. "This reflects the strength of our partnerships with Bristow Group, the incredible team in Louisiana, and the FAA, as well as our ability to scale rapidly through our work with Kratos. We're grateful to the White House, Secretary Duffy, USDOT, and the FAA for their commitment to American aviation leadership and we're ready to deliver." This selection demonstrates strong federal interest in purpose-built autonomous systems for "middle-mile" aerial delivery. Participation in the eIPP provides Elroy Air with a unique collaborative channel with the FAA to scale heavy-payload cargo systems. Chaparral will be an early participant in large-scale integration into the National Airspace System, decoupled from the challenges of passenger-carrying aircraft.

"At Bristow, we're excited to build on our legacy of aviation leadership to usher in a new era of vertical lift operations with Chaparral. Our energy and government services customers are demanding lower risk, higher tempo, and more efficient options to meet the increasing demand for offshore aerial work, including the movement of critical cargo," said Bristow Executive Vice President and Chief Transformation Officer Dave Stepanek. "Louisiana is our core U.S. base of operations to serve the Gulf Coast. We're excited about the opportunities Chaparral will create there, enhancing the services we provide to existing customers and opening new markets through interchangeable pods, equipment, and mission profiles."

ALT AIR TEAMS UP WITH EVE AIR MOBILITY AND SKYPORTS INFRASTRUCTURE TO ADVANCE ELECTRIC AVIATION IN NEW SOUTH WALES AND QUEENSLAND

Eve Air Mobility, a global leader in the development of next-generation electric Vertical Take-Off and Landing (eVTOL) solutions, has entered into a strategic collaboration with Alt Air, a new Advanced Air Mobility company based in Sydney, Australia, which has also partnered with Skyports Infrastructure (Skyports) to prepare for eVTOL operations across both New South Wales and Queensland, Australia.

"Through this collaboration, we are laying the foundation for a world-class eVTOL ecosystem in Australia," said Johann Bordaïs, chief executive officer at Eve Air Mobility, "New South Wales and Queensland present an incredible opportunity to deliver sustainable, quiet, and efficient urban air mobility solutions that will benefit residents, businesses, and international visitors, especially as we look toward the opening of Western Sydney International Airport and the global stage of the Brisbane 2032 Games."

Alongside these partnerships, Alt Air will leverage existing airports and other unique aviation infrastructure assets in Sydney, including operating bases on Sydney Harbour and at Palm Beach. With Skyports, Alt Air will explore new vertiport locations to expand the network of future commercial eVTOL services in Queensland. This consortium brings together the key components required to establish a safe, efficient, and sustainable Urban Air Mobility (UAM) ecosystem, one that positions Australia as a global leader in next-generation transportation services.

Together, Eve, Alt Air, and Skyports will co-develop an integrated operational plan spanning critical elements of Australia's emerging eVTOL market. This includes vertiport infrastructure, route planning, airspace integration, ground operations, and customer experience. The collaboration will play a significant role in supporting future commercial eVTOL services across both regions, including a roadmap that builds high-visibility operations in time for the Brisbane 2032 Summer Games.

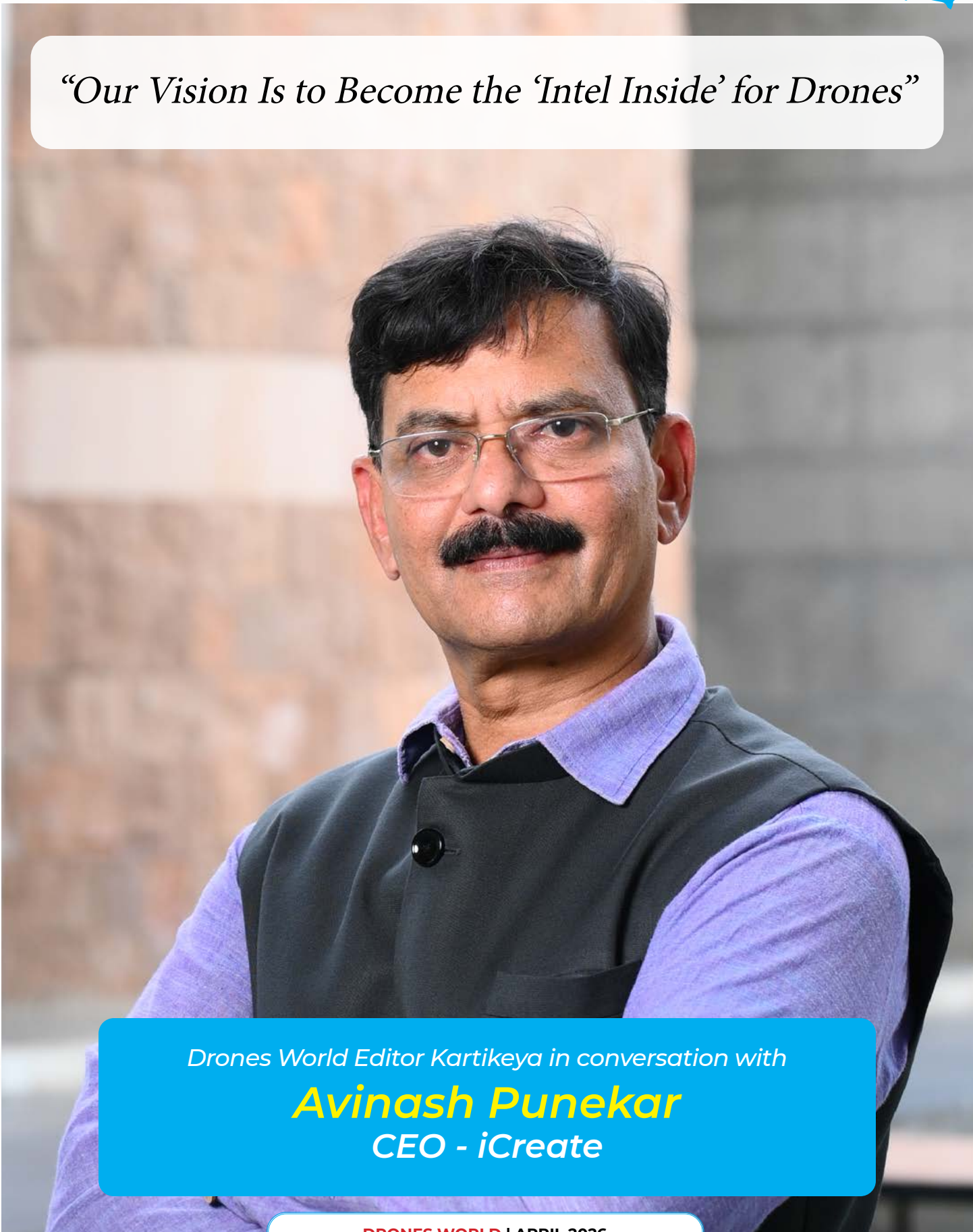
The collaboration focuses on a phased commercialization roadmap designed to bring eVTOL services online with sustainability and safety at the forefront. Skyports will lead efforts to evaluate and develop vertiport locations across key urban and regional corridors. These new vertiports and their facilities, in combination with existing airports and other aviation infrastructure, will serve as the backbone of the network, enabling seamless passenger flow, high-tempo aircraft operations, and integrated multimodal transport connections.

"Our work with Eve Air Mobility and Skyports underscores our shared commitment to building meaningful aviation innovation in Australia. Together, we are designing an eVTOL network that will significantly improve connectivity and set a benchmark for advanced air mobility worldwide," said Aaron Shaw, managing director at Alt Air. Eve, Alt Air and Skyports will assess priority routes linking major population centers, commercial districts, and tourism hubs across Sydney, South East Queensland, and surrounding regions. Early concepts include high-demand corridors such as Western Sydney International Airport to downtown Sydney.

As Queensland prepares to welcome the world for the 2032 Brisbane Games, the collaboration aims to enable eVTOL services that provide an efficient, sustainable, and future-forward mobility option for visitors and residents alike.

"We see Australia as a key future market for AAM and have enjoyed strong stakeholder engagement and enthusiasm across the country. We're excited to apply our real-world vertiport experience and enable the next era of flight in Australia. South East Queensland is one of the most attractive markets for AAM to launch in Australia and the Brisbane 2032 Games will be a strong catalyst to enable a safe, efficient and legacy network that will extend well beyond the Games," said Yun-Yuan Tay, head of Asia-Pacific at Skyports Infrastructure

“Our Vision Is to Become the ‘Intel Inside’ for Drones”



Drones World Editor Kartikeya in conversation with

Avinash Punekar

CEO - iCreate



Q iCreate has emerged as one of India's leading deep-tech incubation platforms. How is iCreate supporting startups in the drone and autonomous systems sector, particularly in helping them move from prototype development to commercialization?

A At iCreate, we recognise that the real challenge for deep-tech startups—especially in drones and autonomous systems—is not just innovation but translating that innovation into commercially viable products.

We support startups across this journey through a high-touch, end-to-end ecosystem. This includes access to advanced prototyping labs, structured acceleration programs, and deep technical mentorship. Our dedicated drone lab is equipped with specialised testing infrastructure such as thrust stands, endurance and payload testing systems, 6-axis vectoring rigs, and portable motor testing setups, along with access to critical components like motors, propellers, and frames—enabling startups to rigorously test and refine their systems in-house.

Additionally, iCreate's campus is located in a designated green zone, allowing startups to conduct unrestricted flight testing, which is a significant advantage in accelerating real-world validation and iteration.

Initiatives like the iCreate Drone Challenge are designed to push startups beyond proof-of-concept by focusing on real-world performance benchmarks such as speed, payload, and endurance, and by connecting them with industry, investors, and government

stakeholders.

At iCreate, where we have supported over 912 innovations and enabled 60+ patents, we have seen that structured access to infrastructure, mentorship, and market connects can significantly accelerate the journey from TRL 4 to TRL 7 and beyond.

Q India's drone ecosystem has expanded rapidly over the past few years. From the perspective of iCreate, what are the key factors driving this growth and what gaps still need to be addressed?

A India's drone ecosystem has seen remarkable growth, driven by progressive policy frameworks, increasing sectoral adoption, and a strong pipeline of engineering talent and startups.

However, there are still critical gaps that need attention. We need to further strengthen the indigenous component ecosystem, especially in areas like propulsion systems, sensors, and advanced avionics. Access to testing infrastructure and certification pathways must expand, and deeper collaboration between industry, academia, and startups will be essential to sustain long-term innovation.

Q Deep-tech startups often face challenges in accessing capital, testing infrastructure, and industry partnerships. How does iCreate help drone startups overcome these barriers and scale their technologies?

A Deep-tech startups inherently face longer gestation cycles, making access to capital and

infrastructure critical.

At iCreate, we address this through a combination of funding access, infrastructure, and ecosystem connections. Startups benefit from our investor network, including angels, VCs, and strategic partners. Through platforms like the iCreate Drone Challenge, startups also get access to a dedicated funding pool of ₹2 crore, along with a fully supported prototype acceleration programme with the support valued at ~₹6 lakh per team.

We also provide state-of-the-art labs and rapid prototyping facilities, enabling startups to iterate faster. This is complemented by domain-specific facilities like our drone lab, which allows startups to validate key performance parameters such as thrust, endurance, and payload capacity before moving to real-world deployments. A key advantage is our green-zone campus, which enables startups to carry out frequent, unrestricted flight testing, significantly reducing iteration cycles and regulatory friction. Alongside this, we facilitate pilot deployments with industry and government bodies, helping startups validate, refine, and scale their solutions.

Q With the government's push for Atmanirbhar Bharat in drone technology, how is iCreate contributing to building indigenous capabilities in UAV design, AI, and advanced aerial platforms?

A The vision of Atmanirbhar Bharat in drone technology aligns deeply with our mission at iCreate.

Through initiatives like the iCreate Drone Challenge and programs such as ProtoQuik Launchpad, we are actively promoting component indigenisation across propulsion systems, energy solutions, avionics, sensors, and materials. These platforms are designed to not only identify innovation but also accelerate it through structured prototyping, validation, and market access.

A growing number of iCreate portfolio startups are already working on indigenous drone components such as flight controllers, propulsion systems including motors and propellers, fuel cells, navigation and communication systems, and lightweight airframes—contributing to a self-reliant and globally competitive drone ecosystem.

In parallel, we are supporting innovation in AI-driven autonomy, secure communication, and advanced aerial platforms, ensuring that Indian startups are not just participants, but leaders in the global drone ecosystem.

Q iCreate works closely with startups across

multiple technology sectors. What key qualities or capabilities do you look for in founders developing next-generation drone or aerospace technologies?

A In deep-tech sectors like drones and aerospace, we look beyond just the idea.

We prioritise founders who demonstrate strong technical depth, problem clarity, and execution capability. Given the complexity of these systems, an interdisciplinary mindset—combining aeronautics, electronics, AI, and systems engineering—is critical.

Equally important is resilience and long-term commitment, as deep-tech innovation requires patience and persistence. Founders who are open to feedback, willing to iterate, and focused on solving real-world problems tend to stand out.

Q Drone applications are expanding across sectors such as agriculture, logistics, defence, and infrastructure inspection. Which of these areas do you believe will see the most disruptive innovation from startups incubated at iCreate?

A We see strong disruption potential across multiple application sectors such as agriculture, infrastructure inspection, logistics, and defence.

However, an equally important focus at iCreate is on startups building core subcomponents and subsystems—including flight controllers, propulsion systems like motors and propellers, navigation, communication, and autonomy stacks.

These are foundational technologies that power the entire drone ecosystem. Our vision is for iCreate startups to become the “intelligence and performance layer” within drone systems—much like an “Intel Inside” for drones—enabling global OEMs and platforms with high-quality, indigenous technologies.

Over time, this approach will not only strengthen India’s position in drone applications but also establish it as a global hub for critical drone technologies.

Q Many drone startups struggle to transition from innovation to scalable manufacturing. What role can innovation hubs like iCreate play in building stronger industry partnerships and manufacturing ecosystems?

A One of the biggest challenges for drone startups is moving from innovation to manufacturing at scale.

Innovation hubs like iCreate play a critical role by acting as bridges between startups and industry. We facilitate partnerships with manufacturing players, component suppliers, and system integrators, enabling startups to access established supply chains.

Our partnerships with leading institutions and organisations such as CSIR further strengthen this ecosystem by providing startups access to advanced R&D support and validation environments. We also support startups in design for manufacturability, vendor development, and quality systems, which are essential for scaling from prototypes to production-ready solutions.

Q Looking at the global landscape, how can iCreate help Indian drone startups access international markets and build partnerships with global aerospace and technology companies?

A At iCreate, we strongly believe that Indian startups should think global from day one.

We enable this through international partnerships, cross-border programs, and exposure to global ecosystems. Our engagement with global institutions and participation in international platforms allows startups to connect with aerospace companies, technology partners, and investors worldwide.

Additionally, we support startups in product positioning, regulatory understanding, and market entry strategies, ensuring they are well-prepared to compete in international markets.

Q As autonomous technologies continue to evolve, how do you see iCreate shaping the next generation of innovators in drones, robotics, and advanced mobility over the next decade?

A At iCreate, our vision is to build a future-ready ecosystem that nurtures innovators across high-impact deep-tech sectors—mobility, climate tech, health tech, and aerospace & defence.

A key step in this direction is the evolution of our EV Centre of Excellence into a broader Mobility Centre of Excellence – SWARG (Space | Water | Air | Rail | Ground). Through SWARG, we are expanding our focus to encompass the full spectrum of mobility technologies, enabling innovation across multiple domains of transportation.

While we will address these domains selectively—guided by expert inputs, national priorities, market needs, and funding availability—the underlying approach is deeply interconnected. Many core

technologies such as energy systems, autonomy, advanced materials, and control systems cut across these domains, creating strong opportunities for cross-sector innovation and knowledge transfer.

By combining this cross-domain approach with hands-on prototyping infrastructure, sector-focused programs, and global partnerships, we aim to enable startups to build scalable, globally relevant solutions.

Ultimately, our goal is not just to incubate startups, but to shape next-generation deep-tech enterprises that will define the future of mobility, autonomous systems, and intelligent technologies—positioning India as a global leader in this space.

At iCreate, we are actively supporting a new generation of indigenous drone technology startups across the value chain. Some notable examples include:

- Zerodrag Technologies Pvt Ltd – Building high-performance, modular Made-in-India drone avionics including flight controllers, ESCs, and communication systems.
- Vayunotics – Developing indigenous flight controllers integrated with NavIC for enhanced accuracy, security, and self-reliance in drone navigation.
- Hypower Green Energy Technologies Pvt Ltd – Innovating reversible fuel cell technology to enable longer endurance and sustainable drone operations.
- Azper Science Pvt Ltd – Building AI-enabled, triple-redundant autopilot systems for mission-critical unmanned operations.
- Alphanix Design Pvt Ltd – Manufacturing lightweight, high-efficiency BLDC motors for drones, robotics, and automation applications.
- AiDrone Pvt Ltd – Develops indigenous foam-core monocoque composite drone airframes, with platforms like Helios and Proton offering lightweight, crash-tolerant, and high stiffness-to-weight performance.
- Gyrodrive Machineries Pvt Ltd – Pioneering magnet-free electric motors and controllers for fully indigenous drone propulsion systems.
- vDrone Agro Pvt Ltd – Deploying agri-drones for crop intelligence and precision farming to enhance yield and farm productivity.
- Seven Rounds Defender Pvt Ltd – Developing Physical AI-based interception systems for next-generation autonomous counter-drone defense.

WISK AND TEXAS SELECTED BY WHITE HOUSE TO LEAD THE SAFE INTRODUCTION OF AUTONOMOUS AIR TAXI FLIGHT

Wisk Aero, an autonomous aviation company celebrates the U.S. Department of Transportation's (DOT) and the Federal Aviation Administration's (FAA) selection of the Texas Department of Transportation (TxDOT) for the Electric Vertical Takeoff and Landing (eVTOL) and Advanced Air Mobility (AAM) Integration Pilot Program (eIPP).

As one of the primary private-sector eVTOL partners for the Texas-led proposal, Wisk will help drive the program's operational execution, leveraging its autonomous systems and Gen 6 aircraft, as well as its subsidiary SkyGrid's Strata system. The eIPP selection is a landmark milestone that allows Wisk to gain invaluable data from flight experience in the U.S. National Airspace, effectively and safely introducing the future of autonomous air travel in Wisk's primary U.S. launch market.

Wisk views the eIPP as a crucial operational bridge to execute the AAM National Strategy, the federal framework that will accelerate the safe, efficient, and equitable integration of autonomous and piloted AAM into the National Airspace System (NAS). This selection further cements Wisk's leadership in the industry, as the FAA continues to demonstrate its commitment to working closely with Wisk to certify its autonomous aircraft and ensure AAM's successful entry into service in the U.S.



Wisk's participation in the eIPP will follow a rigorous, three-phase "crawl-walk-run" approach as part of a multi-year phased flight program.

Initial Phase: Establish the foundation through focused flight operations in dedicated areas to refine autonomous systems, flight procedures, and precision ground-based coordination.

Integration Phase: Transition into dedicated routes to validate the operational safety case and demonstrate the safe and seamless integration of autonomous aircraft with existing air traffic.

Advanced Operations Phase: Scale to Wisk's Gen 6 aircraft, conducting high-frequency operations that provide the FAA with the data needed to accelerate final certification and inform future policies and rules.

"Having our partners at TxDOT selected under the eIPP program is the green light we've been working toward," said Sebastien Vigneron, CEO of Wisk. "The insights we gather in Texas are not just limited to our

aircraft or the state; we are validating the entire digital and physical ecosystem. This program allows us to perform real-world operations that can be translated into FAA policy and regulations, ensuring that when Wisk launches our full commercial service, the regulatory environment is as ready as our aircraft."

Data collected from Wisk's Texas operations will provide the FAA with essential answers to critical regulatory gaps, including Airworthiness, Ground Risk, and Pilot Certification. Participation in the program, along with our ongoing work at the Texas Center for Advanced Aviation Technologies (CAAT), will specifically inform the development of Automated Flight Rules (AFR) and help define the roles of remote supervisors in a scalable airspace model. This collaborative effort directly supports the modernization of air traffic management, creating the digital and operational blueprint required to define the future of aviation and ensure the safe integration of autonomous flight into our skies.

Wisk's Gen 6 aircraft - the design that's going through FAA certification - took its first flight in December 2026 and is currently in an active flight test program. Wisk stands alone in the U.S. eVTOL market pursuing an autonomy-first approach. Through the eIPP, Wisk is accelerating its mission to make safe, everyday flight a reality for everyone while reinforcing American leadership in the next era of autonomous flight.

ARCHER'S US AIR TAXI OPERATIONS TAKE MAJOR STEP FORWARD AS FLORIDA, NEW YORK AND TEXAS SELECTED FOR WHITE HOUSE PILOT PROGRAM

Archer announced that the US Department of Transportation and Federal Aviation Administration have selected its partners in Texas, Florida and New York to participate in the White House's eVTOL Integration Pilot Program (eIPP), marking a major step toward bringing electric air taxis to market in the United States.

The program creates a first-of-its-kind pathway to help bring the first new category of aircraft in nearly 80 years to market.

The announcement is one of the clearest signs yet that the US government is moving with urgency to support the commercialization of eVTOL aircraft and ensure American leadership in this new category of aviation.

By enabling early operations in select markets, this program is designed to help industry, regulators and local stakeholders work together to build the operational playbook for safe, scalable deployment.

Archer will now work across these locations—with its partners including the Texas Department of Transportation, the Florida Department of Transportation and the Port Authority of New York and New Jersey—to prepare for flights of its Midnight aircraft under the eIPP, including standing up local operating teams, infrastructure and procedures to ensure safe, measured deployment.

"This is the clearest sign yet from the White House, the FAA and the DOT that bringing air taxis to market in the United States is a real priority," said Adam Goldstein, founder and CEO of Archer. "We appreciate Secretary Duffy and Administrator Bedford's leadership and are excited to bring Midnight to the skies of some of America's largest cities."

Archer expects this effort to generate valuable operational experience that will help inform future deployments in the US and drive public acceptance,

including as it continues to prepare for air taxi operations in Los Angeles for the 2028 Olympic Games. Much like robotaxi pilot programs across the US, this program allows Archer to work with federal regulators, states, and communities to both build trust and establish the playbook for safely scaling electric air taxis across the country.

Midnight is Archer's piloted electric air taxi designed to carry up to four passengers while producing less noise and emissions than a traditional helicopter. Midnight is built with redundant systems across the aircraft—including 12 total engines and propellers—allowing Archer to target similar levels of safety as commercial airliners. Archer's goal is to enable passengers to replace 60-90 minute trips on the ground with quiet, all electric flights using Midnight, dramatically reducing travel times compared to traditional ground transportation and helping avoid growing levels of congestion.

SKYDRIVE COMPLETES 1ST DEMO FLIGHTS IN TOKYO

SkyDrive Inc., a leading eVTOL aircraft manufacturer based in Japan, has successfully concluded a series of demonstration flights of its "SKYDRIVE" (SkyDrive Model SD-05), held over five days from February 24 to February 28, 2026. Organized in collaboration with Mitsubishi Estate Co., Ltd. and Kanematsu Corporation, the flights took place at Tokyo Big Sight on Tokyo Bay and marked the first public flights of SkyDrive's aircraft in Tokyo. The program was conducted as part of the "Project for Developing Business Models for eVTOL Services in Tokyo," an initiative announced by the Tokyo Metropolitan Government in June 2025.

The primary objective was to evaluate integrated ground and flight operations necessary for future urban eVTOL commercialization. SkyDrive and its partners assessed the full operational sequence—from pre-flight preparation through departure, cruising, landing, and hangar return. A terminal infrastructure was also built to allow public participants to test pre-boarding procedures, including facial recognition check-in and security



screening, providing valuable data to ensure smooth future passenger operations.

The Tokyo Metropolitan Government has been actively supporting eVTOL development, recognizing its potential to reduce traffic congestion and transform urban mobility. Since 2022, Mitsubishi Estate and Kanematsu have been validating business models and conducting feasibility studies, including potential routes between central Tokyo

and Tokyo Bay. These studies have shown travel time reductions to less than one-third of road travel while highlighting the importance of efficient pre- and post-travel procedures.

SkyDrive joined the project in 2025, and with partners including UK-based Skyports, conducted these demo flights to assess both aircraft and terminal operations. The flights operated from a dedicated takeoff site at Tokyo Big Sight, using the same SKYDRIVE model flown at Expo 2025 in Osaka. The flight route, situated near Haneda Airport's flight paths, also allowed confirmation of the aircraft's low acoustic footprint.

The SKYDRIVE demonstrated its ability to take off and land in confined spaces—a critical advantage for safe operations from rooftops and compact vertiports. This capability increases potential vertiport sites, enabling more flexible and scalable urban eVTOL services. The successful demo flights offered visitors a glimpse of a near future where eVTOL travel becomes an everyday part of city life.

ELECTRA NAMED PREMIER PRIVATE COMPANY IN FAA'S ADVANCED AIR MOBILITY PILOT PROGRAM

The U.S. Department of Transportation and the FAA have selected Electra as the premier private company participant in the inaugural Electric Vertical Takeoff and Landing and Advanced Air Mobility Integration Pilot Program (eIPPP). The initiative creates public-private partnerships with state and local governments to develop frameworks and regulations that accelerate the safe deployment of AAM aircraft, paving the way for Electra's demonstration operations alongside public partners.

"This is an historic moment in Advanced Air Mobility, as Electra stands shoulder to shoulder with others in the space to chart a course that will transform the way we travel," said Marc Allen, CEO of Electra. "Our entire team thanks President Trump, Secretary Duffy, and Administrator Bedford for their visionary leadership to accelerate the adoption of AAM."

Demonstrations Across Key Regions : Electra will collaborate with public and private partners on groundbreaking demonstrations that showcase its Ultra Short aircraft—a hybrid electric airplane capable of taking off and landing in just 150 feet. The company's goal is to enable Direct Aviation: a new travel paradigm that lets people fly directly from where they are to where they want to go, bypassing traffic and crowded airports.



The program includes three primary demonstration initiatives: Florida: In partnership with the Florida Department of Transportation (FDOT), Electra will explore Ultra Short Access Point routes connecting urban cores with regional destinations. The effort leverages collaborations with Vertiports by Atlantic and regional airlines to demonstrate scalable operations.

New York / New Jersey: Supporting a proposed route between New Jersey and New York City, Electra works with infrastructure providers such as Signature Aviation and Vertiports by Atlantic. The demonstration will use existing heliport infrastructure to offer faster, lower noise connectivity between major metropolitan centers, led by the Port Authority of New York and New Jersey (PANYNJ).

Pennsylvania: With a coalition led by PennDOT,

Electra is advancing a demonstration linking Atlantic City to regional destinations, including feeder service into Philadelphia (KPHL). The focus is on utilizing existing aviation assets—state test sites and medical centers—to unlock underserved 50-500 mile trips through regional airline partners.

Additionally, Electra is a supportive partner of an initiative led by the State of Louisiana, building on its collaboration with Bristow Group Inc., a global leader in vertical flight solutions.

A New Era of Air Travel : Electra's hybrid electric propulsion and breakthrough design deliver the Rule of Six: expanded access, quiet aviation, meaningful payload, practical range, uncompromising safety, and affordability. By integrating these capabilities with state and local partners, the company aims to demonstrate how AAM can transform travel for business travelers, families, and communities alike.

"This Administration is opening the door for an American company to demonstrate how hybrid electric propulsion works at scale, to reimagine how we use the skies, and to change the way that people get to where they want to go," Allen added. "It's American innovation at its best."

EHANG, TURK TELEKOM AND ARGELA ENTER STRATEGIC PARTNERSHIP TO DEPLOY ADVANCED AIR MOBILITY IN TURKIYE



EHang, the world's leading Urban Air Mobility (UAM) technology platform, has signed a strategic partnership with Türk Telekom, Türkiye's premier telecommunications and digital solutions provider, and its technology subsidiary Argela. The agreement establishes a framework for developing and deploying Advanced Air Mobility (AAM) solutions across Türkiye.

The signing took place at Mobile World Congress (MWC) 2026, the world's largest connectivity event. Executing the agreement were Mr. Ebubekir Sahin, CEO of Türk Telekom Group; Mr. Ismail Emanet, CEO of Argela; and Ms. Victoria Jing Xiang, COO of EHang for Europe and Latin America. The ceremony was formally endorsed by Dr. Ömer Fatih Sayan, Deputy Minister of Transport and Infrastructure of the Republic of Türkiye, and attended by international media and industry stakeholders. Under the partnership, EHang's certified EH216-S pilotless eVTOL aircraft will be integrated with Argela's Unmanned Traffic Management (UTM) system and Türk Telekom's 5G, IoT, cloud, and cybersecurity infrastructure. This integration aims to enable safe, secure, and digitally connected low-altitude airspace operations across Türkiye.

The collaboration will support regulatory engagement, validate UTM integration, and accelerate commercial use cases including passenger air mobility, aerial tourism, logistics and cargo transport, and medical delivery services. Together, the partners are laying the foundation for Türkiye's Low Altitude Economy.

Official Statements: Dr. Ömer Fatih Sayan, Deputy Minister of Transport and Infrastructure, stated "Türkiye is committed to embracing innovative transportation technologies that strengthen our digital infrastructure and economic competitiveness. This strategic partnership represents an important milestone in positioning our country as a leader in Advanced Air Mobility."

Ms. Victoria Jing Xiang, COO of EHang for Europe and Latin America, added: "By combining EHang's certified unmanned eVTOL platform with Türk Telekom's digital infrastructure and UTM capabilities, we are building a safe, scalable, and future-ready AAM ecosystem. We look forward to seeing our EH216-S flying over the Bosphorus Strait, providing a safe and eco-friendly aerial bridge connecting Europe and Asia."

Mr. Ebubekir Sahin, CEO of Türk Telekom, commented: "As Türkiye's digital transformation leader, we are proud to partner with EHang to bring next-generation mobility solutions to our skies. By integrating Argela's UTM platform with our 5G infrastructure, we are enabling a secure, connected, and intelligent air mobility ecosystem."

Mr. Ismail Emanet, CEO of Argela, concluded: "We are extending our leadership in next-generation telecommunications into aviation. Through Argela's UTM system, we aim to deliver robust digital infrastructure that strengthens Advanced Air Mobility in Türkiye and sets new standards for low-altitude connectivity."

This partnership positions Türkiye at the forefront of global AAM innovation, combining world-class eVTOL technology with cutting-edge telecommunications infrastructure.

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In this exclusive conversation with Drones World, Paul and Rren share how their vision goes beyond traditional training models—towards building a fully integrated aviation ecosystem where talent development, intelligent tools, and operational workflows evolve together.



Drones World Editor Kartikeya In Conversation with

PAUL CARRO
COO

RREN SCHAFFER
CEO

Drone Kids Academy



Q AR/VR, and AI are often discussed as future technologies. What has changed now that makes you confident these solutions are ready for real-world drone operations today?

A **PAUL:** What's changed is convergence. A few years ago, AR, VR, and AI were powerful but fragmented—great in demos, not reliable in the field. Today, we have edge computing capable of processing AI in real time, lightweight AR wearables that can operate outdoors, and highly accurate spatial data pipelines.

In drone operations specifically, latency, reliability, and context-awareness were the missing pieces. Now, AI models can interpret live video feeds instantly, AR can overlay actionable data without distracting the operator, and connectivity is stable enough to support continuous operations.

So it's no longer about experimenting, it's about deployment. The technology stack has matured to the point where it can reduce cognitive load, not add to it,

which is the real threshold for operational readiness.

RREN: It was often discussed as future technology, but this is no longer the case. A minor example, there are almost 450 XR games available on the PS5, and over 2 billion active AR users on the mobile app stores. This is not a market that will shrink, has hardware and industry is evolving to service this market.

The UAV and Aviation industry is and will continue to be on the cutting edge of technology. We're simply bringing those tools to the beginning of someone's education and career path.

Q Drone Kids Academy sits at the intersection of education and enterprise technology. How do you balance building a scalable training ecosystem while simultaneously developing industry-grade operational tools?

A **PAUL:** We don't see them as separate tracks; they reinforce each other.

Our training ecosystem is designed

around real operational workflows, not theoretical instruction. That means every tool we build for enterprise use feeds directly into how we train pilots. At the same time, the data and behavior we observe from students at scale help us refine our technology.

The balance comes from building modularly. Education is our distribution layer—it scales talent. Technology is our capability layer—it scales performance. When those two evolve together, you create a system where trained operators are already fluent in the tools the industry needs.

RREN: Having the experience from the hiring side of things, finding pilots who are certified and trained was a bottleneck. Both education and career path for all verticals is a must. With any education, real world experience and help getting your footing after passing the test is what everyone needs.

Q Your partnership with Vuzix brings AR directly into live drone operations. In practical terms, how does this shift decision-making for operators working in high-risk and time-critical environments?

A **PAUL:** Traditionally, operators are heads-down—looking at controllers, tablets, switching between screens. That creates friction and delays in decision-making. With AR through Vuzix, we move to a heads-up environment. Critical data—telemetry, hazard alerts, AI insights—appears in the operator's field of view in real time.

The practical shift is speed and clarity. Instead of interpreting multiple data sources, the operator receives contextualized information at the exact moment it's needed. That reduces reaction time, minimizes errors, and allows operators to maintain full situational awareness of both the airspace and the physical environment.

In high-risk scenarios, seconds matter—and AR removes the gap between seeing and deciding.

RREN: Seamlessly. Our integration of real time awareness and collision avoidance via Lyndsey™ is to make it as easy as looking at traffic while you're driving. Most of the time there will not be any air traffic that you need to worry about and so our overlay will be quiet data you are processing while performing your flight. When you need it, the alerts will notify you of potential risks in a blink of an eye allowing you to safely control your next move. Awareness is key.

Q **Situational awareness and airspace conflict management remain major challenges in modern aviation. How does your Co-Pilot (Lyndsey)™ system aim to solve these issues differently from existing solutions?**

A **PAUL:** Most existing systems are reactive—they alert you after a potential conflict has already developed.

Our Co-Pilot™ system is designed to be predictive and assistive. It continuously fuses data from the drone, surrounding airspace, and mission parameters, using AI to anticipate conflicts before they become critical.

But more importantly, it doesn't just alert—it guides. It can recommend optimal flight path adjustments, prioritize threats, and present that information in a way that's immediately actionable through AR.

We're essentially shifting from "pilot monitoring systems" to "pilot augmentation systems." The goal is not just awareness, but intelligent support that actively reduces risk.

RREN: Lyndsey™ is designed to be agentic in a personal assistant way, creating your flight check lists, flight logs and documentation for training, but also in an AI deep learning capability. Our AR overlay tracks anything commercial or private that has a transponder in real time. A single UAV pilot can have more information literally in their field of vision than previously available.

Q **As drone operations expand into public safety and defense-adjacent environments, how critical are real-time data, AI-driven insights, and hands-free interfaces in ensuring mission success?**

A **PAUL:** They're not optional, they're foundational.

In public safety or defense-adjacent missions, operators are working in dynamic, unpredictable environments where cognitive overload is a real risk. Real-time data ensures they're operating on current information, AI helps filter and prioritize that information, and hands-free interfaces allow them to act without breaking focus.

When you combine those three, you create a system where operators can move faster, make better decisions, and stay safer.

Ultimately, mission success in these environments comes down to decision velocity and accuracy—and that's exactly what this stack is designed to optimize.

RREN: It's cyclical. The future of public safety and defense environments relies on HUMAN input and training for AI. Humans are the ones in control, training our technologies from time-bound inputs and perspectives. AI is trained on datasets we feed it.

Mission accuracy and success comes down to having as much information as possible. Using every tool and data point possible helps insure this.

Q **You are building both a talent pipeline and a technology platform. Which of these do you believe will ultimately drive the most value and scale for Drone Kids Academy?**

A **PAUL:** Independently, both are valuable. Together, they're transformative.

Talent without the right tools doesn't scale. Technology without trained operators doesn't deploy.

That said, the real long-term value comes from the platform we're building at the intersection of both. By owning the training pipeline, we're not just supplying pilots—we're standardizing how they operate. And by integrating our technology into that process, we create a network effect where every new operator strengthens the ecosystem.

So the answer is: the platform wins. The combination of talent + technology is what creates defensibility and scale.

RREN: We believe the platform as a whole is a tool that will keep our young students supported far into their careers. To me, education is the foundation, but it's just the start. We're building a platform that reinforces continuous learning and education through constant support. As a pilot, as with any career, you learn new things all the time. Our platform and technology enables you to house that in one place.

Q **Looking ahead, do you see Drone Kids Academy evolving primarily as an education platform, a technology company, or a fully integrated aviation ecosystem—and what will define success over the next 3–5 years?**

A **PAUL:** We're building a fully integrated aviation ecosystem.

Education is our entry point. Technology is our engine. But the long-term vision is an end-to-end ecosystem where training, certification, operations, and real-time decision support all live within the same platform.

Over the next 3–5 years, success will be defined by three things:

- The number of operators trained and deployed globally
 - The adoption of our Co Pilot™ system in real-world operations
 - And measurable improvements in safety, efficiency, and mission outcomes
- If we can standardize how drone operations are learned, executed, and supported, then we're not just participating in the industry—we're helping define it.

ODYS AVIATION AND MOTION APPLIED ANNOUNCE ENGINEERING COLLABORATION TO DELIVER FLIGHT-READY HYBRID-ELECTRIC PROPULSION

Odys Aviation, a dual-use aerospace company building hybrid-electric vertical take-off and landing (VTOL) aircraft announced a strategic engineering collaboration with Motion Applied (MA) to advance a next-generation hybrid-electric propulsion architecture for advanced flight applications. Under the terms of the partnership, Motion Applied's proven silicon carbide (SiC) inverter platform, the AMPEX MCU-600, will be integrated with Odys' family of high-speed generator units to form a certifiable, high-performance hybrid propulsion system for use in the company's Laila and Alta aircraft.

At the core of the system is MA's embedded software stack for hybrid systems coordination and aviation-level redundancy management. Integrated directly with the Odys hybrid controller, the architecture enables a tightly coupled turbine-generator-inverter closed-loop control system optimized for dynamic flight operations and capable of simultaneously supporting multi-winding fault isolation, graceful degradation, and continued operation under single-path failures. This integrated approach ensures the propulsion system can maintain controlled operation even under fault conditions, an essential requirement for hybrid-electric aircraft operating in real-world environments.



The AMPEX MCU-600 is fully compatible with Odys' high-speed generators, leveraging a production-proven inverter platform to de-risk development and accelerate time to a certifiable integrated motor-generator unit. By building on an established hardware and software base, the teams will reduce integration uncertainty while preserving performance headroom for future aircraft variants.

Beyond electrical performance, the AMPEX platform offers defined mechanical packaging and thermal interfaces that support compact system integration. Clear cooling boundaries and predictable thermal performance reduce integration risk, streamline aircraft-level packaging, and minimize downstream surprises during system validation and flight testing.

As Odys advances toward initial aircraft deliveries

this year, working with established partners committed to joint engineering development has become central to the company's execution strategy. This latest collaboration reflects a shared commitment to joint development, aligning electrical, mechanical, and embedded software systems from the outset to accelerate the path to a flight-worthy, integrated solution.

"Hybrid-electric aviation will only succeed if every element of the propulsion system is developed together with absolute clarity of purpose," said Samir Maha, CEO of Motion Applied. "Our partnership with Odys Aviation reflects that mindset. By combining our inverter platform with their advanced generator technology, we are building the foundation for flight-ready hybrid propulsion that raises the bar for performance and safety across the industry."

"At Odys, we believe hybrid propulsion must be architected from the ground up as a unified system, not assembled from loosely connected components," said James Dorris, CEO of Odys Aviation. "Motion Applied brings a proven SiC inverter platform and embedded control stack that integrates seamlessly with our hybrid controller. Together, we are accelerating the path to a certifiable, resilient propulsion system as we move toward first aircraft deliveries."

LEADING JAPANESE EVTOL MANUFACTURER SKYDRIVE EXPANDS STRATEGIC NETWORK IN SOUTHEASTERN USA, FOCUSED ON FLORIDA

SkyDrive Inc. a leading Japanese eVTOL (electric vertical takeoff and landing) manufacturer, is pleased to announce the signing of a Letter of Intent (LOI) with Aeroauto Global, Inc a Florida-based Advanced Air Mobility (AAM) integration partner and infrastructure provider. This agreement marks a significant milestone in SkyDrive's US expansion, solidifying its commitment to the Florida market and establishing the basic terms for the purchase of eight "SKYDRIVE (SD_05)" aircraft, including pricing and a delivery schedule.

SkyDrive has also come to an agreement with SAI Flight ("SAI") to extend their existing partnership beyond South Carolina to Florida, where SAI currently boasts their second largest operational base. With these two new agreements, SkyDrive has created a partnership cluster which, as attention to AAM in Florida grows, will ensure a smooth entry into service in 2028. Florida is a high-potential market and these partnerships will expand SkyDrive's US footprint in Florida and beyond, expanding our influence in the US Southeastern region.

By integrating SkyDrive's proven expertise in

eVTOL aircraft development with SAI's air operations and Aeroauto's established sales network, SkyDrive is building a comprehensive business foundation to support its U.S. market expansion. The complementary business models shared between SkyDrive, Aeroauto, and SAI represent a pivotal shift in the U.S. Advanced Air Mobility landscape, catalyzing a new wave of collaboration and operational readiness across the Southeastern corridor.

Strategic Expansion Across the U.S. Southeast Driven by the mission to "lead the once-in-a-century mobility revolution," SkyDrive is developing eVTOL aircraft to make the skies a part of everyday transportation. The company has identified the U.S. Southeast—a major hub for the aerospace industry—as a key strategic region for business development.

By combining the operational ecosystem established in South Carolina with Aeroauto's reach in Florida's massive tourism and business markets, SkyDrive is creating a seamless regional network. This collaboration will allow SkyDrive to extend its collaborative framework with local governments and

airports into Florida, leading the development of next-generation mobility infrastructure across the entire region.

Future Outlook with Aeroauto : Under the agreement, Aeroauto plans to deploy the eight aircraft sequentially, with four units scheduled for delivery in 2028 and the remaining four in 2029. Working alongside Aeroauto—operator of the world's first specialized eVTOL showroom—SkyDrive will accelerate the social acceptance and practical adoption of eVTOLs in the rapidly growing Southeast market.

Executive Comments: Tomohiro Fukuzawa, CEO, SkyDrive: "We are thrilled to welcome Aeroauto as a powerful partner in Florida, following our initial establishment in South Carolina. At SkyDrive, we are focused on demonstrating a tangible business foundation in the U.S., backed by an active supply chain and a functional sales network. Building on our success at the 2025 World Expo in Osaka and subsequent demonstrations in Tokyo, we are committed to driving market expansion across the U.S. Southeast from 2028 onward alongside our American partners."

EVE AIR MOBILITY FLIES EVTOL PROTOTYPE FOR AUTHORITIES, MARKING PROGRESS IN FLIGHT TEST CAMPAIGN



Eve Air Mobility, a leader in advanced air mobility solutions, successfully conducted a flight of its full-scale engineering prototype at Embraer's test facility in Gavião Peixoto, Brazil, for Brazilian government authorities, including Brazil's President Luiz Inácio Lula da Silva. The milestone marks further progress in Eve's flight test campaign toward the future certification pathway of its electric Vertical Take-Off and Landing (eVTOL) aircraft.

The event was also attended by the Minister of Science, Technology and Innovation, Luciana Santos; the Minister of Ports and Airports, Silvio Costa Filho; the National Civil Aviation Agency of Brazil (ANAC) President, Tiago Chagas Fairstein; Brazil's National Development Bank (BNDES) President, Aloizio Mercadante; and members of the media covering the sector.

Eve continues advancing its flight test campaign, with its engineering prototype having completed 35 flights and accumulated nearly 1.5 hours of total flight time since its first flight in December 2025. The aircraft has reached an altitude of 140 feet above ground level (AGL), equivalent to 43 meters, establishing new program milestones and demonstrating consistent flight behavior under the tested conditions, including maneuvers with simultaneous inputs across three axes.

Preliminary results indicate efficiency gains, with propulsion and battery performance above initial expectations, while noise levels remain within projections, significantly lower than those of conventional helicopters.

Flights conducted to date have focused on low-speed operations (up to 15 knots, approximately 28 km/h), enabling validation of control laws, rotor aerodynamic efficiency, thermal behavior and the propulsion model. Eve continues to advance its campaign, expanding the flight envelope and testing at higher speeds.

"We are advancing with discipline and consistency in our flight test campaign, reducing risk and building the foundation for future certification flights. The results achieved in these first months following our initial flight in December 2025 reinforce our confidence in the aircraft's architecture and our ability to deliver a safe, efficient and scalable solution for the urban air mobility market," said Johann Bordaïs, CEO of Eve.

In addition to flight tests, Eve has completed ground testing and related activities, including sensor calibration for measuring aerodynamic loads during flight. These efforts support the expansion of the aircraft's flight envelope, enabling flights of up to 30 knots (approximately 56 km/h) in the coming days.

"Embraer has over five decades of proven expertise in aircraft development and certification. Applying this knowledge to Eve's program reinforces our commitment to innovation and the future of sustainable aviation. We see significant potential in the global urban air mobility market and believe Eve is well positioned to be a leader in this industry," says Francisco Gomes Neto, President and CEO of Embraer.

Certification of the aircraft remains subject to the successful completion of technical milestones and approval by the relevant regulatory authorities.

COLLINS AEROSPACE ANNOUNCES COMPLETION OF CLEAN AVIATION JOINT UNDERTAKING HECATE PROJECT



Collins Aerospace, an RTX business, announces the successful completion of the HECATE project, part of the European Union's Clean Aviation Joint Undertaking with support from UK Research and Innovation. This initiative achieved Technology Readiness Level 5, or TRL5, successfully proving the electrical architecture design for future hybrid-electric aircraft performance in real-world conditions.

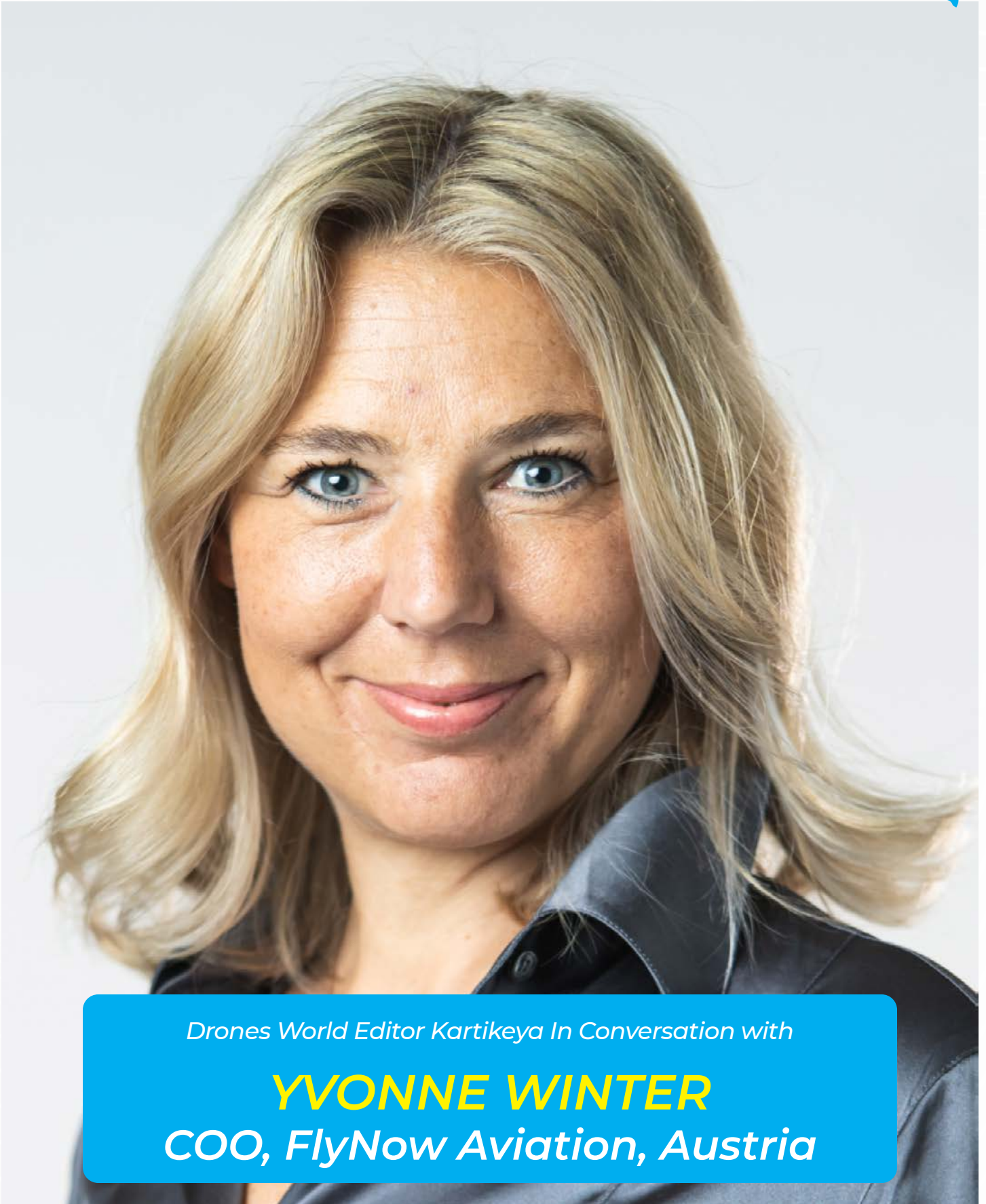
The Hybrid-Electric regional Aircraft distribution TEchnologies project, or HECATE, reached this significant milestone in late 2025 after completing testing, verification and validation of its Electrical Power Generation and Distribution System. A hybrid-electric system producing more than 500 kilowatts of power was tested using the Copper Bird platform of Safran Electrical & Power based in Niort, France. This platform is used to simulate and test advanced electrical systems in a controlled environment.

"Through successful collaboration with HECATE consortium partners, we have advanced critical technologies for hybrid-electric propulsion and more electric aircraft to meet future high power, high-voltage aircraft demands," said Kristin Smith, vice president of Electric Power Systems at Collins Aerospace. "With efficient, lightweight, and compact electrical power distribution technologies, Collins is well-positioned for continued maturation and integration testing under Clean Aviation Phase 2 programs, moving closer to commercial viability."

The HECATE consortium is comprised of multiple European aerospace industry partners, including Collins Aerospace, Safran, Airbus Defence and Space, Leonardo and several universities. Collins, through its Applied Research & Technology organization and Power & Controls business, leads the project's steering committee, while Safran Electrical & Power serves as technical coordinator.

"We are very proud to have integrated the full suite of partner systems from the HECATE consortium into our state-of-the-art electrical systems test bench in Niort," said Agnès Pronost-Gilles, executive vice president & general manager for Power Division, Safran Electrical & Power. "This integration highlights the strength of our collaboration and our technical leadership in hybrid-electric and electric propulsion. Safran Electrical & Power is now well-positioned to meet the growing demands for sustainable regional aircraft and to lead the next steps in innovation through Phase 2 of the Clean Aviation Project."

"Hybrid-electric aircrafts need reliable and powerful electrical architectures to safely fly our skies - and HECATE has brought us a decisive step closer towards this goal with tangible results and win-win collaboration with EASA," said Maria Calvo, head of Unit Project Management at Clean Aviation. "The project was jointly developed by 38 participating entities from 11 European countries, proof of the innovative power of European cooperation. At Clean Aviation, we will be excited to see how Phase 2 projects build on HECATE achievements and will further mature the technology for an entry into service by 2035."



Drones World Editor Kartikeya In Conversation with

YVONNE WINTER
COO, FlyNow Aviation, Austria



Q FlyNow has been developing a unique modular eVTOL cargo drone concept for urban logistics. What inspired the company to focus on scalable cargo drone systems rather than passenger air mobility in the early stages?

A FlyNow initially focuses on cargo operations for two main reasons.

The most economically efficient use case. Urban logistics faces major challenges, especially in large cities, where heavy traffic and high delivery costs create increasing pressure on existing transport systems. A cargo eCopter can significantly reduce delivery times for time-critical missions, while keeping operating costs at a level comparable to a taxi ride. This makes cargo one of the most practical and commercially attractive early use cases for UAM.

Safer and faster market entry. Beginning with cargo operations allows FlyNow to prove the aircraft in real-world conditions, build public trust, and demonstrate safety before moving into passenger transport. As part of our safety-first approach, we aim to complete around one million miles with cargo version before launching air taxi services. At the same time, cargo deployment allows earlier market entry while certification for passenger transport is still underway.

Q The Middle East is rapidly emerging as

a hub for advanced air mobility and drone innovation. What opportunities does this region offer for companies like FlyNow Arabia?

A In 2022, FlyNow began its journey in Saudi Arabia as part of the Destination Deep Tech Program at the King Abdullah University of Science and Technology (KAUST), which provided the perfect launchpad for introducing our technology. Since then, we have gained a significant support from the Saudi government. In 2024, for instance, we signed an MoU with the General Authority of Civil Aviation (GACA) and the National Industrial Development Center (NIDC) to advance the development of electric air mobility in Saudi Arabia, including regulation, airspace integration, vertiport infrastructure, and operational guidelines for air taxi services. Since last year, we have also been part of the RDID Program of the Royal Commission for Riyadh City (RCRC), which support our localisation efforts in Riyadh.

We believe that this strong institutional commitment, combined with the ambitions of Saudi Vision 2030 and GACA's AAM roadmap, makes the Kingdom one of the most promising markets for the future deployment of AAM and was a key factor in our decision to make it the first country for our technology.

Q FlyNow's concept focuses on

standardized modular drone fleets operating in automated networks (the eCopter technology is based on an automated approach). How do you see this model transforming urban logistics in the coming years?

A In the coming years, we see the eCopter creating a new logistics opportunity that can reduce pressure on road infrastructure, improve delivery reliability, and enable faster transport for urgent and high-value goods.

With a payload of up to 200 kg, the eCopter is ideal for a wide range of urban logistics missions, including last-mile delivery, the transport of sensitive goods, and emergency supplies. Depending on the operational setup, the eCopter operates automatically either along pre-programmed corridors or on routes integrated into existing air traffic management systems. Our electric version can fly up to 50 kilometres, which is already sufficient for a city like Riyadh, and with a cruising speed of around 110 km/h, it can reach its destination within just a few minutes: e.g., a 20-kilometer route could take around 10 minutes, compared to about 40 minutes by car. In the future, we also aim to deploy a hybrid version with a range of up to 200 kilometres.

In terms of financial benefit, we offer one of the most efficient solutions. The eCopter



significantly reduces delivery times by flying above road congestion, while its modular design keeps operating and maintenance costs very low and comparable to ground-based transport. This makes it a cost-efficient and commercially attractive solution for logistics companies.

Q Regulation remains one of the key challenges for urban air mobility. How is FlyNow Arabia working with aviation authorities to enable safe and scalable drone operations?

A We have been working in close collaboration with aviation authorities since day one, and even before that: prior to founding FlyNow Aviation GmbH in 2019, Jürgen Greil, CEO of the Austrian company and developer of the eCopter, presented the concept to Austro Control (ACG), Austria's national aviation authority. Development only began after receiving its support.

In December 2022, FlyNow reached its first certification milestone by obtaining SAIL II approval under the "specific category" from ACG, which allowed us to test the full prototype under the regulator's supervision.

Our next step is to certify the eCopter under SAIL IV, which would permit commercial operations over low-populated areas mark the start of cargo operations. While operating

cargo services, we then plan to achieve full certification under EASA CS-VLR and CS-27, supporting regular passenger transport operations over populated areas.

As for Saudi Arabia, as mentioned earlier, we will work closely with GACA. Our objective is to obtain EASA certification in Europe and then have it validated locally in Saudi Arabia.

Q FlyNow's coaxial rotor eVTOL design is quite distinctive. What advantages does this architecture offer in terms of efficiency, safety, and operational costs?

A The eCopter uses two counter-rotating rotors on a shared axis above the cabin, which eliminates the need for a tail rotor and significantly reduces the number of moving parts compared to conventional helicopters. Combined with a simplified electric drivetrain and direct-driven synchronous motors, this results in much lower mechanical complexity, reduced maintenance needs, lower production costs, and higher system reliability.

Q What type of infrastructure and ecosystem will cities need to support large-scale cargo drone networks?

A This is a very relevant question for us at the moment, as we are starting a sandbox this year together with our infrastructure partners within SALAAM.earth.

Together with Skyroads, a provider of digital sky infrastructure and automated flight management, FlyNow co-founded SALAAM.earth with one clear goal: to develop a complete ecosystem that makes automated air mobility safe, scalable, and deployable.

We are convinced that it is not enough to develop the aircraft alone. To successfully introduce UAM, cities will need coordinated progress in regulation, infrastructure, and digital traffic management. The eCopter requires charging and dedicated take-off and landing infrastructure. It also needs defined air corridors for safe operations, as well as strong cybersecurity and close cooperation with government authorities to authorise and integrate such aircraft into the wider transport system. Only through collaboration with all relevant stakeholders we can make UAM truly work – through SALAAM we work with partners on an entire ecosystem.

Q Looking ahead to the next decade, what role do you see FlyNow Arabia playing in shaping the future of automated aerial logistics and urban air mobility globally?

A Over the next decade, we see FlyNow Arabia as a key player in the market with the eCopter complementing ground transportation and offering UAM to the broader public at price levels comparable to a ground taxi.

Our goal is to begin commercial cargo operations in 2028 and launch passenger services in 2030, with Expo 2030 in Riyadh serving as a key milestone for this phase. Looking further ahead, another strategic reference point is the FIFA World Cup 2034.

As Saudi Arabia is the first market for our technology, FlyNow Arabia will play a central role in demonstrating how automated aerial logistics and UAM can be deployed in a real-world environment. Starting here, we plan to expand internationally and bring our technology to other markets around the world.

Finally, our broader aim is to enable true affordability and mass adoption by applying automotive-style mass production methods in aviation for the first time.

JOBY COMPLETES PILOTED ELECTRIC AIR TAXI FLIGHT ACROSS SAN FRANCISCO BAY AND AROUND THE GOLDEN GATE

Joby Aviation, Inc. a company developing electric air taxis for commercial passenger service, announced the completion of a series of demonstration flights across the San Francisco Bay Area. With one of the world's most recognizable skylines as a backdrop, the company showcased its operational readiness in a region defined by traffic congestion, demonstrating that the future of quiet, emissions-free flight, is not just a concept, but nearing commercial readiness.

With an operational foundation built on thousands of test flights and more than 50,000 miles logged across its fleet, the company is now ready to scale its presence across the U.S.

Joby was selected as a partner in multiple winning applications under the White House-backed eVTOL Integration Pilot Program (eIPP), giving the company the opportunity to begin early operations across 10 states: Arizona, Florida, Idaho, New Jersey, New York, North Carolina, Oklahoma, Oregon, Texas, and Utah. The selection marks a significant milestone not just for Joby, but for the broader U.S. air taxi industry, with the potential to meaningfully accelerate the path to commercial service.



The flight marks the kickoff of Joby's 2026 Electric Skies Tour, a national showcase timed to celebrate the United States' 250th anniversary. After departing Oakland International Airport, Joby's (N545JX) aircraft, piloted by Andrea Pingitore, soared quietly across the Bay toward the Golden Gate Bridge and turned above the Marin Headlands, set against one of the world's most recognizable skylines.

The iconic backdrop is the first stop in a journey to

introduce Americans to a future where a daily commute will take minutes, not hours. Joby expects to fly and present its aircraft in cities across the country as part of the tour, building on a heritage of American innovation and proving the real-world promise that air taxis are a faster, quieter way to connect our communities.

"The Bay Area is home to the world's most innovative companies, including Joby, but it's also an area with significant traffic and unique geographical barriers," said Joe Ben Bevirt, founder and CEO of Joby. "Our technology provides an opportunity to build on the immense potential of this region while protecting it for the next generation. By providing clean, quiet service with minimal infrastructure investment we are making flight an everyday reality for the community."

The company continues to make progress towards certification, marked by the successful flight of its first FAA-conforming aircraft for TIA, which paves the way for FAA pilots to carry out 'for credit' tests later this year. The aircraft is designed with safety, acoustics and performance in mind - all critical characteristics to unlocking the urban aerial ridesharing market.

VÆRIDION INAUGURATES 1ST MANUFACTURING FACILITY AND TEST HOUSE AT OBERPFAFFENHOFEN AIRPORT AHEAD OF MICROLINER 1ST FLIGHT

VÆRIDION officially opened its first production hangar and test facility at Oberpfaffenhofen Airport (EDMO), marking a major milestone as the company enters its next phase of growth. With the new site, VÆRIDION is moving from the R&D phase into the production and industrialization of the key enabling technologies behind its 100% electric Microliner. The facility will lay the foundation for the aircraft's first flight and future serial production.

Strategically located at Oberpfaffenhofen Airport, one of Germany's key aerospace hubs and one of the few locations in Germany where experimental flight testing is possible, the hangar enables close integration with flight operations, testing infrastructure, and industrial partners. This positions VÆRIDION ideally to scale its technology from laboratory development to certified, flight-ready systems. The site also opens new opportunities for collaboration within the local aerospace cluster, strengthening ties across industry, research, and regulatory stakeholders.

The opening ceremony brought together representatives from government, industry, and the aerospace ecosystem, alongside VÆRIDION's partners

and team. The facility was inaugurated by Dr. Florian Herrmann, Head of the Bavarian State Chancellery and Minister of State for Federal and Media Affairs, who highlighted the importance of scaling innovative companies and strengthening Bavaria's role as a hub for groundbreaking technologies and aerospace innovation.

"The opening of VÆRIDION's new production and test hangar in Oberpfaffenhofen sends a strong signal for Bavaria as a hub of innovation. With its battery-electric regional aircraft, the "Microliner," the company is playing a decisive role in advancing the future of emission-free aviation and demonstrating the tremendous potential of Bavarian high-tech startups," said Dr. Florian Herrmann, Head of the Bavarian State Chancellery and Minister of State for Federal and Media Affairs. "Across the Free State of Bavaria, around 550 companies and 65,000 employees are working in the aerospace sector. At the same time, we are building Europe's largest facility for aerospace at the Technical University of Munich. Through the Hightech Agenda Bavaria, we are investing a total of €7 billion in research and science, creating the best possible conditions for forward-looking pioneering projects.

These are exactly the kinds of ideas and companies we need to make mobility more sustainable and to remain at the forefront of global technological development. VÆRIDION is an important part of Bavaria's aerospace ecosystem and another jewel in Bavaria's "Space Valley."

"The opening of this facility marks a decisive step for VÆRIDION as we move from advanced development into production and flight testing," said Ivor van Dartel, CEO and Co-Founder of VÆRIDION. "Bavaria – and Oberpfaffenhofen in particular – offers a unique ecosystem where industrial partners, research institutions, regulators, and flight operations come together. This environment is essential for bringing a commercial electric aircraft to market, and we are proud to be building the next phase of our journey here."

The new facility will serve as VÆRIDION's primary production and assembly hub for its proprietary airborne battery systems and as the central testing location for the Microliner in preparation for its first flight. The hangar is equipped with state-of-the-art safety and technology infrastructure specifically designed for high-voltage battery testing.

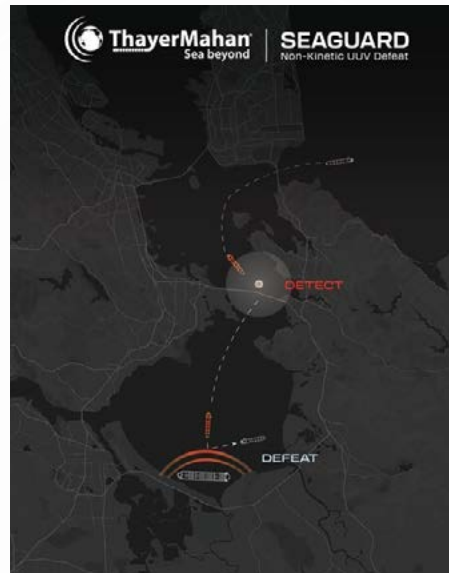
THAYERMAHAN LAUNCHES SEAGUARD

ThayerMahan, a leader in unmanned maritime security and acoustic intelligence solutions, today announced the official launch of SeaGuard™, the company's operationally validated, non-kinetic defeat system built to protect high-value maritime assets and infrastructure from the rapidly growing spectrum of Uncrewed Underwater Vehicle (UUV) threats.

SeaGuard enters the market as the first fully mature, field-tested, scalable system of its kind, engineered to disrupt and defeat underwater threats without explosives or harmful emissions, addressing urgent security requirements for defense and commercial operators worldwide.

"From my time in uniform to my role today, one truth has remained constant: the underwater domain evolves rapidly, and the threats evolve even faster," said Vice Admiral Mike Connor, U.S. Navy (Ret.), Chairman & CEO of ThayerMahan. "SeaGuard is purpose-built to help operators stay ahead of that curve. It represents a leap forward in how we protect vital maritime assets from unmanned undersea threats - reliably, safely, and at scale."

Recent global incidents have shown the critical asymmetric threat presented by UUVs, with low-cost, commercially accessible or locally developed systems able to penetrate defended harbors, approach high-value assets, and target critical infrastructure, to significant demonstrated effect. As maritime security



environments become increasingly congested and contested, traditional detection-only solutions are no longer sufficient to counter the expanding threat profile. SeaGuard provides a mission-critical protection layer for military facilities, deepwater ports, port complexes, LNG terminals, cable landing stations, and other vulnerable subsea locations.

"As the threat landscape shifts from theoretical to unmistakably real, SeaGuard gives government and commercial operators a proven, non-kinetic shield for

the critical infrastructure our economy and national security rely on," said Dr. Kevin Lopes, CAPT USCG (Ret.), Vice President of Marketing & Sales at ThayerMahan. "This isn't just a solution for naval bases - it's a mission-ready system for commercial ports and strategic assets worldwide. SeaGuard's operationally validated performance means operators no longer need to rely on detection alone or accept unnecessary risk. They now have a field-tested, scalable capability they can deploy quickly, sustain easily, and trust completely to protect what matters most."

SeaGuard's operational performance has been proven across multiple evaluated exercises, where it demonstrated the ability to disrupt and defeat UUVs, deter diver and swimmer intrusion, and shield high-value assets from tampering or sabotage. These demonstrations also confirmed its endurance, maintainability, and mission-ready architecture.

"SeaGuard is the culmination of the ThayerMahan team's incredible effort and ingenuity," said Andy Meecham, Chief Technology Officer at ThayerMahan. "In trials, SeaGuard consistently produced repeatable, measurable defeat effects across a wide range of conditions, validated through multi-environment testing, independent technical assessment, and sustained endurance runs. It is the only system of its kind ready to deploy today, demonstrating Technology Readiness Level 8+ performance, and we built it from the start to integrate with other port monitoring and protection systems."

SAAB STRENGTHENS ITS NAVAL OFFER WITH NEW ORGANISATION

Saab is developing its naval offering and consolidating its naval operations into one business area. In doing so, Saab increases the value it delivers to customers by creating synergies, improving efficiency and strengthening innovation. The new business area will be named Naval.

The organisational change takes effect from 1 April 2026. This means that the operations of business area Kockums will be merged with the majority of the Naval Combat Systems unit, which currently forms part of business area Surveillance. The new business area Naval will be led by Mats Wicksell who is currently head of business area Kockums.

"We are consolidating and developing Saab's naval offer to deliver greater value to



our customers. By driving higher efficiency and accelerating innovation we are further strengthening our market position," says Micael Johansson, President and CEO of Saab.

Saab's naval operations are currently

spread across several organisational units. Business area Kockums develops and produces surface vessels, submarines and autonomous underwater vehicles. Business unit Naval Combat Systems develops and produces combat management systems, fire control systems and secure communications solutions, as well as providing integration of these. The new business area Naval now brings these operations together under one organisation.

To facilitate year-on-year comparisons, Saab will publish restated historical financial information well in advance of the interim report for January-June 2026. The restatement will not affect the Group's previously reported total revenues or results.

HII UNVEILS EXPANDED ROMULUS USV ASSEMBLY FACILITY AND LAUNCHES HYPR ROBOTICS INITIATIVE



HII has released a video outlining plans for a new ROMULUS unmanned surface vessel (USV) assembly facility at Breau Brothers Enterprises in New Iberia, Louisiana. The company also introduced High-Yield Production Robotics (HYPR), an initiative focused on applying industrial robotics and digital quality systems to unmanned platform manufacturing. Together, the facility and HYPR reflect HII's vision for transforming how unmanned surface vessels are built. The company aims to move from prototype construction to scalable, repeatable production using automation, digital design, and standardized manufacturing processes. The approach is intended to lower unit costs, shorten production timelines, and support program-level delivery of the ROMULUS family of USVs.

Enhanced USV Assembly Facility: The upgraded Breau Brothers facility is designed to support serial production of ROMULUS vessels ranging from approximately 20 feet to 190 feet in length. The expanded layout emphasizes automation, advanced tooling, and standardized workflows to enable efficient, high-rate production across multiple vessel variants using a common manufacturing approach.

The concept supports HII's broader goal of creating a fully automated structural assembly environment tailored to the ROMULUS family. The initiative is intended to improve technical feasibility, schedule performance, and manufacturing efficiency, while positioning the company to scale production quickly as demand for autonomous maritime systems grows.

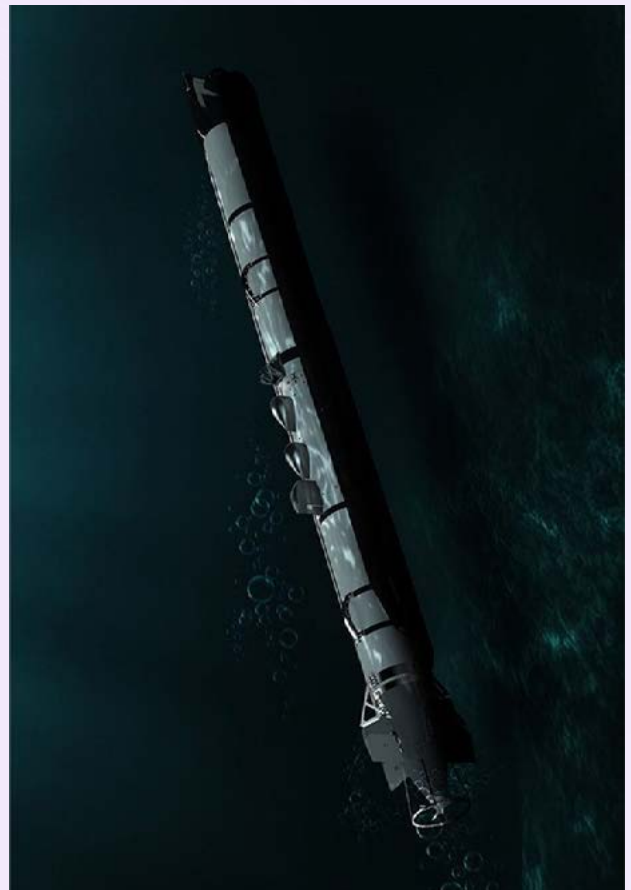
"ROMULUS is engineered from the outset for scale," said Andy Green, president of HII's Mission Technologies division. "By pairing a purpose-built assembly line with automation and strong industry partnerships, we are driving predictable production outcomes and lowering the cost of unmanned surface vessels. This positions us to deliver capability faster and at volumes aligned with fleet needs."

High-Yield Production Robotics (HYPR): HII's HYPR initiative will integrate robotic welding, automated material handling, and digitally enabled quality assurance into an assembly-line environment optimized for ROMULUS production. In 2026, the company plans to conduct proof-of-concept demonstrations with multiple partners, with the goal of launching a full-scale pilot program in early 2027.

ROMULUS has been identified as a primary use case for HYPR, including the development of a fully automated structural assembly line for larger vessel variants. The approach is designed to enable concurrent hull construction, reduce labor hours and rework, and increase throughput while maintaining consistent quality across vessel classes.

"HYPR applies next-generation industrial robotics to shipbuilding processes that have traditionally been labor-intensive and difficult to automate," said Eric Chewning, executive vice president of maritime systems and corporate strategy at HII. "For ROMULUS, this means fewer labor hours per hull, greater schedule predictability, and a manufacturing model that can scale efficiently as volumes increase."

L3HARRIS TO PROVIDE AUTONOMOUS UNDERWATER CAPABILITY FOR US NAVY SUBMARINES



L3Harris Technologies has received an Other Transaction Authority contract from the Department of War's Defense Innovation Unit to deliver the Torpedo Tube Launch and Recovery (TTLR) system, which deploys and retrieves the company's Iver4 900 autonomous underwater vehicles (AUVs) through submarine torpedo tubes.

U.S. and allied navies have validated the system to conduct intelligence, surveillance, reconnaissance, mine detection and seabed warfare missions without surfacing or exposing personnel to risk.

"The Torpedo Tube Launch and Recovery system is not a future capability, it's answering combatant commander needs today," said Nino DiCosmo, President, Maritime, Space & Mission Systems, L3Harris. "Our system is the first to successfully launch and recover AUVs from a submarine, providing commanders flexibility for persistent undersea operations and maintaining essential stealth."

The modular TTLR system multiplies force capacity from existing submarine hulls, eliminating costly new construction. The system delivers the first U.S. Navy submarine- and aviation-approved AUV lithium-ion battery technology, enabling longer-duration missions with hot-swap capability for continuous operations.

TTLR's interoperability across multiple submarine classes and allied platforms advances the Navy's manned-unmanned teaming vision and demonstrates AUKUS Pillar 2 collaboration.



Drones World Editor Kartikeya In Conversation with
Martin Steinbach
General Manager EMEA, HOVERAir



Q You joined HOVERAir at a time when the company is expanding its global footprint and establishing its EMEA headquarters in Munich. What makes this the right moment for the brand to accelerate its presence in the region?

A This is a very natural moment for HOVERAir to scale in EMEA. We're seeing strong and growing demand for AI-powered self-flying products that simplify content creation. At the same time, full-perspective, dynamic angles are becoming increasingly important—whether in sports, among content creators, or for tech enthusiasts. We all saw how engaging these perspectives were during the Winter Olympics across almost all sports captured by drones.

HOVERAir essentially invented the self-flying camera category and continues to lead the technology in this space, making these kinds of shots accessible to everyone without needing a pilot or a production crew.

Sitting right at the intersection of these trends, it makes this the perfect moment to expand our presence and bring these innovations closer to users across the region.

Q You spent more than a decade

leading marketing for GoPro across EMEA. What key lessons from the action camera industry will shape your strategy as you build HOVERAir's market position?

A One of the biggest learnings is that great technology alone isn't enough—you need to inspire people with what's possible. At GoPro, storytelling and community were key drivers of growth, and that will also be central to HOVERAir.

That's why we're working closely with world-class athletes like snowboarding world champion Marcus Kleveland, multiple-time mountain bike world champion Nino Schurter, as well as top-tier creators like Danny MacAskill and Sam Pilgrim. Together, we want to showcase what's truly possible with these products in real-world scenarios.

We want to show how effortless it can be to capture incredible moments, without needing a crew or technical setup.

Another important lesson is the value of strong partnerships and distribution networks, as well as building products that truly fit into people's lifestyles. That's exactly the approach we're taking at HOVERAir.

Q Munich will serve as the central hub for HOVERAir's EMEA operations. How will this new

headquarters strengthen partnerships, distribution networks, and regional engagement?

A Munich is an excellent starting point for reaching many key markets across EMEA. It's strategically located in the heart of Europe and serves as the gateway to the Alps, which are essentially the largest playground for many of our core audiences across sports and outdoor activities.

It's also very close to one of our key distribution partners, Aqipa, which further strengthens our operational setup.

Beyond that, the city offers access to a strong pool of international and young talent, which will be crucial as we continue to grow. Being based in Munich allows us to stay closely connected to partners, customers, and the broader tech ecosystem in the region.

Q With Sarah Bergler leading sales and Nicolai Steidle driving marketing strategy, how do you envision this leadership team working together to expand HOVERAir's presence across Europe, the Middle East, and Africa?

A We see this as a highly complementary setup. Sarah brings deep expertise in building strong sales structures and scaling distribution in the outdoor industry, while Nicolai focuses on brand building and demand generation, shaped by his background in wintersports and marketing.

Together, we work very closely to ensure that sales and marketing are fully aligned—from market entry strategies to local activations. This level of integration is key to successfully growing across such a diverse and dynamic region.

Q Demand for compact, intelligent self-flying cameras is rising rapidly. What role do artificial intelligence and autonomous imaging technologies play in shaping the next generation of aerial content creation?

A AI and autonomous technologies



“Great technology alone isn’t enough—you need to inspire people with what’s possible.”

are at the core of what makes this category so exciting. They remove complexity and make high-quality aerial content accessible to a much broader audience.

Instead of focusing on flying a drone, users can focus on their experience while the device intelligently captures the best moments. These systems are becoming increasingly smart in understanding their environment and anticipating the next best shot—completely autonomously, without the need for manual control.

At the same time, the entire user experience is becoming much more seamless, from connectivity and control to how footage is processed, edited, and shared. The goal is to make the full journey from capture to content as effortless as possible.

This shift, from manual control to intelligent, autonomous capture across more environments and a fully integrated content workflow, will define the next generation of content creation.

Q HOVERAir is preparing to introduce AQUA, the world’s first waterproof self-flying camera. What new possibilities could this open for users, particularly in action sports and outdoor environments?

A AQUA will be a real game changer for many sports and outdoor activities. As the world’s first waterproof self-flying camera, it enables completely new perspectives that are often hard, or even impossible, to capture from the shore with traditional cameras or drones.

At the same time, it removes one of the biggest barriers of conventional drones:

the fear of losing them in water. With AQUA, users can fully focus on their activity, knowing the device is built to operate safely on and around water.

Despite its compact, sub-250g form factor, AQUA delivers strong performance, following you at speeds of up to 55 km/h and handling wind conditions up to level 7.

Because it follows you autonomously, there’s no need for a camera operator, making it easier than ever to capture dynamic, high-quality footage from entirely new angles.

Ultimately, AQUA expands the use of self-flying cameras into water-based environments, unlocking new creative possibilities for activities like surfing, kayaking, or swimming—without added complexity or risk.

THALES LAUNCHES EXPEDITIONARY PATHMASTER, A PROVEN-AT-SEA SYSTEM BOOSTED BY AI, TO CONDUCT FULL MINE COUNTERMEASURES MISSIONS ANYWHERE IN THE WORLD



Based on a system developed for and delivered to the Marine Nationale, Expeditionary PathMaster is a scalable and interoperable solution, ready to go from harbour to open sea – and can be operated from the shore, from a rib, a mine hunting ship or any platform. This system empowers navies to act fast, secure critical infrastructure, and dominate expeditionary and amphibious operations.

Thales has already successfully demonstrated the capacities of Expeditionary Pathmaster, which can integrate third-party assets (such as Autonomous Unmanned Vessel (AUV), Remote Operated Vehicle (ROV) and conventional mine hunters), on an expeditionary portable operation centre, with the Lithuanian navy.

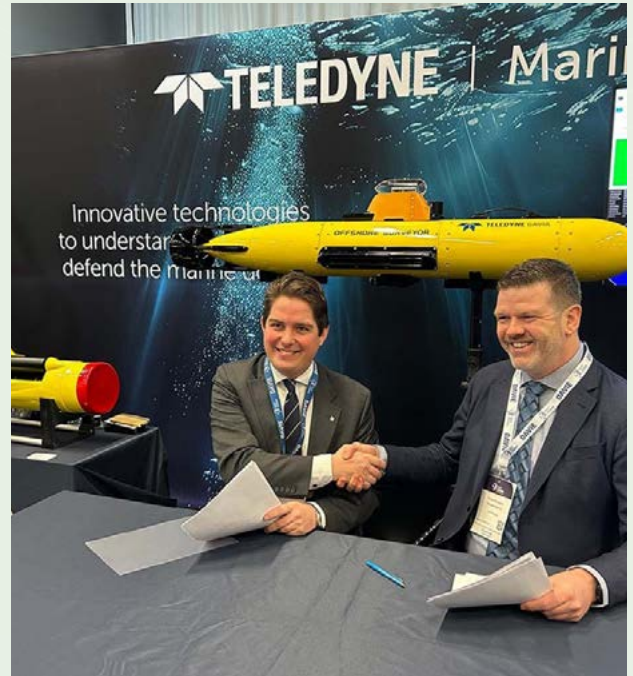
Thales has been a world leader in mine countermeasures for more than 50 years. Its mine countermeasures solutions enable the navies to accurately detect, classify, localise, identify and if needed neutralize mines in the most complex regions in the world, in real-time.

Thales' Mi-Map sonar analysis application uses AI to process sonar data up to four times faster than with conventional tools, making it possible to locate underwater mines with greater precision than ever before with 99% exact classification. The M-Cube mission management system harnesses AI to manage multiple parallel sonar analysis sessions with MiMap, providing real-time updates on session progress and detected objects.

"As seas become increasingly contested and navies face unexpected threats and challenges, mine countermeasures have become a key discipline to ensure the sovereignty and safety of critical infrastructures and sea lines of communication. At Thales, we're ahead of the curve. Expeditionary PathMaster is a turnkey game-changer: modular, scalable, and powered by artificial intelligence," said Sébastien Guérémy, Vice President of Underwater Systems, Thales. "We're bringing navies the digital transformation and dronisation that give them the decisive edge -today and tomorrow."

With Expeditionary PathMaster Thales sets the standard in cyber-secure, manned and autonomous mine warfare - keeping naval forces one step ahead.

SWEDISH DEFENCE MATERIEL ADMINISTRATION (FMV) PLACES FOLLOW-ON ORDER FOR ADDITIONAL GAVIA AUV SYSTEMS



Teledyne Gavia a leader in modular autonomous underwater vehicle (AUV) systems and part of Teledyne Marine, announced that the Swedish Defence Materiel Administration (FMV) has placed a follow-on order for additional GAVIA Autonomous Underwater Vehicles and payload modules. This order builds on the successful delivery of the initial GAVIA systems to the Swedish Armed Forces in 2025.

The agreement was signed during the Navy Tech Conference in Gothenburg, Sweden, reflecting FMV's continued confidence in the GAVIA platform following its operational deployment. The additional vehicles and payload modules will further expand mission capability and operational flexibility for the Swedish Armed Forces.

GAVIA AUV systems currently support Mine Countermeasures (MCM) and Explosive Ordnance Disposal (EOD) operations, with the ability to adapt to additional mission profiles such as critical underwater infrastructure surveys. The system's modular architecture enables rapid reconfiguration to meet evolving operational requirements while minimizing logistics burden.

"We appreciate the continued trust placed in Teledyne Gavia by FMV and the Swedish Armed Forces," said Stefán Reynisson, VP and General Manager of Teledyne Gavia. "This follow on order reinforces the value of GAVIA's modular design and proven performance, and we are proud to continue supporting Sweden's undersea operational capabilities."

The order is part of a multiyear framework agreement supporting the Swedish Armed Forces' fleet modernization and underwater surveillance objectives. Teledyne Gavia continues to work closely with FMV to ensure long-term support and sustained operational readiness.

TELEDYNE AND M SUBS ANNOUNCE STRATEGIC COLLABORATION



Teledyne Marine, a global leader in maritime unmanned underwater vehicles and marine technologies, and M Subs, a UK-based innovator in marine unmanned systems and associated autonomy, are pleased to announce the signing of a Memorandum of Understanding (MOU) to establish a strategic collaboration.

This partnership aims to leverage the complementary expertise of both organizations to develop and execute business opportunities related to the UK Royal Navy and other international naval programs. The collaboration will focus on integrating advanced technologies, including vehicle platforms, autonomy systems, sonars, acoustic communications, cameras, lighting, and subsea connectors, to deliver cutting-edge solutions for maritime operations.

Efforts are already underway on cooperation with Teledyne SeaBat multibeam sonars successfully integrated and demonstrated on Zero USV platforms at REPMUS 2025. In addition, work has commenced on the deployment of Slocum gliders and Osprey class AUVs from Zero USV systems with demonstrations in the UK and Iceland planned in Q1 and Q2 of 2026.

Key highlights of the partnership include: Support for Royal Navy Programs: The collaboration will focus on advancing projects with the UK Royal Navy including possible joint cooperation for Atlantic Bastion and MHC Block 2 while leveraging M Subs and Teledyne's significant UK presence and capability.

Joint Business Development: Teledyne and M Subs will work together to identify and pursue mutually beneficial opportunities globally.

Shared Expertise: Both parties will combine their technological capabilities to enhance unmanned systems and autonomy solutions for maritime applications.

Brian Maguire, Teledyne Marine Chief Operating Officer and Vehicles General Manager, stated, "This collaboration represents a significant step forward in advancing maritime technologies. By combining our expertise, we aim to deliver innovative solutions that meet the evolving needs of the UK and international markets."

Brett Phaneuf, Director of M Subs, added, "It has been a pleasure to work with Teledyne to integrate the myriad sensors and devices they bring to bear on the marine and defense space; they have proved nimble and forward leaning in our work together, necessary qualities from flagship companies partnered with small SMEs for us to be successful in the future when serving the nation...it's also been a great deal of fun!"

The partnership between Teledyne and M Subs is set to drive innovation and deliver impactful and operationally relevant solutions with high technology readiness levels for defense and commercial applications.

Proven Performance: Teledyne Marine is a leading provider of unmanned underwater vehicles (UUVs) with two main production facilities located in North Falmouth, MA and Kopavogur, Iceland along with a network of international service centers. As of January 2026, Teledyne has delivered over 12,000 APEX floats, approximately 1,275 Slocum gliders (with over 600 to NATO naval users), and Gavia AUV systems have been purchased by 18 navies. Teledyne unmanned systems are operational with numerous NATO and AUKUS navies including the Royal Navy.

HAMMERHEAD USVS PUT ALLIES TO THE TEST



QinetiQ Target Systems Canada (QTSC) took part in one of the biggest mission rehearsal exercises in the Indo-Pacific recently, providing Hammerhead Uncrewed Surface Vehicles Target (USV-T) to test the limits of allied navies.

Ten targets were deployed over three realistic threat scenarios in Exercise Cobra Gold in Thailand which took place at the end of February and early March.

The fleet of Hammerhead USV-T were firstly used to replicate a beach assault force as Fast In-Shore Attack Craft with four targets, including two integrated with customer provided payloads.

The targets were launched and recovered at sea by the QTSC Field Services (FS) team with the aid of the Thai Navy whilst being remotely controlled from land by the other members of the FS team.

In the second and third scenarios all 10 targets were launched and controlled from aboard a Royal Thai Navy Vessel to simulate an explosive-laden USV-T, used to disrupt navies and global shipping.

All ten Hammerheads were controlled and deployed by the FS team to meet the customers' requirements, representing different forms of threat from single target engagement to swarm attacks.

In the scenarios, allies from the Royal Thai Navy, United States Navy, US Army, Republic of Korea Navy, and Republic of Singapore Navy took part to engage and neutralise the Hammerheads from both surface and aerial engagements.

Ryan Peterson, Customer Account Manager at QTSC, said: "The Hammerhead is a unique capability allowing our partners to train against realistic threats that they are facing around the world today.

"Deploying to Exercise Cobra Gold, a multinational exercise, means we can deliver frontline expertise and shape training standards at a time when the threat landscape continues to evolve at pace."

“Laser Communication is No Longer Experimental — It’s Operational”



Drones World Editor Kartikeya in conversation with

Frank Negretti
CEO, Cucuyo GmbH

Q Laser communication has been discussed for years but adoption has remained limited. What has fundamentally changed now that makes Cucuyo confident this technology is ready for real-world UAV deployment?

A Because the problem has finally caught up with the solution. UAVs today generate massive amounts of data, while RF is congested, regulated, and vulnerable. At the same time, laser technology has reached the point where it can be miniaturized, cost-optimized, and deployed on airborne platforms. What used to be experimental is now operational. The strongest proof point is that customers have already ordered the first 26 terminals before final full qualification, specifically to test and deploy the system in real applications. That is usually the moment when a technology moves from “interesting” to “needed.”

Q Your partnership with Elbit Systems signals a clear move into defense-grade applications. How do you balance scaling a cutting-edge startup while meeting the stringent reliability and security expectations of military systems?

A The key is to separate technology ambition from execution discipline. We focus on one core capability: highly secure, compact laser communication for airborne use. With Elbit Systems we add the know-how for defense applications. Security and reliability expectations in defense are high, but still comparable to any airborne standard.

From a product philosophy perspective, we start with a modular, commercially rooted architecture built on standard components and a fully owned design. The roadmap explicitly includes a military variant alongside the civil terminal and ground station, rather than forcing one product to serve all missions equally well from day one.

Q Traditional RF communication still dominates the UAV ecosystem. What are the biggest limitations of RF today, and where do you believe it will become obsolete in the face of laser-based systems?

A Three things: bandwidth, spectrum, and vulnerability. RF can't keep up with growing data needs, it's increasingly congested



“In a contested environment, communication is not support — it determines whether the mission succeeds or fails.”

and regulated, and it's easy to jam or detect. It's not going away, but for high-performance missions, it's reaching its limits.

Q You claim significantly higher data rates and resistance to jamming and interception. In a contested environment, how decisive are these advantages, and could they redefine how unmanned missions are executed?

A They can be mission-critical. In a contested environment, communications are not just a support function; they determine whether the asset can deliver value at all. Laser communication enables high data rates while

being extremely hard to detect, jam or intercept. That means more reliable links, better real-time intelligence, and lower detectability. In some scenarios, that directly determines whether a mission succeeds or fails.

Q Miniaturization has always been a barrier for advanced communication systems on UAVs. What were the toughest engineering trade-offs your team had to make to bring laser communication into a compact, UAV-compatible format?

A The hardest challenge is always balancing performance against SWaP: size, weight, and power. With airborne laser communication, every gain in pointing accuracy, range, or robustness tends to add mechanical, optical, thermal, or electronic complexity.

Miniaturization without compromising performance, tailored to the application. You need extreme precision in pointing and optics, but within strict size, weight, and power limits. Balancing those constraints — especially for airborne systems — is one of the toughest engineering challenges in this field.

Q Looking ahead, do you see laser communication becoming a standard across UAV platforms, or will it remain a niche solution for high-end defense and specialized applications?

A It will start in high-end missions, but it won't stay niche — because the real shift is toward platforms, not standalone hardware.

We're not building a single communication device; we're building a laser communication platform that can scale across different UAV classes, use cases, and networks. As more drones operate in connected fleets, the need isn't just for better links — it's for a standardized, high-performance communication layer.

Laser communication becomes that layer: secure, high-bandwidth, and interoperable. Over time, it integrates into broader systems — combining terminals, ground stations, and network services — and that's what drives adoption beyond niche applications.

So the long-term vision isn't a product replacing RF. It's a platform becoming part of the default communication stack for next-generation UAV ecosystems.

FAA AUTHORISES RESILIENX TO FLY BVLOS USING NUAIR SURVEILLANCE NETWORK

The Federal Aviation Administration (FAA) has granted ResilienX a Certificate of Waiver allowing routine beyond visual line of sight (BVLOS) drone operations without visual observers. The approval, effective through September 30, 2029, relies on an FAA-accepted surveillance infrastructure network operated by NUAIR.

The waiver provides relief from 14 CFR §§ 107.31 and 107.33, subject to strict operational, technical, and safety provisions. A key element is ResilienX's use of NUAIR's Automated Data Service Provider (ADSP) capability, which operates under an FAA Letter of Acceptance issued through the NearTerm Approval Process (NTAP). NTAP is the FAA's mechanism for accepting third-party infrastructure services as safety mitigations for advanced operations.

Ken Stewart, President and CEO of NUAIR, noted that this approval demonstrates that shared, FAA-accepted infrastructure can safely enable BVLOS operations at scale, feeding directly into the FAA's standard-setting process. All authorised flights are confined to areas fully covered by NUAIR's surveillance network in Central New York, which currently spans 1,900 square miles. Operations are permitted only when surveillance coverage is confirmed active, ensuring continuous low-altitude awareness and tactical deconfliction.

Andrew Carter, CEO of ResilienX, stated that the ability to fly BVLOS, remotely, and over people clears the last regulatory hurdle for launching the ORIONX on-demand drone service in the Syracuse region. The waiver supports multiple modes, including field-piloted BVLOS flights and dock-based, remotely supervised operations. Initial missions include aerial photography, roof inspections, and property-related services for residential and commercial customers. The new waiver supersedes ResilienX's prior FAA waiver and remains under FAA oversight with defined geographic, equipment, and training limitations.

BRAZIL LAUNCHES PUBLIC CONSULTATION ON NATIONAL AAM POLICY

Brazil has opened a public consultation to shape its first national policy for advanced air mobility (AAM). The initiative, led by the country's civil aviation authority ANAC (Agência Nacional de Aviação Civil), seeks input from industry stakeholders, researchers, and citizens on the regulatory framework for electric vertical takeoff and landing (eVTOL) aircraft, drone deliveries, and urban air mobility services.

The consultation covers key areas including airworthiness certification, pilot licensing, vertiport infrastructure standards, and airspace integration for uncrewed and crewed AAM operations. Brazil's approach aims to balance safety, innovation, and public acceptance while addressing unique challenges such as high-density urban airspace in cities like São Paulo, where helicopter use is already widespread.

Unlike many nations focusing initially on cargo drones, Brazil's policy is designed to accommodate passenger-carrying eVTOL aircraft from the outset. The consultation also examines noise mitigation, environmental impact, and data privacy. ANAC has indicated that the resulting regulations will align with international standards from ICAO and EASA but tailored to Brazil's operational realities.

Interested parties can submit comments online until the closing date in June 2026. ANAC will then analyze feedback and draft a final rule expected by early 2027. Early movers in the Brazilian AAM sector include Eve Air Mobility and several local drone logistics companies, which have already conducted test flights.

The public consultation is part of Brazil's broader "Future of Flight" agenda, which includes investment in vertiport research and unmanned traffic management (UTM) trials. If successful, Brazil could become Latin America's first nation with a comprehensive AAM regulatory framework, potentially accelerating urban air taxi services and remote cargo deliveries across the Amazon region.

UK OPEN SKIES NETWORK LAUNCHES NATION'S FIRST DRONEPORT AND AAM TEST HUB



The UK Open Skies Network has announced plans to establish the country's first dedicated droneport and advanced air mobility (AAM) test flight hub. The facility aims to accelerate the safe integration of uncrewed aircraft systems (UAS) and electric vertical take-off and landing (eVTOL) vehicles into British airspace.

Located within a yet-to-be-confirmed region, the hub will serve as a controlled environment for testing beyond visual line of sight (BVLOS) operations, autonomous flight algorithms, and ground infrastructure for passenger-carrying air taxis. The Open Skies Network, known for its work on UAS traffic management (UTM) and corridor development, envisions the droneport as a replicable model for future regional and urban AAM nodes.

Key features include dedicated takeoff and landing pads, maintenance hangars, hydrogen and electric charging stations, and a remote digital tower for surveillance and communication. The hub will also host simulation labs and data analytics centers to monitor flight safety, noise levels, and airspace integration challenges.

According to project leads, the droneport will support a range of missions: cargo logistics, emergency medical deliveries, infrastructure inspection, and eventually crewed eVTOL trials. By centralising test capabilities, the initiative aims to reduce fragmentation in the UK drone industry, where companies currently rely on disparate ad-hoc test sites.

The hub aligns with the UK Civil Aviation Authority's "Innovation Sandbox" and the government's Future of Flight action plan. It is expected to create local jobs in engineering, data science, and air traffic management while attracting private investment into the region.

Initial construction is slated for late 2026, with live test flights commencing by early 2027. The Open Skies Network is in discussions with several drone and eVTOL manufacturers to become anchor tenants. Public consultations will be held to address community concerns around noise, privacy, and safety.

If successful, the UK's first droneport could serve as a blueprint for a nationwide network of AAM hubs, positioning Britain as a leader in next-generation aviation.

**MYRIAD: NEW EUROPEAN DEFENCE FUND INITIATIVE
REVOLUTIONISING SATELLITE IMAGERY ANALYSIS FOR DEFENSE**

The MYRIAD research project, funded by the European Defence Fund, has officially commenced. The project brings together a European consortium to develop advanced multisource satellite imagery analysis technologies using artificial intelligence for strategic defense applications.

MYRIAD stands for "Multisource information sYstem based on Remote sensing al Analytics to support the strategic Defence domain." The project has a planned duration of 48 months and a total budget of nearly €5 million.

The consortium consists of nine European partners coordinated by GMV, involving leading organisations in applied research, AI, space technologies, and geospatial analysis. The initiative aims to improve the accuracy, speed, and reliability of satellite imagery analyses for defence applications.

MYRIAD will be developed over four annual innovation cycles. During these cycles, a group of experts from European Ministries of Defence will provide feedback to ensure the technological solutions are useful in realworld operations and can be deployed within the infrastructure of the European Union Satellite Centre (SatCen). The project strengthens EU technological sovereignty in the defense domain.

**CTRACK BRINGS AI-ENHANCED SOFTWARE PLATFORM TO THE UK
FOR INTELLIGENT FLEET AND ASSET MANAGEMENT**

Crack has launched its next-generation management platform, Crystal, in the UK as part of a global rollout following the acquisition of Inseego's international telematics business last year. The software combines advanced telematics, artificial intelligence, and predictive analytics into a single, modular solution.

According to Steve Thomas, Managing Director of Crack UK, Crystal transforms data into foresight, giving customers the tools to act with confidence and precision. The platform delivers realtime insights across vehicles, equipment, and people, helping businesses improve safety, compliance, and performance through an adaptable plugin architecture.

The platform's modular design allows businesses to scale their capabilities by adding plugins for advanced functionality including analytics, workflow automation, driver behaviour monitoring, operational planning, and electronic proof of delivery. This flexibility makes Crystal suitable for businesses of all sizes across fleet, logistics, mining, agriculture, construction, and the public sector.

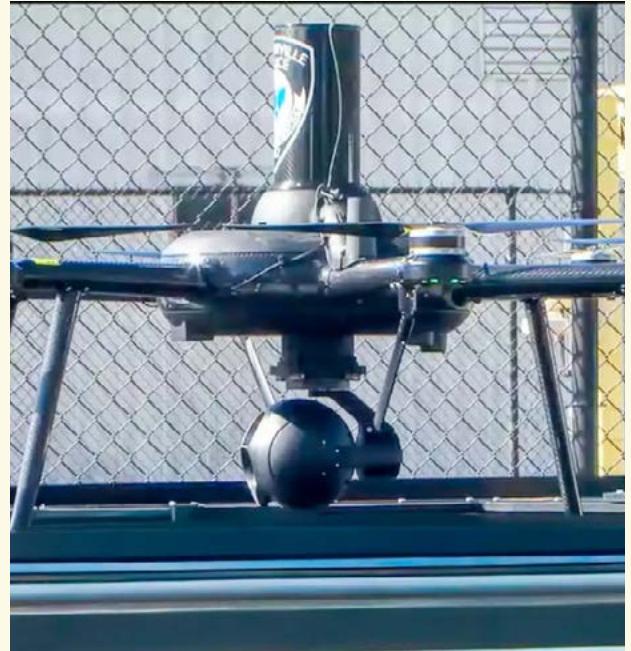
**QUANTUM SOLUTIONS PARTNERS WITH DELMAR
AEROSPACE AND PERSPECTUM DRONE INSPECTION**

Quantum Solutions has announced a strategic partnership with Delmar Aerospace Corporation and its Canadian subsidiary, Perspectum Drone Inspection Services, to deploy drone-based moisture intelligence services across the U.S. West Coast and Canada. Through this partnership, Delmar Aerospace and Perspectum will utilise Quantum Solutions' Q.Fly Water system to deliver high-resolution water intelligence for applications including agriculture, infrastructure monitoring, and environmental management.

Q.Fly Water captures surface moisture in real time from a drone-mounted system. It provides actionable water intelligence at resolutions up to 1,000 times finer than satellite data, serving precision irrigation, pipeline leak detection, wetland delineation, and infrastructure inspection.

The collaboration brings together Quantum Solutions' UK-developed technology with Delmar and Perspectum's operational expertise and regional presence. Perspectum is a specialist UAS inspection company with field-proven experience across energy, infrastructure, and environmental sectors.

**NEW RUGGED INS FROM SBG
SYSTEMS FIGHTS VIBRATION AND
GNSS SPOOFING FOR DEFENSE AND
AUTONOMOUS PLATFORMS**



SBG Systems has expanded its product portfolio with the Stellar40, a modular and scalable inertial navigation system (INS) developed for demanding environments and mission-critical applications. Designed for land, air, and marine platforms, the Stellar40 integrates a tactical-grade IMU, a GNSS receiver, and advanced sensor fusion algorithms in a compact, rugged enclosure.

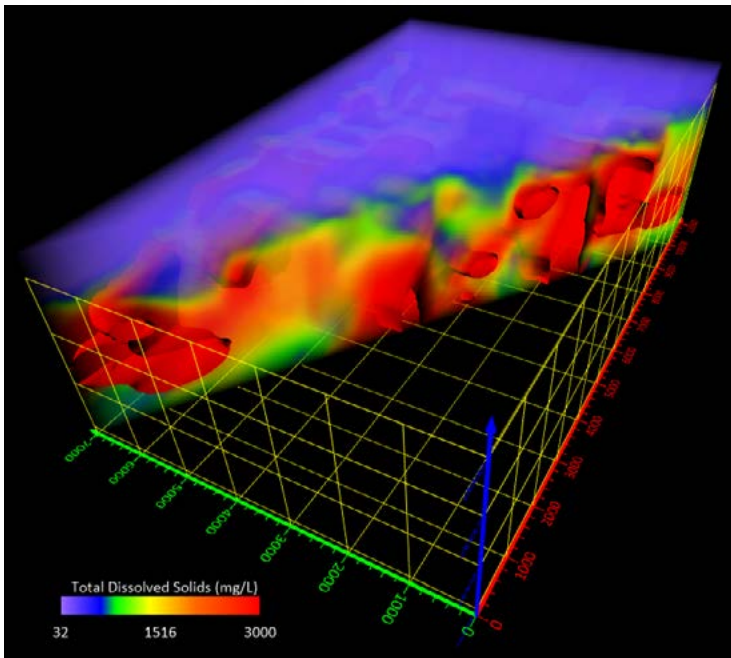
The system provides reliable navigation performance in high-vibration, high-dynamics, and electronically challenging environments. Development focused on two main objectives: increasing resilience in harsh conditions and improving production scalability.

To overcome vibration sensitivity common in defense and industrial applications, SBG Systems implemented a three-level mitigation approach. First, sensor-level isolation uses dampers integrated directly at the IMU sensor. Second, a resonance-free enclosure minimises internally induced vibrations. Third, structural isolation uses custom external dampers to isolate the unit from harsh vehicle dynamics.

Beyond mechanical robustness, the Stellar40 addresses modern electronic warfare challenges. It incorporates a high-performance GNSS receiver designed to actively mitigate advanced jamming and spoofing threats. When GNSS signals are degraded or unavailable, the system relies on multisensor fusion and dead-reckoning to maintain navigation continuity.

Positioned as the heavy-duty counterpart to the Ekinox Micro, the Stellar40 introduces a revised mechanical and electronic design that simplifies integration and manufacturing. The system is suited for defense programs, robotics platforms, UAVs, and autonomous systems requiring compact, scalable navigation solutions.

GOLDEN SOFTWARE ENHANCES 3D SUBSURFACE VISUALIZATION AND EASE OF USE IN SURFER MAPPING PACKAGE



Golden Software has released the newest version of its Surfer mapping and 3D visualization software, featuring enhanced subsurface viewing capabilities and improved ease of use. The update benefits all users, especially those working with drillholes, wells, and other subsurface data.

According to Product Manager Kari Dickenson, the company continues to focus on helping users communicate subsurface 3D data more efficiently and effectively. Geophysicists, geologists, hydrologists, and environmental scientists will find better results more quickly from well and drillhole data.

Surfer remains a powerful mapping and 3D subsurface visualization tool used by over 100,000 professionals worldwide in environmental consulting, water resources, engineering, mining, oil and gas exploration, and geospatial projects. The software has been relied upon for more than 40 years.

Key upgrades in the latest release include automatic surface creation, which now automatically connects contact points from 3D drillholes to generate surfaces of lithologic formations and mineralization zones. Users can define each surface as depositional or erosional.

Surfer now imports AutoCAD DWG files, containing all layer information from a model. Each layer can be imported into a separate base layer, allowing users to select specific content in an organised manner.

Contour and drillhole legend functionality has been added, making maps more meaningful. Contour layers and their colours can automatically appear in the legend. Users also have complete control over drillhole layers.

For colleagues without Surfer, users can now record a 3D view as an MP4 file, turning and twisting the model to show multiple perspectives. Additionally, scatter plots in 3D view can now label points with values from the original data file.

Finally, users can import images such as geophysical profiles and set their orientation to a polyline or polygon path without manual corner coordinate entry, saving significant time.

QUECLINK WIRELESS SOLUTIONS AND GIESECKE+DEVRIENT COLLABORATE TO LAUNCH QUECLINK CONNECT



Queclink Wireless Solutions has launched Queclink Connect, a new connectivity service designed to provide secure, factory-integrated global IoT connectivity across its telematics and IoT device portfolio.

The service is powered by global SecurityTech company Giesecke+Devrient (G+D) using its IoTgo Connect solution. Through this collaboration, Queclink leverages G+D's secure connectivity management infrastructure, industrial-grade SIM and eSIM technologies, and global multi-IMSI capabilities across Tier1 operators. The partnership reinforces Queclink's ability to deliver reliable and scalable connectivity for long-term IoT operations.

With G+D IoTgo Connect, G+D provides the secure connectivity backbone including centralised lifecycle management – from profile provisioning to in-life operations across the entire device lifecycle. This turns hardware and connectivity into an integrated, globally scalable solution.

As fleet, asset, and industrial IoT deployments increasingly span multiple countries and operator networks, connectivity management has become a critical operational factor. Queclink Connect addresses this by integrating global connectivity directly into devices at the manufacturing stage, enabling customers to deploy internationally with reduced logistical complexity.

The solution supports pluggable SIM cards (3FF/4FF) and embedded SIM (MFF2/MFF4) formats, with UICC or eUICC features, installed and configured prior to shipment. The service provides global and regional multi-network coverage, preactivation and validation before delivery, and centralised lifecycle management.

By combining hardware and connectivity within a unified workflow, Queclink reduces SIM handling requirements, shortens deployment cycles, and improves operational efficiency for distribution partners and solution providers. G+D's industrial-grade SIMs are engineered for harsh environments and long service life.

AISPECO INTRODUCES CORE, A MODULAR PLATFORM FOR SCALABLE AIRBORNE SENSOR INTEGRATION REDUCING AIRCRAFT INSTALLATION COMPLEXITY



AISPECO has announced Heliux CORE (Patent Pending), a new generation system control and integration platform designed to simplify aircraft installation and support complex multisensor airborne mapping missions. As geospatial operations scale in sensor count, data rates, and onboard processing, installation and system configuration have become major constraints.

Heliux CORE was engineered to address these challenges by consolidating control, compute, and power management into a single modular platform. Previous Heliux pod generations required separate CORE and power supply units inside the aircraft. The new version integrates these functions into one compact, self-contained unit that can be nonpermanently installed in the cockpit, typically occupying a single passenger seat.

This design significantly reduces aircraft downtime and simplifies deployment across different aircraft types. Heliux CORE features a modular architecture that allows operators to expand computing capacity and mission capability without redesigning the system.

It supports flexible power configurations, including embedded AC/DC supply, aircraft power input, and an optional UPS capability for uninterrupted operations before, during, and after flight. The platform also enables scalable compute expansion through modular CPU building blocks called GeoBrick, supporting control of multiple sensor pods and realtime edge processing.

Its highperformance data architecture includes 10G+ Ethernet connectivity and PCIebased highspeed storage, designed to eliminate throughput bottlenecks for demanding multisensor missions. Reliability was a central priority, with builtin active cooling, optimised thermal airflow, and full thermal stress testing of components prior to production release.

OCTAVE LAUNCHES NEW BRAND BUILT AROUND UNLEASHING INTELLIGENCE AT SCALE



Octave, the potential software spinoff from Hexagon AB, has unveiled its new brand identity, marking a major step toward becoming an independent company. The brand unifies Hexagon's Asset Lifecycle Intelligence and Safety, Infrastructure & Geospatial divisions, along with Bricsys, ETQ and Projectmates businesses.

Octave's mission is to unleash intelligence at scale, helping organizations navigate uncertainty and manage change across critical infrastructure. The portfolio solves complexity across the entire lifecycle - from design and build to operation and protection of people, property, and assets.

Mattias Stenberg, CEO of Octave, said the company exists to help customers make better decisions when complexity is high and the stakes matter. He noted that this is not just a logo launch but a commitment to help organizations achieve outcomes that matter most, especially when failure is not an option.

Industrial and infrastructure leaders face operational chaos, fragmented systems, and untrustworthy data. Octave meets these challenges by turning fragmented data into decisive action, helping cut through noise and turn unpredictability into a competitive edge. The portfolio is powered by domainspecific artificial intelligence.

Octave's solutions are organised around four core pillars. Design supports 3D modelling, simulation, and geospatial intelligence. Build connects engineering, procurement, construction, and commissioning workflows. Operate unifies operational data, maintenance, quality systems, and worker tools for realtime insight. Protect elevates public safety, physical security, industrial cybersecurity, and emergency management.

As part of the brand launch, Octave also unveiled its new website, octave.com, and a social media presence. The spinoff remains subject to ongoing separation processes, board and shareholder approvals, consents, and regulatory approvals. There is no guarantee that a separation or listing will occur.

SIEMENS WINS XENOMATIX FREE LIDAR CONTEST, EXPANDING COLLABORATION ON AUTONOMOUS AND SMART MOBILITY PROJECTS



XenomatiX, a pioneer in true solidstate lidar technology, has announced Siemens as the winner of its “LIDAR Contest”, held in September 2025. The contest attracted hundreds of applications from around the world, covering a wide range of use cases.

According to Filip Geuens, CEO of XenomatiX, the strong participation confirms that lidar technology is no longer limited to niche applications. Siemens has been a longstanding XenomatiX customer and neighbour, with collaboration dating back to early 2020.

Over the years, the partnership has expanded across multiple initiatives in autonomous driving (AD), ADAS, smart city solutions, and mobility projects. This has included joint research on selfdriving vehicles within the Simcenter environment.

Siemens is a global leader in design and simulation solutions for markets such as automotive, aerospace, aviation, industrial equipment, test laboratories, and wind tunnels. The company plans to deploy the awarded Xavia solidstate lidar system to further support its work in autonomous driving and ADAS projects.

Gert Sablon, Senior Director Testing Solutions at Siemens Digital Industries Software, commented that by integrating solidstate lidar technology into their testing environment, they can simultaneously increase performance in simulation and validation results.

DECADESLONG MARITIME TECHNOLOGY ALLIANCE DEEPENS WITH NEW SUPPLIER FRAMEWORK



Kongsberg Discovery and Fugro have signed a new framework agreement that strengthens their decadeslong technology partnership. The contract was confirmed at Oceanology International in London.

The agreement positions Kongsberg Discovery as a key supplier of advanced hydroacoustic and positioning technologies across Fugro’s global fleet. This includes Fugro’s expanding portfolio of uncrewed surface vessels (USVs).

Fugro is a leading Geodata specialist, delivering insights for energy production, the energy transition, largescale infrastructure development, and climate resilience. Its operations span offshore and onshore environments worldwide, with increasing emphasis on sustainable survey solutions and remote operations.

The new deal provides Fugro with continued access to Kongsberg Discovery’s highend solutions, including the EM2042 multibeam echosounder and Seapath motion and GNSS positioning systems. These technologies have been selected for integration across Fugro’s new generation of autonomous survey platforms.

Together, the two companies aim to deliver highquality, precise hydrospatial data while enabling optimally efficient, safe, and sustainable remote operations.

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