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Adam Robinett

CEO; Observation Without
Limits (O.W.L.)

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Mark Radford

Co-Founder & CTO - Blighter
Surveillance Systems

PG 30



**US ARMY SELECTS
TELEDYNE FLIR
DEFENSE ROGUE 1
LOITERING MUNITION
SYSTEM FOR LASSO
PROGRAM**

PG 19



Arrobot
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,

The drone industry is entering a decisive phase where autonomy, affordability, and operational integration are no longer future ambitions—they are present-day realities. Across defence, security, infrastructure protection, and commercial applications, unmanned systems are rapidly evolving from standalone platforms into interconnected ecosystems powered by artificial intelligence, advanced sensors, and multi-domain networking.

One of the strongest trends visible this month is the growing emphasis on scalable and attritable systems. From low-cost fixed-wing platforms designed for mass deployment to rapidly deployable FPV drones and autonomous aircraft, defence organisations are increasingly prioritising flexibility, survivability, and cost-effectiveness. The lessons emerging from current conflicts continue to reshape procurement priorities, driving demand for systems that can be fielded quickly and operated at scale.

At the same time, innovation in sensing and surveillance is accelerating at an unprecedented pace. The successful first flight of an unmanned airborne early warning platform marks a significant milestone for the industry, while advancements in radar technology, thermal imaging, and counter-drone systems are transforming situational awareness across the battlespace. The convergence of AI, radar, electronic warfare, and autonomous operations is creating a new generation of integrated capabilities capable of detecting, tracking, and responding to threats across multiple domains.

This edition also brings exclusive insights from industry leaders who are helping shape the future of unmanned operations. In our conversation with Adam Robinett, CEO of Observation Without Limits (O.W.L.), we explore how aerial intelligence is becoming a force multiplier for defence, public safety, and commercial users, delivering actionable information faster than ever before.

We also feature Mark Radford, Co-Founder & CTO of Blihter Surveillance Systems, who discusses the growing importance of multi-domain radar surveillance and the role of layered sensor networks in strengthening border security and countering evolving aerial threats. His insights reinforce the need for integrated approaches to modern airspace protection.

Another key interview in this issue highlights how emerging technologies are driving greater operational resilience and mission effectiveness. Together, these discussions underscore a central theme running throughout this edition: the future belongs not to individual platforms, but to interconnected systems that combine autonomy, sensing, communications, and human expertise into a unified operational framework.

What is particularly encouraging is the pace at which innovation is moving from concept to deployment. Whether through advanced counter-drone capabilities, next-generation ISR platforms, autonomous logistics solutions, or AI-enabled surveillance systems, the industry is demonstrating an ability to respond rapidly to emerging requirements while continuing to push technological boundaries.

As the drone ecosystem matures, collaboration between governments, armed forces, technology developers, and industry partners will remain essential. The stories featured in this issue demonstrate that the future of unmanned aviation is not simply about building better drones—it is about creating smarter, more connected capabilities that enhance security, improve efficiency, and unlock entirely new possibilities.

Happy Reading!

Kartikeya B.

BLIGHTER PARTNERS WITH REPUBLIC OF KOREA AI INTEGRATOR

Blighter has signed an exclusive Value-Added Reseller agreement with JoongAng Advanced Materials, a supplier of industrial solutions and AI integrator in the Republic of Korea. Through the agreement, JoongAng Advanced Materials will support and maintain Blighter's existing military radar installations on the peninsula and along the Demilitarised Zone (DMZ). JoongAng Advanced Materials will combine its AI capabilities with Blighter's world-leading electronic scanning array radars to meet growing demand in the region for counter-drone (CUAS) solutions, and for the protection of ports, coastal solar and wind farms, and critical national infrastructure sites.

Blighter has partnered with JoongAng Advanced Materials, a supplier of industrial solutions and AI integrator, to grow its business in the Republic of Korea (RoK) and across East Asia.

Blighter has signed an exclusive Value-Added Reseller (VAR) agreement with JoongAng Advanced Materials to support and maintain its existing military radar installations on the peninsula, including more than 100 Blighter radars deployed by the Korean Army along the 240km Demilitarised Zone (DMZ).

The two companies see strong potential for further sales of Blighter's ultra-reliable, slow-power, micro-Doppler radars. With increasing geopolitical tensions, demand is growing for counter-drone (CUAS) solutions, enhanced radar surveillance for the protection of borders and the large number of coastal solar and wind farms in the region, as well as for the security of ports and critical national infrastructure sites.

According to JoongAng Advanced Materials, the partnership also provides an opportunity to integrate its AI analytics expertise, established in the railway safety systems market, to further enhance target classification and radar automation functions within the Blighter ecosystem.

Blighter solid-state radars already use advanced AI-driven processing to detect, classify, and track people, vehicles and vessels, and near-ground airborne threats at ranges of up to 32km.



JoongAng Advanced Materials' AI agent will plug directly into the BlighterNexus processing hub.

James Long, CEO of Blighter, said: "We believe that this partnership with JoongAng Advanced Materials will enable us to consolidate our operations in South Korea and provide a platform for further sales of radars across this strategic region. We have

been impressed by the team and their proven track record in technical execution and after sales support, which will greatly benefit our defence and security customers."

Ryan Jung, Director at JoongAng Advanced Materials, said: "Through this partnership we will increase our presence in the defence and security sector in South Korea and beyond. We will achieve this by combining our AI capabilities with Blighter's market leading radars to enhance target classification for our local environment and further automate surveillance system functionality. Our combined surveillance offering will help our customers by reducing operator fatigue and increasing operational efficiency."

JoongAng Advanced Materials (KOSDAQ:051980) was established in 1999 and is headquartered in Anyang-si, South Korea. This industrial solutions company serves customers in railways, defence, and public safety sectors and continues to invest in the development of new products based on AI technology.

Blighter radars have been deployed in more than 50 countries, supporting mission-critical operations across defence, homeland security, critical national infrastructure, and energy sectors worldwide. Its commercial-off-the-shelf (COTS) portfolio includes 2D, 3D, and 4D radars, supported by advanced software for configuration, control, and multi-sensor visualisation. Featuring Low-Probability-of-Intercept (LPI) waveforms, Blighter radars are inherently covert and engineered for robust fixed or mobile deployment.

THALES WELCOMES FURTHER DOWN-SELECTION TO THE NEXT PHASE OF UKS APACHE WINGMAN DRONE PROGRAMME



Thales is pleased to be working alongside its valued partner, Schiebel, following their successful down selection for participation in the Land Autonomous Collaborative Platform (ACP) framework. This milestone reflects the strength of their collaboration, shared expertise, and commitment to delivering advanced capabilities.

Further to the February announcement of making it to the top seven, Thales and Schiebel are proud to be competing as part of the final four contenders for Project NYX, offering Schiebel's CAMCOPTER® S-301 as a next-generation rotary-wing Uncrewed Air System (UAS) for the programme. With a strong focus on the growing importance of sovereign autonomy and crewed/uncrewed teaming in modern defence operations, and integrating advanced autonomous technologies, Thales and Schiebel aim to enhance effectiveness, adaptability, and mission success. They remain committed to delivering innovative solutions and look forward to the next phase.

DRAGANFLY TO ACQUIRE SKIP DYNAMIX FIXED WING ULTRA-LOW COST, MASS PRODUCIBLE TECHNOLOGY, INTELLECTUAL PROPERTY AND INFRASTRUCTURE

Draganfly Inc., an award-winning drone solutions and systems developer, has entered into a definitive asset purchase agreement to acquire substantially all of the assets of Skip Dynamix Corporation's drone technology business. Skip Dynamix specializes in ultra-low-cost, mass-producible fixed-wing unmanned aerial systems designed for long-range intelligence, surveillance and reconnaissance (ISR), electronic warfare support, logistics, and one-way missions.

The transaction deepens Draganfly's defense platform portfolio and strategically positions the company within one of the fastest-growing segments of the global defense technology market: low-cost autonomous aerial systems capable of scalable deployment in contested environments. The deal will combine Draganfly's proven manufacturing, autonomy, AI, command-and-control, and military systems integration capabilities with Skip Dynamix's innovative fixed-wing platform architecture optimized for affordability, rapid production, modular payload integration, and long-range operational deployment.

Cameron Chell, Chief Executive Officer of Draganfly, stated: "Modern conflicts have fundamentally reshaped military procurement priorities. The battlefield lessons emerging from Ukraine, the Middle East, and evolving Indo-Pacific security planning are clear: survivable mass, low-cost autonomy, long-range ISR, and systems are becoming core operational requirements for allied defense forces. Skip Dynamix gives Draganfly a highly scalable platform



draganfly™

DRAGANFLY TO ACQUIRE
SKIP DYNAMIX FIXED-WING
ULTRA-LOW COST, MASS
PRODUCIBLE TECHNOLOGY,
INTELLECTUAL PROPERTY
AND INFRASTRUCTURE

capable of addressing this rapidly expanding global demand while complementing our existing ISR, logistics, and tactical drone defense technologies."

Positioned for the New Era of Attributable Autonomous Systems

The transaction coincides with accelerating global defense investment into low-cost autonomous aerial systems designed for persistent ISR, swarm deployment, electronic warfare resilience, and one-way operations. The Department of War has publicly identified low-cost autonomous systems as a strategic priority aimed at rapidly fielding large numbers of expendable autonomous

systems for contested operational theaters.

Scalable, Modular, and Mission Adaptable

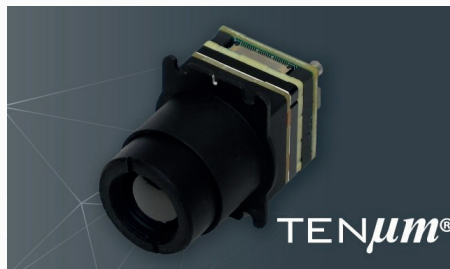
Skip Dynamix's systems architecture, integrated into the Draganfly platform, is designed around rapid manufacturability, operational flexibility, and modular mission payloads, supporting applications including long-range ISR, maritime surveillance, border security, communications relay, electronic warfare support, autonomous logistics delivery, force protection, one-way missions, and swarm operations. The systems are designed to integrate with commercially scalable manufacturing approaches and open architecture payload systems.

LEONARDO DRS LAUNCHES TENUM 640 ORBIT UNCOOLED THERMAL DRONE CAMERA AT SOF WEEK

Leonardo DRS, Inc. announced the launch of Tenum® 640 Orbit™, an advanced uncooled long-wave infrared (LWIR) thermal camera module optimized for unmanned air, ground, and maritime platforms. The company will debut Tenum® 640 Orbit™ at SOF Week in Tampa, FL (May 18-21).

"Unmanned systems are fielding at scale. Integrators and operators need thermal cameras that are both mission-capable and integration-friendly," said Greg Christison, vice president, Sensors & Aviation, at Leonardo DRS. "Tenum® 640 Orbit™ is a size, weight, power and cost (SWAP-c) optimized OEM camera module to help accelerate integration timelines and enable broader deployment across small, unmanned platforms without compromising performance."

Configured for high-volume integration for Group



1-3 UAV, Tenum® 640 Orbit™ is an ideal cost-optimized payload for unmanned aerial vehicle (UAV), unmanned ground vehicle (UGV), and unmanned surface vessel (USV) applications. The module is built around an uncooled VOx microbolometer and delivers 640 x 512 resolution with 10 μm pixel pitch in the 8-14 μm spectral band.

Tenum® 640 Orbit™ provides persistent high frame-

rate thermal imagery for detection, tracking, navigation, and collision/obstacle avoidance in day/night and degraded-visibility environments, extending endurance for small unmanned systems in an ultra-compact footprint. The camera core supports 60 frames per second (fps) and delivers <20 mK thermal sensitivity. Built to streamline OEM integration, Tenum® 640 Orbit™ is Mobile Industry Processor Interface (MIPI) camera serial interface (CSI) / camera command set (CCS) compatible with optional USB connectivity and configurable video outputs.

Leonardo DRS will provide additional information and product demonstrations of Tenum® 640 Orbit™ at SOF Week (May 18-21). Attendees are invited to visit Leonardo DRS to learn how our uncooled camera technology enables scalable thermal imaging for unmanned platforms through simplified integration and cost-efficient deployment.

TELEDYNE FLIR DEFENSE UNVEILS NEW FIRSTLOOK 125 THROWABLE RECON ROBOT



Teledyne FLIR Defense, part of Teledyne Technologies Incorporated announced at SOF Week the official launch of its new FirstLook® 125 throwable personal reconnaissance robot.

The FirstLook 125 unmanned ground system delivers real-time visual, thermal, and audio situational awareness across complex terrain, lowering force risk and enabling faster decision-making.

Purpose-built for coordinated ground-air missions, FirstLook 125 shares a common controller and operational architecture with Teledyne FLIR Defense's Black Hornet® 4 nano-drone. This enables a single user to deploy and manage both systems without changing tools or workflows. The commonality extends FirstLook beyond ground-only reconnaissance, allowing users to combine interior and exterior ISR, quickly transition between platforms, and maintain continuous situational awareness across domains. The result is an integrated 'first-in' capability that delivers greater flexibility and mission utility at the squad and fire-team level.

"As the need for interoperability with unmanned operations grows, FirstLook 125 can support missions demanding both ground and airborne intelligence, thanks to its common controller," said Tung Ng, Vice President of Unmanned Systems North America at Teledyne FLIR Defense. "And ruggedness isn't even a question. Through repeated throws, hard drops - plus its agility in confined spaces - FirstLook 125 is engineered for reliability when conditions are toughest.

"Along with our FirstLook 110 robot, the FirstLook family continues to give operators eyes, ears - and confidence - before putting personnel in harm's way," Ng added.

FirstLook 125's advanced tracked mobility is optimized for stairwells, rubble, and uneven ground, producing stable, reliable movement in the most challenging environments. Its lightweight 5.7lb (2.6kg) design can sustain 16ft (5m) drops and self-rights instantly, remaining mission-ready after any throw or tumble. Using rugged, articulated flippers, FirstLook 125 pushes through debris, climbs obstacles, and maneuvers inside confined spaces while bringing an enhanced EO/IR camera suite, integrated illumination, and two-way audio to low-light, GPS-denied, and cluttered operational conditions.

Other FirstLook 125 features include:

Lightweight, Man-Portable Design: Purpose-built for single operator carry, enabling rapid deployment and sustained dismounted operations without degrading memory or endurance.

Throwable and Droppable with Rapid Mission Readiness: Engineered for hand deployment through windows, doorways, and confined spaces, allowing immediate emplacement without compromising sensing, mobility, or system survivability.

Integrated Day/Night ISR with Secure, Real Time Link: Visible and infrared imaging provide continuous situational awareness that is paired with encrypted, low-latency video and control links for immediate operator decision-making.

SUCCESSFUL 1ST FLIGHT OF THE WORLD'S 1ST UNMANNED AIRBORNE EARLY WARNING SOLUTION



Saab and General Atomics Aeronautical Systems, Inc. (GA-ASI) have successfully completed the first flight of the world's first unmanned Airborne Early Warning (AEW) solution. This important achievement was made possible by integrating Saab's LoyalEye radar sensor with GA-ASI's unmanned MQ-9B aircraft. The partnership, announced in 2025, aims to enhance airborne early warning surveillance capabilities to support critical decision-making.

On 19 May, Saab's airborne early warning sensor, LoyalEye, successfully completed its first flight on an unmanned aircraft at GA-ASI's Desert Horizon facility in Southern California. This milestone marks the start of a several-month test evaluation phase, which will culminate in a full capability demonstration later this year.

Saab is a global leader in airborne early warning systems, known for its manned AEW&C solution, GlobalEye. GA-ASI brings advanced unmanned aircraft systems and extensive operational experience to the table. Together, the companies are developing an unmanned AEW solution designed to provide unmatched advanced air surveillance.

"LoyalEye on the MQ-9B offers critical airborne sensing, supporting extended persistence and operational reach. As a complement to manned assets, it aims to enhance situational awareness and, in combination, enable greater operational reach and flexibility", said Carl Johan Bergholm, Head of Saab's business area Surveillance.

"AEW for MQ-9B will offer critical aloft sensing to defend against tactical air munitions, guided missiles, drones, fighter and bomber aircraft, and other threats," said GA-ASI President David R. Alexander. "Operational availability for a medium-altitude, long-endurance UAS is the highest of any military aircraft, and as an unmanned platform, its aircrews are not put into harm's way."

The joint AEW offering from Saab and GA-ASI will support a wide range of applications, including early detection and warning, long-range detection and tracking, and the simultaneous tracking of multiple targets. The system will operate both beyond the line of sight and via satellite communication (SATCOM) connectivity.

OTTO AEROSPACE ADVANCES DARPA RESEARCH WITH SUCCESSFUL LAMINAR-FLOW AIRCRAFT FLIGHT TEST



Otto Aerospace announced the successful completion of a flight-test campaign for its unmanned drone aircraft designed around its proven laminar-flow technology, which dramatically reduces aerodynamic drag by maintaining smooth, uninterrupted airflow over an aircraft's surfaces. Conducted from Spaceport America in New Mexico's White Sands Missile Range (WSMR) airspace, the campaign validated predicted aerodynamic efficiency of the aircraft's laminar-flow design technology in flight.

The drone was funded in part under a 24-month contract with the Defense Advanced Research Projects Agency (DARPA) and the Operational Energy Capability Improvement Fund (OECIF) to advance research for DARPA's Energy Web Aircraft (EWA) program. Centered around power-beaming and distributed energy web exploration, the EWA program sought to enable laser-based power transfer across long distances by using airborne relays to beam energy to aircraft potentially keeping them aloft indefinitely. The flight-test campaign

announced today was an Otto Aerospace-funded development effort, conducted independently and outside the scope of the DARPA and OECIF contract.

Otto's role focused on developing a highly laminar-flow efficient airframe. The program leveraged Otto's aerodynamic expertise to design and flight-test an unmanned vehicle that could inform design parameters for future energy-relay systems or more extremely fuel-efficient, long-endurance platforms.

"This aircraft proved what we've modeled for years, that high-efficiency laminar-flow aerodynamics can deliver extraordinary endurance and performance," said Scott Drennan, president and CEO of Otto Aerospace. "We're proud that Otto's expertise helped advance DARPA's research objectives and equally proud of our team for executing a flawless flight campaign that pushes aerodynamic science forward."

Flight operations were conducted in partnership with Swift Engineering, which managed vehicle preparation and coordinated range and

telemetry support. Swift's established presence at Spaceport America and extensive experience with high-altitude UAVs helped Otto carry out multiple sorties over WSMR airspace.

"Swift is proud to partner with Otto on this breakthrough," said Hamed Khalkhali, president of Swift Engineering. "The performance demonstrated in flight confirms the promise of laminar-flow aerodynamics to redefine long-endurance efficiency for unmanned systems across defense and commercial applications."

Conceived under DARPA's EWA effort, the demonstrator serves as a broader validation platform for Otto's laminar-flow research, providing data applicable to future energy-relay UAV concepts as well as Otto's own commercial and defense programs.

"The data collected in this test opens new possibilities for energy-efficient aviation," said Drennan. "From business jets to long-endurance UAVs, we're showing how laminar flow can change what's possible in flight."

COMPLETION OF MARSS ACQUISITION

Electro Optic Systems Holdings (EOS) announced the completion of its acquisition of MARSS Group, a Europe-based provider of AI-enabled command-and-control systems for counter-drone capability.

The acquisition represents a strategic step change in EOS' evolution from a supplier of individual effectors to a provider of integrated, turnkey counter-drone systems.

Together, EOS' kinetic and laser-based weapon systems and MARSS' AI-enabled command-and-control capability provide a layered response for force protection and the defence of critical assets. The acquisition also expands EOS' presence across homeland security, critical infrastructure and asset protection markets, where demand for layered and intelligent counter-drone defence solutions continues to grow.



SHEPARD NEXT-GEN HYBRID ELECTRIC UNCREWED AIRCRAFT TAKES FLIGHT



The Northrop Grumman designed and built XHQ-73 hybrid electric uncrewed aircraft began flight testing at Edwards Air Force Base, California. Developed to advance propulsion technologies for the Defense Advanced Research Projects Agency (DARPA) Series Hybrid Electric Propulsion Aircraft Demonstration (SHEPARD) program, the XHQ-73 advances next-generation propulsion for lightweight autonomous aircraft. The XHQ-73's innovative hybrid-electric propulsion system combines fuel efficiency, reduced emissions and enhanced operational flexibility - enabling new mission possibilities and supporting the evolution of new aircraft designs

KRAKEN ROBOTICS SIGNS MOU WITH SEFINE SISAM



Kraken Robotics Inc. announces it has signed a Memorandum of Understanding (MOU) with SEFINE SISAM (Strategic Unmanned Systems Research Center) during the SAHA exposition in Türkiye.

As part of the agreement, Kraken will work with SISAM to integrate KATFISH into its mission planning software and develop automatic target recognition (ATR) capabilities for Kraken Synthetic Aperture Sonar.

"We're pleased to continue our work with SEFINE following a successful at-sea demonstration earlier this year," said Bernard Mills, Executive Vice President of Defence at Kraken Robotics. "This partnership poises us to rapidly develop

and deliver relevant capability in a region that combines industrial excellence and operational need. Together, we are advancing fully integrated, autonomous solutions for seabed warfare and mine countermeasures—enhancing the speed, accuracy, and efficiency of maritime security operations."

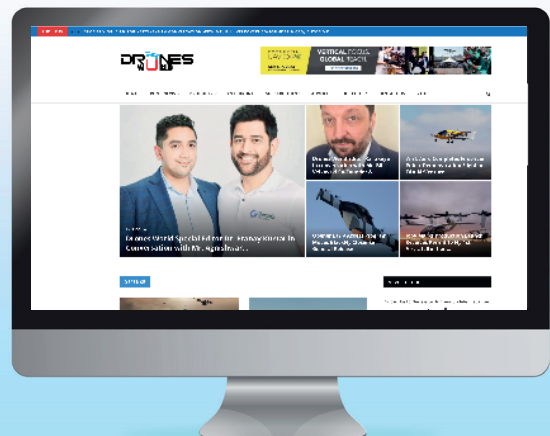
Kraken and SEFINE recently demonstrated Kraken's KATFISH and unmanned surface vessel (USV) launch and recovery system from SEFINE's RD-22 USV off the coast of Istanbul, Türkiye, validating rapid, high-resolution detection and classification of mine-like objects and critical underwater infrastructure in an operational environment.

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UK DEPLOYS NEW LOW-COST ANTI-DRONE SYSTEM IN THE MIDDLE EAST

British citizens and regional partners will be better protected against drone attacks as the Royal Air Force deploys a new low-cost anti-drone weapon on operations in the Middle East. The Advanced Precision Kill Weapon System (APKWS) will be fitted to RAF Typhoon fighter jets, enabling them to destroy targets precisely at a fraction of the price of missiles currently used.

Rapid procurement and testing work by the Ministry of Defence and industry partners BAE Systems and QinetiQ has enabled the system to move from testing to operational deployment in less than two months. March saw a successful test strike on a ground-based target, and RAF Typhoon pilots from 41 Test and Evaluation Squadron conducted successful air-to-air firing in April, demonstrating the system's ability to defend against drone attacks.

The system has now been deployed on operations in the Middle East, with sorties flown by 9 Squadron RAF Typhoon fighter jets as part of missions to defend British people, interests, and partners from threats.

Minister for Defence Readiness and Industry Luke Pollard MP stated: "This has been a superb effort working with industry to test and deploy this system in a matter of months, which will help the RAF shoot down many more drones at a much lower



cost. Our Typhoon fleet is the backbone of UK and NATO air defence, with the RAF protecting Europe's eastern flank from Russian drone incursions and defending our partners across the Middle East."

The APKWS uses a laser targeting system that turns unguided missiles into low-cost precision weapons capable of taking down enemy drones and other threats. Developing low-cost systems provides a more effective and sustainable means of countering the increasing threat of drones to UK forces and partners.

Simon Barnes, Group Managing Director of BAE Systems Air sector, added: "Our priority is to ensure the Royal Air Force and its allies have the advanced technologies they need today and into the future to keep them ahead of evolving threats. This capability demonstrates Typhoon's exceptional

versatility and underlines its continued role as the backbone of combat air across Europe and the Middle East."

Steve Wadey, Group Chief Executive Officer of QinetiQ, concluded: "From engineering expertise to live trials, our teams are providing the fundamental support needed by our armed forces to deliver the urgent capabilities that ensure the UK and its allies remain safe and warfighting ready."

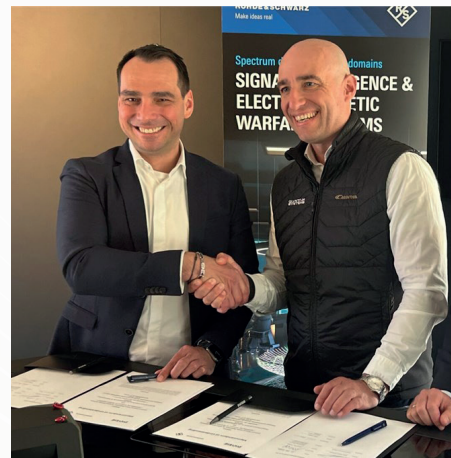
Air Commodore Donal McGurk, Air 11 Group Deputy Director Operations, commented: "We welcome the speed of development and meticulous testing behind the deployment of these missile systems for use on our Typhoons. They are a valuable addition to the air defence package we are already employing with agility across the Middle East."

ROHDE & SCHWARZ AND QUANTUM SYSTEMS JOIN FORCES TO REDEFINE EW AND C-UAS-ENABLED UNCREWED OPERATIONS

Rohde & Schwarz announced the signing of a Memorandum of Understanding (MoU) with Quantum Systems during AFCEA 2026. This strategic agreement marks a significant step toward advancing integrated defense capabilities through the combination of electromagnetic warfare (EW) and counter uncrewed aerial systems (C-UAS) expertise and cutting-edge uncrewed systems.

Quantum Systems, a key player in the development of uncrewed and intelligent aerial systems, will collaborate closely with Rohde & Schwarz to explore the integration of the latter's advanced EW solutions into Quantum Systems' uncrewed platforms (UxV). The partnership also includes the joint development and deployment of C-UAS solutions, addressing the growing need for effective protection against, e.g. uncrewed aerial threats.

Under the terms of this MoU, both companies will work to enhance operational effectiveness by embedding EW capabilities directly into next-



generation uncrewed systems. This collaboration aims to provide defense and security forces with robust, adaptable solutions for complex and evolving operational environments.

"This MoU represents an important milestone in our mission to deliver innovative EW solutions," said Alexander Philipp, Managing Director, Rohde & Schwarz Vertriebs-GmbH. "By partnering with Quantum Systems, we are combining complementary strengths to create powerful, future-ready capabilities for our customers."

"The requirements of modern armed forces are changing at a rapid pace. Today, the key is the ability to quickly transfer proven technologies onto new platforms and make them immediately usable. Together with Rohde & Schwarz we are creating a German solution for uncrewed signals intelligence in the air and electronic protection systems on the ground, thereby deliberately expanding capabilities on the battlefield," said Martin Karkour, Chief Revenue Officer of Quantum Systems.

The agreement underscores both companies' commitment to innovation, collaboration, and strengthening technological leadership in the defense sector.

DRAGANFLY FLEX FPV DRONE SELECTED BY 2 ADDITIONAL US DOW UNITS

draganfly
INC

DRAGANFLY FLEX FPV DRONE
SELECTED BY TWO ADDITIONAL
U.S. DEPARTMENT OF WAR UNITS

Draganfly Inc. an award-winning, industry-leading developer of drone solutions and systems, today announced it has been selected by two separate U.S. Department of War units for Flex FPV drone systems.

This reflects continued demand for Draganfly's FPV platforms across defense applications where rapidly deployable, adaptable, and mission-ready drone systems are increasingly being used to support training, operational readiness, and tactical awareness.

Draganfly's Flex FPV systems are designed to provide operators with a responsive and agile drone platform that can be deployed across a range of demanding environments and operational scenarios. The additional orders further support the growing use of FPV systems as part of modern defense programs focused on speed, scalability, operator control, and rapid field deployment.

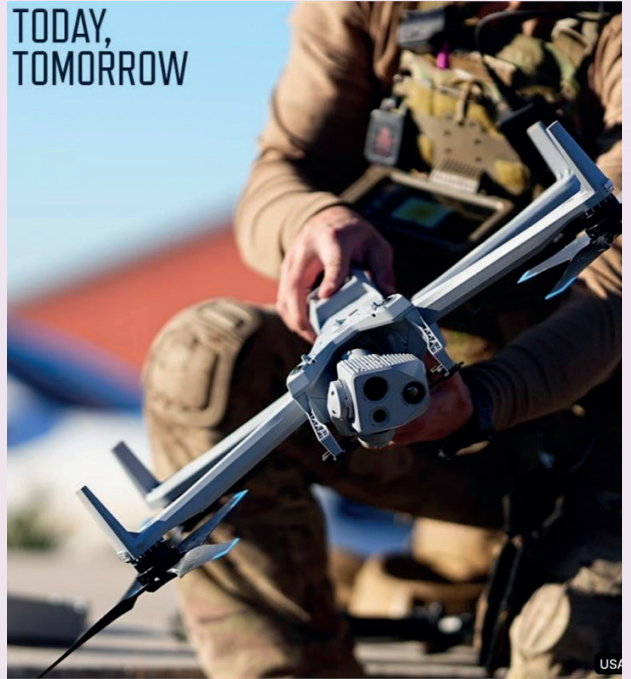
"FPV systems are becoming an increasingly important part of modern defense operations because they give operators practical, adaptable capability at the tactical edge," said Cameron Chell, Chief Executive Officer of Draganfly. "Being selected by new operational units reflects continued confidence in Draganfly's ability to deliver mission-ready drone systems that meet the evolving needs of defense customers."

As defense organizations continue to integrate unmanned systems into training and operational planning, demand is increasing for drone platforms that are reliable, deployable, and capable of supporting rapidly changing requirements. Draganfly believes its long-standing operating history, established defense relationships, and production-ready drone systems position the Company to support this shift toward scalable unmanned capabilities.

These latest wins build on Draganfly's growing defense momentum, including recent engagements supporting U.S. defense customers across not just tactical FPV drones but also ISR, logistics, and drone applications.

USAF EXPANDS X10D EOD PROGRAM WITH MULTI- MILLION DOLLAR FOLLOW-ON AWARD

TODAY,
TOMORROW



Skydio, the largest U.S. drone manufacturer and world leader in flying robots announced a follow-on multi-million dollar contract expansion with the U.S. Air Force (USAF) to further equip Explosive Ordnance Disposal (EOD) units with Skydio X10D systems.

The award was issued through the Defense Logistics Agency's Tailored Logistics Support Special Operational Equipment program in partnership with ADS, a provider of products, technology, and logistics solutions for the U.S. military.

The contract more than doubles the scope of the initial USAF order announced in November 2025.

The expanded order builds on the USAF's effort to integrate autonomous systems into every Airman's toolkit. While Skydio systems are already widely deployed across the Air Force for intelligence, surveillance, and reconnaissance (ISR) and base security, this expansion specifically supports EOD missions where rapid deployment, standoff distance, and immediate situational awareness are critical to keeping American Airmen safe.

"Skydio's autonomous systems are becoming an essential capability for Air Force EOD teams operating in dynamic and hazardous environments. This expansion reflects the Air Force's confidence in autonomous aerial systems that can rapidly provide overwatch, improve operational awareness, and reduce risk to personnel during some of the military's most dangerous missions," said Mark Valentine, Global Head of National Security Strategy Skydio

AV'S LOCUST DEMOS LANDMARK CAPABILITY AT WHITE SANDS WITH JIATF-401 AND FAA



AeroVironment, Inc. announced a historic milestone for directed energy and homeland defense following the successful execution of a first-of-its-kind counter-unmanned aircraft system (C-UAS) laser test in coordination with the U.S. Department of War and the Federal Aviation Administration (FAA).

During an early March test event at White Sands Missile Range (WSMR), led by Joint Interagency Task Force 401 (JIATF-401), AV's LOCUST® high-energy laser system demonstrated its ability to safely and effectively defend U.S. national airspace against emerging drone threats, directly supporting a subsequent agreement between the DOW and FAA that validates the system for domestic use.

"This is a defining moment for directed energy and for the future of homeland defense," said John Garrity, Vice President for Directed Energy Systems at AV. "LOCUST has now proven its ability to operate safely and effectively in the most complex airspace environment in the world. This achievement accelerates the transition of directed energy from experimentation to operational deployment—delivering a scalable, cost-effective solution to counter the rapidly growing drone threat."

The test at WSMR demonstrated automated safety shut-off capabilities that ensure the system only engages validated targets, among other safety features. The testing also showed no adverse impact to civilian aircraft during controlled evaluation scenarios and showed precision engagement through strict positive identification protocols.

AV's LOCUST also showed the ability to hit both stationary and airborne targets to demonstrate accuracy, persistence, and operational realism.

"This successful test showcases the significant advancements we're making in counter-drone technology to ensure that our warfighters have the most advanced tools to defend the homeland," U.S. Army Brigadier General Matt Ross, director of JIATF-401 said recently in a joint Press Release. "By working hand-in-hand with the FAA and our interagency partners, the Department of War is proving that these cutting-edge capabilities are safe, effective, and ready to protect all air travelers from illicit drone use in the national airspace."

The demonstration at WSMR comes amid increasing urgency to address drone incursions across U.S. airspace. The successful validation of LOCUST underscores its role as a critical layer in a modern, integrated air defense architecture—providing precision engagement, deep magazine capacity, and the ability to defeat threats at the speed of light.

"The FAA's top priority is protecting the safety of the American flying public, and we value the collaboration with the Department of War in that effort," FAA Administrator Bryan Bedford said in the release. "Following a thorough, data-informed Safety Risk Assessment, we determined that these systems do not present an increased risk to the flying public. We will continue working with our interagency partners to ensure the National Airspace System remains safe while addressing emerging drone threats."

AV recently announced LOCUST as a key offering in its new rollout of Halo_Shield™, —a layered, tile-based defense architecture that integrates sensors, battle management, and effectors to identify, detect, track, and defeat evolving aerial threats—positioning the company to help defend critical infrastructure, secure borders, and protect the American public as drone incursions continue to rise across U.S. airspace. "JIATF-401's coordination across federal partners was instrumental in aligning operational, safety and regulatory stakeholders for this unprecedented test," said Mary Clum, President of Space, Cyber and Directed Energy at AV. "PED Missiles & Space - PAE Fires continues to drive directed energy innovation and fielding, while the FAA's rigorous safety oversight is enabling the responsible integration of these capabilities into national airspace."

RAYTHEON RECEIVES MAJOR ORDER FOR SHARPSIGHT RADARS FROM BLUE RAVEN



Raytheon, an RTX business, has been awarded a contract from Blue Raven to produce 120 SharpSight™ radars, marking the largest single order to date for the new system and a key step in expanding its availability to customers worldwide.

SharpSight is a platform-agnostic, multi-domain surveillance radar designed for both manned and unmanned platforms, enabling critical missions such as anti-surface warfare, border protection, coastal monitoring, search and rescue, and long-range surveillance.

Under the contract, Raytheon will produce and sustain the radar, while Blue Raven, formerly Crestwood Technology Group, focuses on global resale and distribution. Together, the companies will provide operators with faster, more affordable access to advanced surveillance capability in a highly competitive international market.

"This contract is a clear signal of strong global demand for SharpSight and the advanced surveillance capabilities it brings to the fight," said Dan Theisen, president of Advanced Products and Solutions at Raytheon. "By partnering with Blue Raven, we're making it easier and more affordable for customers to field this capability at the scale that fits their mission, whether that's a small fleet or a larger enterprise deployment."

To support anticipated growing demand, Raytheon is increasing production capacity and building radar systems in bulk to enable larger monthly output and reduce contract to delivery timelines. These initiatives align with the company's broader focus on accelerating production, shortening lead times, and bringing critical capabilities to customers faster and more affordably.

"We're excited to partner with Raytheon on SharpSight, to grow its market across a broader range of platforms, fleets and mission profiles," said Paul Elefante, Chief Growth Officer at Blue Raven. "This collaboration will help improve accessibility, reduce lead times and maintain price stability, creating a stronger path to field this advanced capability at scale."

INSITU'S SCANEAGLE AND INTEGRATOR UAS SELECTED BY US NAVY TO DELIVER ISR SERVICES WITH ADVANCED AI-ASSISTED PAYLOADS

Insitu, a Boeing Company, has been selected to provide ISR support services to the United States Navy (USN), United States Marine Corps (USMC) and other United States Government (USG) customers as directed, under a Contractor-Owned, Contractor-Operated (COCO) model. Insitu will compete with other selected partners for task orders with both ScanEagle and Integrator UAS, offering these customers unparalleled flexibility in capability, range, endurance, and operational profiles.

"We have been providing ISR services to the USN since 2005 and the USMC since 2004 and are honored to be selected to bring our enhanced versions of ScanEagle and Integrator with updated autonomy and resilience capabilities to bear," said Diane Rose, Insitu CEO. "The choice between two platforms offers our important USG customers the ultimate Mission flexibility. We've incorporated our 20+ years' experience working with the Navy and Marines



into the feature sets on our UAS to ensure they offer the most robust maritime operational capability for their unique ISR needs."

Both ScanEagle and Integrator platforms offer FLARES no-sacrifice VTOL and extended-range SATCOM capabilities, enabling light-footprint operations with truly persistent ISR missions lasting up to 27.5 hours (Integrator), and 18+ hours (ScanEagle). Integrator can travel up to 2,000 nm (point to

point) or spend 13 hours on station at 500 nm performing ISR missions before returning to refuel. Insitu UAS have operated from over 45 ship classes and land sites on 6 continents.

Insitu UAS are maintained and operated by a team of deeply experienced, award-winning field services representatives (FSRs) who have decades of experience deploying with the US Navy, US Coast Guard, and US Marine Corps, as well as customers from 35+ international militaries. Insitu's FSR teams have been praised as seamlessly integrating into deployments and rising above and beyond the call to support the US warfighter.

"Our FSR's are proud to support the USG and look forward to continuing their deployments alongside our brave Sailors and Marines as they work tirelessly to keep America and her allies safe," added Rose.

NEW INTERCEPTOR MISSILES SUCCESSFULLY TESTED IN THE MIDDLE EAST AS DEFENCE MINISTER VISITS REGION

The UK military and Gulf partners will be better protected against drone attacks following the successful testing of new British-built Skyhammer interceptor missiles and launchers in Jordan. The trial comes less than two weeks since the Ministry of Defence signed a multi-million-pound contract with UK veteran-led start-up Cambridge Aerospace to buy Skyhammer interceptor missiles for the UK Armed Forces. They have a range of 30km and a maximum speed of 700km/h and are designed to counter Shahed-style attack drones.

The interceptor missile was tested in Jordan in demanding desert conditions at one of Deep Element's defence development facilities. Witnessing the trial, Minister for Defence Readiness and Industry Luke Pollard MP praised the new capability which demonstrates how the UK defence industry can deliver at pace, learning lessons from the conflicts in Ukraine and the Middle East.

The trial came as the Minister visited Kuwait and Jordan for detailed discussions on regional security, the Strait of Hormuz and further defence cooperation. The Defence Minister recognised partners' exceptional professionalism and resolve in the face of previous Iranian attacks, and their tireless work to protect civilian life and to safeguard foreign - including British - nationals. Minister for Defence Readiness and Industry Luke Pollard MP said:



"We are stepping up alongside UK industry to offer rapid support to our partners in the Middle East."

"This week's successful trial of Cambridge Aerospace's Skyhammer interceptor missiles in Jordan is a perfect example of a UK start up innovating, with the backing of this government, to deliver cutting edge technology."

"My visit to Kuwait and Jordan shows that the UK is standing by our long-term partners and delivering on our promise to provide support."

The multi-million-pound contract with Cambridge Aerospace is boosting British business by creating over 50 new jobs and supporting 125 current jobs, making defence an engine for growth. The UK is delivering the largest sustained increase in defence spending since the end of the Cold War, hitting 2.6% of GDP from 2027.

Steven Barrett, CEO of Cambridge Aerospace, said: "We have proven that our interceptors are not only cost-effective but also highly capable and will be able to counter the rising threat posed by aerial attacks."

"We welcome the support of the UK Ministry of Defence as Cambridge Aerospace looks to protect the UK and its partners with high-performance, rapidly deployable air defence systems."

During the Minister's visit, he met with Kuwait's Minister of Defence, HE Sheikh Abdullah Ali Abdullah Al-Salem Al-Sabah, and other senior officials. He paid tribute to the efforts of the Kuwaiti Armed Forces and UK personnel to protect civilians and critical national infrastructure in the region during Iran's missile and drone campaign prior to the current ceasefire. The UK's Rapid Sentry - a ground-based air defence missile system - and ORCUS system is operated by UK personnel in Kuwait, allowing them to detect drones early and take action.

Ahead of the Skyhammer trial in Jordan, the Minister met with the Chairman of the Joint Chiefs of Staff Major General Yousef Alhnaity. They discussed the strength of the UK-Jordan defence relationship, based on mutual respect and a common commitment to shared security in the region. Prior to the ceasefire, UK jets have flown defensive missions in the region, including over Jordan, to protect British interests and partners. The first tranche of Skyhammer interceptor missiles and launchers will be delivered to the UK Armed Forces in May, with more missiles and associated launchers set to be supplied within the first six months of the agreement.

ELBIT SYSTEMS: FUSE TO PROVIDE THOR UAS TO THE US ARMY THROUGH PARTNERSHIP WITH MISTRAL

Elbit Systems Ltd.'s FUSE will provide its THOR Group 2 Uncrewed Aircraft System (UAS) to the U.S. Army through a partnership with Mistral Inc., under an established U.S. cooperation framework between the companies.

This follows a U.S. Army contract awarded to Mistral Inc., by the Army Contracting Command, for the procurement of the THOR UAS and mission payloads for the U.S. Army's in support of company-level small UAS needs.

Under the contract, the companies will provide FUSE's THOR Group 2 UAS, a backpack portable, rapidly deployable, fully autonomous multi-rotor VTOL mini-UAS, designed to support a wide range of company level tactical missions. Avandra LLC, Elbit Systems' U.S.-based subsidiary, will closely pair with FUSE to provide local training, field & technical support.

The THOR Group 2 UAS is designed to provide small tactical units with an organic aerial capability supporting missions such as reconnaissance,



surveillance, target acquisition and identification, communications relay, resupply and limited cargo delivery, as well as configurable effects options, as mission requirements evolve. Designed for fast tactical employment, THOR reduces operator workload through autonomous takeoff and landing, autonomous mission execution and multi platform operation, while enabling rapid role changes at the point of need through modular payload integration. The system reflects a mature and configurable architecture intended to support

the integration of a variety of mission payloads.

"Elbit Systems is proud to support this effort alongside Mistral and FUSE" said Yoav Poizner, Vice President, Marketing, Elbit Systems C4I & Cyber. "The U.S. Army's decision to select THOR as its company-level multi-rotor system, validates the technological and operational advantages offered by our solutions. Together, we look forward to helping deliver a dependable system that can be configured for evolving mission needs and scaled for operational demand."

"This award is about getting a proven, company-relevant capability into soldiers' hands with speed, and doing it with a system designed for real operational conditions," said Yoav Banai, Senior Vice President - Business Development at Mistral. "By pairing Mistral's U.S.-based integration and delivery focus with FUSE's THOR platform, we're positioned to provide a rapidly deployable Group 2 VTOL UAS that supports multi-mission teams and adapts quickly as the operational picture changes."

REDWIRE AWARDED A MULTI-YEAR CONTRACT TO DELIVER NEXTGEN PENGUIN MK3 TACTICAL UAS TO NATO COUNTRY

Redwire Corporation a global leader in space and defense technology solutions announced that it has been awarded a multi-year contract valued at high eight-figures, through a competitive tender, by an undisclosed NATO country ally to deliver its Penguin Mk3 uncrewed aerial system (UAS) as part of a multi-year modernization program for the country's tactical UAS capabilities.

Redwire's Penguin series UAS is fielded globally and is recognized for its endurance, modular payload architecture, and operational reliability. Penguin Mk3 builds from this foundation to address emerging mission needs across NATO and allied forces. Mk3 incorporates enhanced modularity, mission adaptability, and growth capacity to support a broad range of operational requirements.

"This program reflects Redwire's heritage of bringing a forward-looking approach to tactical UAS modernization for NATO allies," said Steve Adlich, President of Redwire Defense Tech. "Penguin Mk3 builds on years of operational, combat experience to deliver a scalable, adaptable solution aligned with the demands of modern defense



environments."

Program execution and long-term sustainment will be supported through Redwire's European operations, leveraging regional engineering, program management, and sustainment expertise to ensure operational readiness and enduring customer support.

The Redwire Penguin UAS has a proven history of mission support in contested environments and has been included by name in the United States Security Assistance Packages for Ukraine in July 2023 and December 2024. To date, Redwire has delivered more than 250 combat proven Penguin

aircraft directly to the Ukraine Armed Forces for deployment in one of the world's most challenging contested environments, where advanced drone technology is changing the very nature of modern warfare. Redwire specializes in delivering combat proven uncrewed aerial systems, advanced optics, and resilient energy solutions that are being used by defense agencies, federal civilian agencies, and allied governments worldwide. With nearly three decades of technology heritage and manufacturing expertise, Redwire's experienced team delivers proven solutions based on real-world mission needs.

REDWIRE SECURES \$15 M FOLLOW-ON ORDER FROM THE 1ST AVIATION BRIGADE, US ARMY AVCOE FOR STALKER UAS TO SUPPORT ADVANCED INDIVIDUAL TRAINING



Redwire Corporation a global leader in space and defense technology solutions, announced it has been awarded a \$15 million follow-on order from the 1st Aviation Brigade, US Army Aviation Center of Excellence (AVCOE), for Redwire Stalker uncrewed aerial systems (UAS). This award marks the third order from 1st Aviation Brigade, AVCOE in the last eight months bringing the total to \$24.8 million in recent orders.

Under the terms of the contract, the Stalker systems will be sent to the 2nd Battalion, 13th Aviation Regiment at Fort Huachuca for advanced individual training with the Army's 15-series Military Occupational Specialty (MOS) Tactical Unmanned Aircraft System (TUAS) Specialists. This is an evolving MOS that merges operator and maintainer functions with a focus on conducting reconnaissance, surveillance, and target acquisition (RSTA) directly with ground forces for merged drone maintenance and operations.

"Our Stalker is purpose built to meet multiple mission needs, and will significantly bolster the U.S. Army's ability to detect, identify, and track threats across a wide range of operational theaters," said Steve Adlich, President of Redwire Defense Tech. "Redwire understands the criticality of 'train the trainer' through effective individualized instruction and the role it plays in supporting the evolving mission needs of the modern battlefield."

The Stalker is designed with a Modular Open Systems Approach (MOSA) that enables rapid payload swapping and technical upgrades, reduces vendor lock, lowers lifecycle costs, and improves interoperability. The Army's selection of Stalker for the 15-series MOS UAS training program highlights not only the Army's trust in this system's capabilities, but also in its ability to meet current and future warfighter needs in the field. Redwire is accelerating mission readiness with tailored Stalker UAS training for the US Army Aviation Center of Excellence (AVCOE) and other programs worldwide, advancing force modernization and operator preparedness.

"Redwire's goal is operator independence. We want to make sure our customers are equipped to meet any mission challenge they might face through system flexibility and comprehensive, hands-on training focused on real-world mission scenarios," added Adlich. "The systems that the warfighter trains on today are the systems of the battlefield tomorrow."

In addition to mission-aligned training for AVCOE, Redwire has focused UAS training programs for US DoW, US FEDCIV, FVEY, NATO, and allied customers around the globe. Stalker training programs are designed according to operational lessons learned from hundreds of thousands of flight hours across six continents, as well as real world mission experience for the U.S. Army and other programs of record.

Redwire specializes in delivering innovative and combat proven uncrewed aircraft, advanced optics, and resilient energy solutions that are being used by allied government and civilian operations worldwide. With nearly three decades of technology heritage and manufacturing expertise, Redwire's experienced team delivers proven solutions based on real-world mission needs.

ROHDE & SCHWARZ AND INFOZAHYST: A STRATEGIC ALLIANCE SET TO REDEFINE MODERN DEFENSE



Rohde & Schwarz GmbH & Co. KG and the Ukrainian limited liability company Research and Manufacturing Co. INFOZAHYST have signed a Memorandum of Partnership that will combine the German firm's cutting-edge electromagnetic warfare (EW) technology with INFOZAHYST's combat experience and market knowledge to promote a new line of defense products on the international stage.

The agreement sets out a collaborative framework for the joint promotion, adaptation and marketing of three advanced systems, high-power jamming, Counter-UAV, and a multifunctional mobile EW platform.

"The synergy between INFOZAHYST's operational expertise and our world-class and combat-proven EW solutions creates a powerful combination that meets the rapidly evolving needs of modern forces," said Dr. Thomas Bohne, Vice President of SIGINT/EW at Rohde & Schwarz. "Together we can deliver systems that are not only technologically superior but also fully tested in realistic combat conditions."

Iaroslav Kalinin, Chief Executive Officer of INFOZAHYST, added, "This partnership marks a significant step forward for Ukrainian defense innovation. By integrating German engineering and manufacturing excellence with our frontline experience, we will accelerate the fielding of EW capabilities that protect our allies and contribute to global security."

TELEDYNE FLIR DEFENSE ANNOUNCES NEW 'BLOCK 2' UPGRADES TO ROGUE 1 LETHAL UNMANNED AERIAL SYSTEM

Teledyne FLIR Defense, part of Teledyne Technologies Incorporated announced at SOF Week the release of Rogue™ 1 Block 2, a major upgrade of the revolutionary lethal unmanned aerial system first launched at SOF Week 2024.

After two years of customer fielding and success with the U.S. Marine Corps Organic Precision Fires-Light, U.S. Special Operations Command Ground Organic Precision Strike Systems programs and more, the Block 2 upgrade leverages user feedback to greatly enhance performance, resilience, and operational capability – all while maintaining existing form-factor.

With operating range doubled to more than 12 miles (20 km), Rogue 1 Block 2 adds a new anti-armor payload option, harnessing 'Shape Charge Jet' technology for expanded mission flexibility against more heavily-armored targets. Redesigned propellers are optimized for



long transit and fast attack patterns, while new advanced battery cell technology adds 20% more endurance.

"Over the last two years, Rogue 1 has delivered critical successes for customers, and the Block 2 upgrades represent the next evolution of that mission," said Tung Ng, Vice President of Unmanned Systems North America at Teledyne FLIR Defense. "These advancements prove our commitment to maintaining Rogue 1 as one of the most versatile precision strike options in the warfighter's

kit through a more capable, durable, and future-ready platform."

Other software and mission capability enhancements include track landing, improved mapping and visualization, and better GPS-denied navigation utilizing both thermal and daylight cameras. More robust onboard computing enables advanced autonomy to further ease user cognitive load, while dual-band radio support improves the unit's range and electronic warfare resiliency.

Key Rogue 1 Block 2 features include:

- New anti-armor shape charge payload for expanded lethality options to Rogue 1's existing payload family

- Improved thermal management, propeller efficiency, and multi-band antenna capabilities

- Durability enhancements, including redesigned tactical packaging and better drop survivability

- New Android-based ground control system

MARSS SIGNS MOU WITH NIGERIAN MOD VALUED AT OVER \$190M

The MoU, signed in London on 19 March 2026, establishes a partnership between MARSS, the Nigerian Ministry of Defence, and local partners to deliver Nigeria's first fully integrated national defence architecture.

Under the agreement, MARSS will deliver its NIDAR AI-powered C4I solution along with a training, spares and support programme. A new national command centre will also be commissioned, featuring a state-of-the-art Centre of Excellence to deliver ongoing training for Nigerian operators to maintain a high state of operational readiness.

Nigeria and the wider West African region face growing asymmetric threats from terrorism and organised insurgency. This programme will see MARSS working with its local partners to build sovereign capability, create a critical multi-domain defence architecture, and support the national security agencies in counter-terrorism operations.

"The UK and Nigeria share a deep, longstanding security and defence relationship. Signing this memorandum of understanding is a great example of our continued and strengthening partnership, with a British company able to deliver world leading, combat proven UK technology and defensive capabilities to support Nigeria's fight against terrorism."

"The UK and Nigeria share a deep, longstanding security and defence relationship. Signing this memorandum of understanding is a great example of our continued and strengthening partnership, with a British company able to deliver world leading, combat proven UK



technology and defensive capabilities to support Nigeria's fight against terrorism." - Minister for Defence at the House of Lords, Lord Coaker

NIDAR AMM enables operators to autonomously task, and deploy uncrewed assets across air, land, and sea domains, transforming UAVs, UGVs, and USVs into intelligent autonomous sensors and effectors within the wider defence ecosystem.

The programme marks a significant commitment to one of the first national-scale adoptions of AI-enabled C4I in Africa. The programme scope includes:

- A fleet of expeditionary platforms, equipped with mixture of sensors and effectors meshed by MARSS'

ground-breaking NIDAR C4I system.

Unmanned aerial surveillance vehicles (UAVs), integrated into NIDAR via MARSS' Autonomous Mission Management (AMM), enabling intelligent aerial reconnaissance in hostile and contested areas where it is unsafe to deploy ground resources.

New regional command centres and a national headquarters, networked to receive live sensor data from fixed legacy systems and the fleet of expeditionary platforms and UAVs, fused together by MARSS' NIDAR Nation Shield, Edge to Mission Command (E2MC) capabilities – delivering an integrated multi-domain air and land surveillance picture.

SAFRAN AND BAYKAR JOIN FORCES TO ACCELERATE THE FUTURE OF DRONES AND SMART WEAPONRY



Safran Electronics & Defense and Baykar—a global leader in unmanned aerial vehicles—have sealed a strategic partnership to accelerate innovation in smart weapons and advanced navigation technologies. By joining forces, Safran leverages its renowned expertise in observation, navigation and timing, while Baykar brings its world-class experience in field-proven UAVs.

This agreement focuses on co-developing integrated solutions that combine optronic sensors, navigation systems, and guided weapon capabilities for both drone and air-to-ground missions. As a highlight, Baykar’s TB2 drones will be equipped with Safran’s cutting-edge Euroflir electro-optical system, dramatically strengthening their surveillance, targeting, and reconnaissance performance.

Both companies will actively promote these advanced solutions to their global customer base, reinforcing their collaboration across technology, operations, and commercial activities.

Alexandre Ziegler, Head of the Defense Business Unit at Safran Electronics & Defense, stated: “With the integration of our advanced Euroflir optronic systems and our world-class position, navigation, timing technologies into Baykar’s TB2 drones, we’re taking operational performance to the next level. Together with Baykar, we are proud to offer high levels of precision and intelligence for TB2 drones, helping to improve tactical UAV missions across the defense sector.”

Haluk Bayraktar, General Manager of Baykar, highlighted: “The Memorandum of Understanding signed with Safran Electronics & Defense represents a significant milestone in advancing our strategic cooperation. Through this partnership, we aim to deliver innovative solutions and create new opportunities in the market.”

This milestone partnership paves the way for new joint initiatives and a stronger international presence in the defense market.

YFQ-42A RETURNS TO FLIGHT TESTING



The YFQ-42A Collaborative Combat Aircraft, built by General Atomics Aeronautical Systems, Inc. (GA-ASI) for the U.S. Air Force, has returned to flight testing following a round of safety reviews and software enhancements for the new uncrewed fighter jet.

The return follows a strategic pause in flight testing stemming from an April 6 mishap shortly after takeoff. Other aspects of the YFQ-42A program, including ground testing and other Technology Maturation and Risk Reduction (TMRR) activities, continued without interruption.

No one was injured in the incident, though the aircraft was a total loss. A thorough safety review isolated the cause to an autopilot miscalculation for the weight and center of gravity of the aircraft, prompting a software remediation.

The Air Force and GA-ASI conducted a joint review following the mishap. Following a stringent evaluation, technical authorities endorsed the software changes and YFQ-42A has returned to the air.

“We’re excited to have YFQ-42A flying again,” said GA-ASI President David R. Alexander. “It’s been said that you learn more from your setbacks than your successes. We are applying what we’ve learned to our growing fleet of CCAs, as we continue building the most dependable and cost-efficient unmanned fighters in the world.”

The YFQ-42A is a purpose-built CCA platform developed as part of ongoing investment in next-generation semi-autonomous combat aircraft. The aircraft’s modular design enables rapid integration of mission systems and mission autonomy software. GA-ASI’s software architecture, demonstrated through multiple live flight tests on multiple airframes, provides the foundation for human-machine teaming in complex combat scenarios.

GA-ASI was selected by the U.S. Air Force in April 2024 to build production-representative flight test articles for the CCA program. The YFQ-42A successfully conducted its maiden flight in August 2025, validating a “genus/species” concept for rapid, modular, and low-cost uncrewed fighter aircraft development. This approach enables a common core aircraft design that can be rapidly adapted for different mission sets and service requirements.

ROHDE & SCHWARZ AND QUANTUM SYSTEMS JOIN FORCES TO REDEFINE EW AND C-UAS-ENABLED UNCREWED OPERATIONS

Rohde & Schwarz announced the signing of a Memorandum of Understanding (MoU) with Quantum Systems during AFCEA 2026. This strategic agreement marks a significant step toward advancing integrated defense capabilities through the combination of electromagnetic warfare (EW) and counter uncrewed aerial systems (C-UAS) expertise and cutting-edge uncrewed systems.

Quantum Systems, a key player in the development of uncrewed and intelligent aerial systems, will collaborate closely with Rohde & Schwarz to explore the integration of the latter's advanced EW solutions into Quantum Systems' uncrewed platforms (UXV). The partnership also includes the joint development and deployment of C-UAS solutions, addressing the growing need for effective protection against, e.g. uncrewed aerial threats.

Under the terms of this MoU, both companies will work to enhance operational effectiveness



by embedding EW capabilities directly into next-generation uncrewed systems. This collaboration aims to provide defense and security forces with robust, adaptable solutions for complex and evolving operational environments.

"This MoU represents an important milestone in our mission to deliver innovative EW solutions," said Alexander Philipp, Managing Director, Rohde & Schwarz Vertriebs-GmbH. "By partnering with Quantum Systems, we are combining complementary strengths to create powerful, future-ready capabilities for our customers."

"The requirements of modern armed forces are changing at a rapid pace. Today, the key is the ability to quickly transfer proven technologies onto new platforms and make them immediately usable. Together with Rohde & Schwarz we are creating a German solution for uncrewed signals intelligence in the air and electronic protection systems on the ground, thereby deliberately expanding capabilities on the battlefield," said Martin Karkour, Chief Revenue Officer of Quantum Systems.

The agreement underscores both companies' commitment to innovation, collaboration, and strengthening technological leadership in the defense sector.

UK DEPLOYS NEW LOW-COST ANTI-DRONE SYSTEM IN THE MIDDLE EAST

British citizens and regional partners will be better protected against drone attacks as the Royal Air Force deploys a new low-cost anti-drone weapon on operations in the Middle East. The Advanced Precision Kill Weapon System (APKWS) will be fitted to RAF Typhoon fighter jets, enabling them to destroy targets precisely at a fraction of the price of missiles currently used.

Rapid procurement and testing work by the Ministry of Defence and industry partners BAE Systems and QinetiQ has enabled the system to move from testing to operational deployment in less than two months. March saw a successful test strike on a ground-based target, and RAF Typhoon pilots from 41 Test and Evaluation Squadron conducted successful air-to-air firing in April, demonstrating the system's ability to defend against drone attacks.

The system has now been deployed on operations in the Middle East, with sorties flown by 9 Squadron RAF Typhoon fighter jets as part of missions to defend British people, interests, and partners from threats.

Minister for Defence Readiness and Industry Luke Pollard MP stated: This has been a superb effort working with industry to test and deploy this system in a matter of months, which will help the RAF shoot down many more drones at a much



lower cost. Our Typhoon fleet is the backbone of UK and NATO air defence, with the RAF protecting Europe's eastern flank from Russian drone incursions and defending our partners across the Middle East."

The APKWS uses a laser targeting system that turns unguided missiles into low-cost precision weapons capable of taking down enemy drones and other threats. Developing low-cost systems provides a more effective and sustainable means of countering the increasing threat of drones to UK forces and partners.

Simon Barnes, Group Managing Director of BAE Systems Air sector, added: "Our priority is

to ensure the Royal Air Force and its allies have the advanced technologies they need today and into the future to keep them ahead of evolving threats. This capability demonstrates Typhoon's exceptional versatility and underlines its continued role as the backbone of combat air across Europe and the Middle East."

Steve Wadey, Group Chief Executive Officer of QinetiQ, concluded: "From engineering expertise to live trials, our teams are providing the fundamental support needed by our armed forces to deliver the urgent capabilities that ensure the UK and its allies remain safe and warfighting ready."

Air Commodore Donal McGurk, Air 11 Group Deputy Director Operations, commented: "We welcome the speed of development and meticulous testing behind the deployment of these missile systems for use on our Typhoons. They are a valuable addition to the air defence package we are already employing with agility across the Middle East."

UK aircraft continue to operate across the Middle East, with pilots and aircrew having surpassed 2,500 flying hours since the conflict in the region began, equivalent to over three months of continuous flying on defensive missions.

THE WRAITH SHIELD ADVANTAGE: TRANSFORMING L3HARRIS RADIOS INTO AI-ENABLED COUNTER-UAS SENSORS



The proliferation of drone warfare in combat zones worldwide has created a dynamic shift in military strategy, demanding effective protection for both national borders and deployed troops. The breadth of unmanned systems in adversarial inventories presents a layered challenge, as warfighters must contend with sophisticated large unmanned aerial systems (UAS) as well as attritable commercial drones deliberately weaponized for one-way attack missions against personnel and critical assets. A single air defense system cannot contend with every drone threat, nor is it feasible to deliver the same kinetic effect for a large UAS as for a first-person view (FPV) drone costing just a few hundred dollars. A layered posture is required to cost-effectively defend against this new form of warfare.

To meet this critical need, warfighters in forward deployed environments will soon have access to L3Harris Technologies' Wraith Shield software — a capability that turns existing tactical radios widely fielded across U.S., NATO, Five Eyes, and allied forces into mobile, AI-enabled radio frequency sensing and effects platforms that serve as a shield against small drone attacks.

Chris Aebli, President of Mission Critical Communications at L3Harris, stated: "Wraith Shield is a prime example of how L3Harris continues to innovate as the Trusted Disruptor in the market. It enables operators to disrupt hostile drone signals directly from their radios. With the press of a button, personnel can neutralize attritable unmanned systems, causing them to drop from the sky."

L3Harris developed the Wraith waveform — the first wideband, fast frequency-hopping tactical waveform — in the early 2020s, and it is fielded today in operations where communications face sophisticated electronic warfare attacks. As an enhancement, the company's Rapid Prototyping Group began developing the Wraith Shield upgrade last year to counter adversaries' ability to deploy smaller commercial drones.

The Wraith Shield capability will be deployed on the RF-9820S Compact Team Radio (AN/PRC-171) and its embeddable version, the RF-9820S-ER, later this year. It will also be available as a future software upgrade on all Wraith-capable tactical radios — including the more than 100,000 systems already fielded.

A Converged Solution for Layered Air Defense : With AI-enabled RF sensing, Wraith Shield delivers a radio-as-a-sensor capability that integrates into distributed, data-centric networks. Rob Mariuz, Director of Product Management at L3Harris, noted that the capability can be used stand-alone or integrated with other counter-UxS systems, allowing larger systems like VAMPIRE to focus on bigger threats while Wraith Shield targets smaller drones.

Visualizing the Small Drone Threat Environment : L3Harris partnered with DataShapes AI to create a visualization system that enables users to actively see potential threats in the electromagnetic spectrum. DataShapes AI's GlobalEdge platform transforms distributed RF data into real-time, actionable intelligence at the tactical edge.

US ARMY SELECTS TELEDYNE FLIR DEFENSE ROGUE 1 LOITERING MUNITION SYSTEM FOR LASSO PROGRAM



Teledyne FLIR Defense, part of Teledyne Technologies Incorporated announced that its Rogue™ 1 loitering munition system has been selected by the U.S. Army for its Low Altitude Stalking and Strike Ordnance (LASSO) program.

Teledyne FLIR will deliver a variant of its Rogue 1 lethal UAS for LASSO. Launched in spring 2024, the U.S.-designed and built Rogue 1 already has been delivered to both U.S. Special Operations Command (Ground Organic Precision Strike Systems) and the U.S. Marine Corps (Organic Precision Fires-Light) for their current loitering munition programs.

As described in Army solicitation statements, the LASSO system is a man-portable, ground launched, lethal payload munition and uncrewed aerial system (UAS) with anti-armor capability for use by Infantry Brigade Combat Teams. LASSO is designed to deliver long-range precision strike fire with minimal collateral damage in complex environments.

"The precision and autonomy of the Rogue 1 platform make it ideally suited to achieve the Army's goals for LASSO," said Dr. JihFen Lei, president of Teledyne FLIR Defense and senior vice president of Teledyne's Defense and Aerospace Group. "Rogue 1 leverages our expertise delivering battle-proven UAS technology, including the widely deployed Black Hornet® nano-drone, which we believe can be used with Rogue 1 in an unrivaled 'hunter-killer' combination.

"We'll continue to work closely with the Army to help combat teams improve their mobility and lethality and achieve tactical overmatch against our adversaries," Lei added.

Rogue 1 is a next-generation, optionally recoverable vertical takeoff and landing (VTOL) UAS that enables warfighters to conduct precision strikes against moving and stationary armored targets, soft-skinned vehicles, and dismantled threats. The Rogue 1 system is light enough to be carried by a single Soldier in a single tube and does not require vehicle transport, nor a launcher, key features for Infantry forces.

Other features include advanced electro-optical and FLIR Boson® 640+ thermal cameras to deliver day/night long-range reconnaissance and surveillance. A novel coupling between sensors and warhead in its gimballed payload enables extremely precise targeting. With a greater than 30-minute flight time, burst speeds of more than 70 mph (113 kph), and range in excess of 12 miles (20 km), Rogue 1 was designed for today's harsh battlefield conditions, including communication- and GPS-denied environments.

Teledyne FLIR will deliver up to 130 Rogue 1 components/systems to the Army for test and evaluation next summer. The contract has a two-year performance period.

JOINT INTERAGENCY TASK FORCE ENABLES STANDARDIZED COUNTER-UAS ASSESSMENT

Joint Interagency Task Force 401 recently supported the Army's assessment of emerging counter-unmanned aerial system capabilities during Project Flytrap 5.0, a training exercise currently underway in Lithuania.

Led by the Army's V Corps, Project Flytrap 5.0 is a multinational exercise that brings together U.S. and allied forces, including the United Kingdom and Australia, alongside industry partners to assess emerging counter-UAS technology. The exercise evaluated performance, interoperability and the tactical employment of more than 20 different systems in an operational environment.

This year marks the first time the testing and evaluation standards established by JJATF 401 were applied, ensuring that the performance data collected from the systems evaluated is available to all services

and other government agencies that have joined the task force.

During the exercise, a ground team from the Army's Combat Capabilities Development Command supported instrumented data collection and analysis to evaluate system performance. By pairing data-driven testing with operator feedback, the assessment helped identify how emerging counter-UAS capabilities will perform in realistic environments.

Task force leaders were on the ground to observe the exercise and hear directly from soldiers employing the systems.

"Being here allows us to see firsthand not only how the technology is integrated but how it can be utilized in an operational environment," said Army Col. Sam Kline, JJATF 401 response team director. "This investment provides testing data and operator feedback, enabling

us to improve technology in real time and deliver top-tier counter-UAS capabilities to our warfighters."

Project Flytrap 5.0 also evaluated the integration of the integrated battle command system - maneuver, the common tactical user interface that enables integration across the command-and-control framework for counter-UAS. By combining live testing, instrumented data collection and field assessments, the exercise helped inform which technologies could support integrated, layered counter-UAS operations.

"Flytrap 5.0 demonstrates how investing in both advanced systems and thorough testing drives operational success," said Army Brig. Gen. Matt Ross, JJATF 401 director. "By validating emerging counter-drone technologies in an operational environment, we can inform future counter-UAS capabilities and respond to the rapidly evolving threat of drones."

UAV NAVIGATION-GRUPO OESIA LAUNCHES VECTOR 300, A NEW AUTOPILOT DESIGNED FOR MASS PRODUCTION OF LOITERING MUNITIONS AND C UAS INTERCEPTORS

UAV Navigation, a division of Grupo Oesia specializing in advanced guidance, navigation and control solutions for unmanned vehicles, has announced the launch of VECTOR-300, a new high performance autopilot designed to meet the industrial and operational requirements of mass produced, attritable unmanned aerial systems, with a clear focus on loitering munition and Counter UAS (C UAS) interceptor applications.

VECTOR-300 has been engineered to combine advanced autonomous guidance, navigation and control (GNC) capabilities with scalability and manufacturability. Its architecture is deliberately designed to reduce technical complexity and enable agile, large scale production while ensuring consistent and reliable performance across high volume deployments.

Designed for high dynamic interception and terminal missions, VECTOR-300 delivers strike to target precision guidance with bullseye level accuracy. The autopilot is designed to support the integration of AI based target identification and optical data directly into its autonomous guidance, navigation and control (GNC) loops, enabling advanced engagement of both static and dynamic targets. This architecture supports real time trajectory adaptation during pursuit and terminal engagement phases, making VECTOR-300 ideally suited for demanding loitering munition and C-UAS interceptor operations.

VECTOR-300 is designed to operate in highly contested and GNSS denied environments, even under Electronic Warfare (EW) jamming, spoofing and meaconing. Its robust navigation core relies on advanced



inertial algorithms and multisensor fusion to ensure mission continuity across all phases of operation and can be easily complemented with UAV Navigation-Grupo Oesia proprietary solutions such as the Visual Navigation System to enhance dead reckoning accuracy.

Building on the battlefield-proven capabilities of the VECTOR autopilot family, VECTOR 300 enables the full range of advanced operations already established across UAV Navigation-Grupo Oesia solutions. These include fully autonomous mission execution, swarming and formation flight, 4D trajectory management to reach targets at a predefined time, high dynamic maneuvers, and manned unmanned teaming (MUT) operations, among many other advanced autonomous capabilities.

Fully aligned with the UAV Navigation-Grupo

Oesia product family, VECTOR 300 features an open and modular architecture designed to ensure interoperability with third party platforms, payloads and sensors through seamless integration with VECTOR MCC. This architecture also enables the integration of autonomous decision making software, allowing platforms equipped with VECTOR 300 to adapt to evolving concepts of operation and advanced autonomy requirements. Conceived to meet both today's operational demands and the long term evolution of the unmanned systems domain, VECTOR 300 embodies UAV Navigation-Grupo Oesia's approach to advanced autonomy aligned with global defense industrial strategies. Its scalable, resilient and future ready design ensures sustained relevance across evolving defense programs and industrial frameworks.

ASELSAN INTRODUCES NEW EW AND COUNTER-UAV SOLUTIONS



ASELSAN has unveiled its new and advanced capabilities on the second day of SAHA 2026 in Istanbul with a launch ceremony, demonstrating its ability to deliver advanced solutions across electronic warfare and counter-UAV domains in increasingly complex operational environments while strengthening the capabilities of Steel Dome.

In the electronic warfare domain, ASELSAN presented new versions of KORAL, ILGAR and EJDERRHA, powerful systems designed to dominate the electromagnetic spectrum. KORAL AD Air Defense Electronic Warfare System is a land-based mobile radar electronic warfare system that integrates Electronic Support (ES) and Electronic Attack (EA) on a single platform, enabling long-range detection, identification, and classification of hostile radars while applying advanced jamming and deception techniques. With its Anti-Access/Area Denial (A2/AD) capability, KORAL AD can detect, deceive, and jam enemy aircraft radars, playing a critical role in strengthening layered air defense architectures such as Steel Dome.

Complementing this radar-focused capability, ASELSAN also introduced a new version of ILGAR, a new-generation mobile electronic attack system designed to target V/UHF and partially SHF communication systems. With its high RF output power and reactive jamming capability, ILGAR Communication Electronic Warfare System can effectively disrupt, delay, or deceive enemy communications, including sophisticated frequency-hopping systems. By providing both electronic attack and electronic support capabilities on-the-move, ILGAR can target the strategic communication systems of aircraft while ensuring tactical superiority and operational resilience in dynamic battlefield environments.

Expanding these electromagnetic spectrum capabilities into the counter-UAV domain, ASELSAN also highlighted the new version of EJDERRHA high power electromagnetic counter-UAV protection system. EJDERRHA High-Power Microwave Weapon System neutralizes mini and micro unmanned aerial vehicles, especially those operating in swarm formations, by utilizing high-power electromagnetic wave technology. With its newly integrated radar, enhanced electro-optical systems, and improved engagement effectiveness, EJDERRHA has evolved into a fully autonomous, stand-alone system.

At the forefront of the counter-UAV ecosystem, ASELSAN presented its new products GÖKALP and MIGFER interceptor solutions specifically engineered to neutralize the rapidly evolving threat of asymmetric drone warfare. GÖKALP Autonomous Kinetic Drone Interception System enters the field as a high-speed, AI-powered interceptor drone designed to hunt and destroy FPVs and kamikaze UAVs through high-precision kinetic impact. With its smart tracking and fully automatic interception capability, GÖKALP enables true drone-against-drone engagement, an advanced capability that very few systems in the world can achieve today. The company also introduced MIGFER Self-Protection FPV Interception System, a dedicated "hard-kill" solution integrated onto a 4x4 armored vehicle. Designed to safeguard mobile platforms like tanks and armored personnel carriers, MIGFER utilizes dual smoothbore shotguns and specialized anti-UAV ammunition to autonomously detect and neutralize microdrone threats within a 150-meter radius, ensuring localized survivability in high-intensity combat zones.

SAIC AWARDED NEW \$75.2M PRISM TASK ORDER TO ADVANCE THE NAVAIR COMMAND'S MISSION-CRITICAL AVIATION SYSTEMS

SAIC

“For more than 20 years, we have worked hand in hand with the Navy to deliver mission-critical solutions that are grounded in science and engineering excellence and battlefield operational success.”

BARBARA SUPPLEE

Executive Vice President, Army Navy Business Group



Science Applications International Corp. (has been awarded a new \$75.2 million task order under the General Services Administration (GSA) Personnel and Readiness Infrastructure Support Management (PRISM) contract to provide critical support to the Naval Air Systems Command (NAVAIR). This contract expands on SAIC's two decades of trusted collaboration with the Navy to advance critical equipment and systems needed by our warfighters.

SAIC will leverage predictive analytics and digital engineering tools to improve reliability, reduce downtime, and enhance the operational lifespan of AAE systems, which is vital to supporting global naval contingency operations. SAIC will provide engineering and sustainment services for NAVAIR's SE, used to manage critical aviation systems and provide any troubleshooting support in real time. Additionally, SAIC will drive the development and integration of the Navy's ARS efforts for the MQ-25 Stingray – an unmanned platform designed to extend the operational range of carrier air wings.

“For more than 20 years, we have worked hand in hand with the Navy to deliver mission-critical solutions that are grounded in science and engineering excellence and battlefield operational success,” said Barbara Supplee, SAIC Executive Vice President of the Army Navy Business Group. “This task order enables us to deliver best-in-class technologies that supports naval aviation at its core – AAE and SE sustainment – while driving revolutionary advancements for the MQ-25's refueling capabilities.”

Supplee added, “Our teams don't just deliver; we innovate, transform, and ensure the Navy retains the operational edge required to win tomorrow's fight. This partnership, built on trust and proven performance, positions SAIC as the unparalleled choice for ensuring mission success across the Navy and the joint force.”

The task order supports key NAVAIR program offices such as PMA-201, responsible for common AAE; PMA-260, overseeing SE sustainment; and PMA-268, advancing ARS for the MQ-25. Managed platforms include the F/A-18 Hornet, P-8A Poseidon, SH-60 Seahawk, and MQ-25 Stingray, among others.

SAIC was awarded this contract for the company's digital engineering tools, predictive analytics expertise, and proven relationship with the Navy. Over the past two decades, SAIC has delivered critical and innovative capabilities to sustain mission readiness and operational effectiveness for Key Department of War customers. By prioritizing AAE and SE, while advancing the Navy's MQ-25 refueling program, SAIC remains a trusted partner for driving superior performance and outcomes in the dynamic defense environment.

RAYBIRD UPGRADED WITH ANTI-INTERCEPTOR FEATURE

Ukrainian-born aviation production holding Skyeton has integrated a new anti-interceptor capability into its flagship unmanned aerial system, Raybird. The feature is designed to enhance platform survivability during long-duration ISR and ISTAR missions in contested airspace.

The upgrade allows the aircraft to detect hostile interceptor drones in real-time and alert the operator when evasive action is needed to avoid potential engagement. The solution is now part of serial production and is being integrated into operational systems.

This upgrade addresses one of the most critical and rapidly evolving threats to aerial reconnaissance platforms. The proliferation of interceptor drones has fundamentally changed the operational environment, requiring UAV systems to move beyond passive survivability and incorporate active threat response mechanisms.



The anti-interceptor capability is built as a multi-layered solution that combines detection systems and adaptive flight behavior. It is designed to increase the probability of mission completion while preserving the aircraft, particularly during deep reconnaissance operations where endurance and persistence are essential.

Roman Knyazhenko, CEO of Skyeton: "We take a very rigorous approach to every upgrade. Our primary goal is to make the Raybird more survivable in the most extreme

conditions. We carefully studied comparable solutions and technologies available across the industry and tested them extensively. Based on these results, we selected the most effective approach - one that significantly improves the aircraft's ability to withstand threats from interceptor drones."

The introduction of this feature reflects Skyeton's broader engineering approach: evolving the platform not through isolated upgrades but through systemic improvements that address real operational challenges. Combat experience has shown that survivability is defined by a combination of endurance, altitude, detection capability, and adaptive response.

Raybird's modular architecture allows such upgrades to be integrated not only into newly produced systems but also into previously delivered aircraft, extending their operational relevance in a rapidly changing threat landscape.

IRIS DRONE DETECTION RADARS DEPLOYED IN THE GULF REGION WITHIN WEEKS OF ORDER

In response to the urgent security threat posed by small drones across the Middle East, Robin Radar Systems has delivered its IRIS counter-UAS radars to the Gulf region within weeks of order and is expanding manufacturing to support Gulf states. As aerial conflict continues to unfold, speed and agility are key to strengthening drone defence systems.

Compact and quick to manufacture, our 3D drone radar, IRIS, has been delivered at short notice, integrating seamlessly into wider C-UAS systems to safeguard critical infrastructure across the Gulf, including key national sites, amid heightened threats - particularly from fixed-wing drones.

"Speed and reliability are critical in the current environment. Our ability to deliver and deploy IRIS quickly ensures our partners can respond to threats and protect vital infrastructure without delay. Just as important is the confidence operators have in the system once it is in place, IRIS provides clear, real-time insight in complex environments, enabling faster, better-informed decisions. With IRIS deployed in active conflict zones, we continuously refine and enhance the system through real-world insights and ongoing operational feedback," said Marcel Verdonk, Chief Commercial Officer, Robin Radar Systems

Detection as the first layer of defence Aerial defence systems are only as effective as their detection capabilities. IRIS has been designed to



integrate with command and control (C2) systems and wider C-UAS ecosystems to provide 360° coverage and advanced classification capabilities, enabling operators to detect and distinguish small drones in complex environments with high accuracy.

Lightweight and highly mobile, our 3D radar can be deployed by a single hands-on operator within 15 minutes, allowing for immediate operational use. This saves critical time in the field, ensuring fast, reliable drone detection within minutes - when it matters most. For more diverse applications, our combat-proven technology can also operate in Long-Range Mode (LRM), extending instrumented range up to 12

km, or on-the-move (OTM) for vehicle-mounted use.

These capabilities are informed by real-world insights from Ukraine, where IRIS has been deployed to detect, track, and classify hostile drones, and are engineered to meet the mission-critical needs of operators navigating aerial threats in conflict zones.

As the situation in the Middle East evolves, we're committed to protecting people and critical infrastructure across the region. Discussions continue with regional representatives on further IRIS deployments, all with a view to secure airspace and meet the growing demand for scalable counter-UAS solutions.

DRONESHIELD AND TERMA SIGN STRATEGIC MOU TO ADVANCE LAYERED COUNTER-UAS CAPABILITIES



DroneShield, a global leader in counter-drone technology solutions, along with Terma, a leading defence and aerospace company, announced the signing of a Memorandum of Understanding (MOU), establishing a strategic collaboration focused on advancing layered counter-UAS capabilities. Both companies bring complementary, mission-proven counter-UAS technologies to the collaboration, including AI-enabled UAS detection, electronic warfare systems, and command-and-control software.

The MOU establishes a structured framework to validate, build interoperability, and operationalise complementary counter-UAS capabilities, with the objective of coordinated market engagement between DroneShield and Terma. This collaboration also provides a pathway for customers globally, including Denmark, the Middle East, and the Asia-Pacific, to strengthen existing long-term air defence frameworks as threat environments evolve.

The MOU reflects the growing importance of layered counter-UAS solutions, providing operators the flexibility to select sensing technologies best suited to their specific environment and threat profile. When underpinned by mature, AI-enabled sensor fusion, operators are supported by improved situational awareness and increased accuracy in UAS detection and classification, which are critical to enabling timely and decisive operational responses.

Image: DroneShield and Terma recently signed a Memorandum of Understanding to further cooperation on counter-UAS opportunities

Louis Gamarra, Chief Commercial Officer at DroneShield said the collaboration strengthens the ability of both companies to address evolving air defence and counter-UAS requirements. "Counter-UAS operations increasingly demand interoperable, multi-sensor solutions that can be deployed rapidly and scaled across diverse operational environments. Partnering with Terma allows DroneShield to combine our battle-proven counter-UAS and command-and-control capabilities with Terma's advanced air defence technologies, creating a compelling pathway for customers seeking to enhance layered defence outcomes."

Steen Trier, Vice President, Global Sales at Terma said the MOU supports customers seeking to strengthen counter-UAS capability within established frameworks. "Terma works closely with defence customers operating in complex and demanding environments. This collaboration with DroneShield enables us to complement existing capabilities with additional counter-UAS solutions, supporting customers as operational requirements continue to evolve."

As defence and security customers across Europe and the Middle East continue to prioritise counter-UAS capabilities, this MOU provides a pathway for DroneShield and Terma to jointly pursue emerging opportunities and deliver coordinated, deployable solutions aligned with modern operational requirements.

QINETIQ SUPPORTS MOD TO INTEGRATE COUNTER DRONE MISSILES TO TYPHOONS USED IN THE MIDDLE EAST



QinetiQ has supported the RAF and BAE Systems in rapidly integrating and testing laser guided, low-cost missiles to RAF Typhoons, which are now being used in the Middle East to defend against drone attacks.

The Advanced Precision Kill Weapon System (APKWS), developed by BAE Systems, was trialled earlier this year at the MOD Aberporth range in west Wales, which is operated by QinetiQ under the Long Term Partnering Agreement.

QinetiQ supported the integration of the weapon with the Typhoon before the trials to prove the engineering had been successful, also creating a safety zone at the range and providing realistic targets for the Typhoon pilots to train against.

With a top speed of approximately 350mph, the Banshee Whirlwind is one of QinetiQ's Uncrewed Aerial Vehicle (UAV) training targets, manufactured in Ashford, Kent and used by over 30 countries to represent aerial threats.

Steve Wadey, Group Chief Executive Officer, QinetiQ, said: "From engineering expertise to live trials, our teams are providing the fundamental support needed by our armed forces, to deliver the urgent capabilities that ensure the UK and its allies remain safe and warfighting ready."

Supporting the integration of the APKWS weapon with the Typhoon was enabled via the QinetiQ-led long-term Engineering Delivery Partnership contract. Through EDP, QinetiQ delivers a broad range of specialist engineering services to the Ministry of Defence, that support the continued maintenance and development upgrades of the Typhoon fleet.

ECHODYNE AND MOOG SUCCESSFULLY DEMO RWP AT US ARMY EXERCISE



Echodyne, and Moog Inc, a worldwide designer, manufacturer, and systems integrator of high performance precision motion and control systems, announce the results of testing of their defensive systems to counter small offensive UAS (“sUAS”) weapons.

Capabilities Tested

Live detection, lock on with precision tracking, and successfully engaging of Group 1-3 UAS threats in less than 3 seconds.

Combined AI targeting, wireless fire control, and radar integration across mission equipment capabilities for defense against small UAS weapons.

AI targeting for passive detection, autonomous targeting, track re-acquire, multi-object targeting, Outputs

Identified and swiftly rectified critical capability gaps within a simulated battlefield environment.

Proved that combining precision data with AI firing solution computation is a cost-effective solution for rapidly upgrading existing kinetic weapon stations to highly effective C-UAS systems.

One of today’s critical Defense challenges is detecting, tracking, and mitigating small unmanned offensive platforms in all domains. The speed and lethality of sUAS means they are a constant and serious threat on the battlefield, requiring rapid systems response to protect the warfighter.

The Operation Condor Rebirth demonstration exercise was conducted at Fort Hood, Texas in late March and the team included Moog (RWP and AI targeting), Echodyne (EchoShield radar), and Picogrid (Legion data platform for connected mission systems). The goal was to deliver rapid integration of new systems into a secure Army network and validate against simulated threats in live-fire scenarios.

Moog’s modular weapons platform includes an edge computer, Echodyne’s EchoShield radar for precision tracking, and cables to enable integration with any existing U.S. Army turreted weapon station. The AI targeting system is an enhanced counter-UAS (C-UAS) detection and tracking capability designed for turreted weapons. Fusing precision airspace data with AI capabilities for rapid firing solution computation shown to immediately upgrade these existing kinetic weapon stations to effective C-UAS systems. The team demonstrated detecting, locking on with solid precision tracking, and successfully engaging Group 1-3 UAS threats in less than 3 seconds.

EchoShield is the market-leading medium range radar that consistently and reliably generates precise location data for all drone types and configurations. As a commercial-off-the-shelf (COTS) radar system, EchoShield’s industry standard interfaces and rich data options create a baseline data set that accurately slews optical sensors, cues effector options, and accelerates reaction time. Boasting advanced classification capabilities built on advanced machine learning models, EchoShield tracks all movement and pinpoints system and operator attention where and when it matters.

“Echodyne is proud to continue supporting Moog’s advanced C-UAS and Air Defense capabilities as a trusted partner and collaborator,” said Eben Frankenberg, Echodyne CEO. “By combining high quality radar sensors and rapid integration of data it is possible to deliver impressive C-UAS capabilities from existing battlefield systems, affordably and more quickly than using purpose-built systems.”

“This is a critical moment to rapidly strengthen C-UAS defenses and protect warfighters against evolving threats,” said Mike Gruver, Moog SVP Defense. “Working with teammates like Echodyne ensures the best forms of C-UAS capabilities are available to the U.S. and its Allies.”

JOINT INTERAGENCY TASK FORCE 401 AWARDS \$500M COUNTER-UAS CONTRACT



Joint Interagency Task Force 401 has awarded a three-year Indefinite Delivery/Indefinite Quantity contract with a \$500 million ceiling to support enterprisewide counter-unmanned aerial system operations.

The agreement accelerates the War Department’s capacity to deploy and scale low-cost, attributable air-to-air drone interceptors to protect warfighters and power projection platforms at home and abroad. The contract was awarded to Perennial Autonomy for a range of artificial intelligence-enabled counter-UAS, including Merops interceptors, Bumblebee quadcopters and Hornet midrange strike drones, which are currently being employed by forces operating in U.S. Central Command.

These systems integrate detection, tracking and engagement capabilities using computer vision, radio frequency sensing, jam-resistant communications and autonomous targeting, while retaining warfighter decision-making authority over the use of lethal force. The platforms are a key component of a layered defense against adversary drones, providing commanders with multiple options to respond quickly to threats.

“The task force continues to advance our counter-drone capabilities by fielding systems that can operate across multiple domains and integrate with existing command and control architectures,” said Army Brig. Gen. Matt Ross, JIATF 401 director. “This partnership provides the joint force with state-of-the-art, counter-UAS capability to remain lethal on today’s modern battlefield.”

The contract accelerates the acquisition of operationally proven systems and ensures that top-tier technologies can be rapidly scaled and sustained in response to evolving threats. By leveraging a flexible, enterprisewide contracting approach, the task force continues to synchronize counter-UAS capabilities across the joint force so warfighters can protect themselves and critical infrastructure from adversary drones.

EVE COMPLETES HOVER & LOW-SPEED FLIGHTS BLOCK, ADVANCING EVTOL TOWARD TRANSITION FLIGHT TESTING

Eve Air Mobility global leader in advanced air mobility solutions announced the successful closeout of the hover & low-speed flights block in the flight test campaign of its full-scale engineering prototype. The completed block generated high-fidelity data and knowledge gains that continue to mature the program as Eve progresses toward transition flight testing.

The milestone reflects Eve's disciplined building-block approach, which expands the flight envelope step-by-step and validates models, control laws and aircraft behavior against real-world data before moving into more complex tests. Each completed block strengthens the technical foundation for the next, tightening the correlation between simulation predictions and flight behavior.

"Closing this phase validates the discipline behind our flight test strategy," said Johann Bordais, CEO of Eve. "Across 59 flights, we confirmed stable hover performance and predictable control behavior within the envelope, while expanding our understanding of loads, aerodynamics, propulsion and energy management, key foundations for the transition phase and the certification path ahead with the conforming prototypes."



In this phase, the aircraft demonstrated stable hover performance and predictable handling through progressively more demanding maneuvers. The team first completed the low-speed input phase below 15 knots, executing activities to validate control laws, downwash effects, thermal behavior and the propulsion model. As testing progressed, operations expanded to approximately 20 knots of ground speed (vehicle speed), including simultaneous four-axis maneuvers to further validate aerodynamic and load models, supporting progression to higher speeds, a broader envelope and larger control deflections.

Notable milestones from this phase include the execution of more than 100 flight test points and the first demonstrations of autoland and the simplified fly-by-wire mode, a secondary layer of the fly-by-wire system that

is activated when the normal mode is unavailable. The aircraft also reached 215 feet above ground level (AGL) and flew for 3 minutes and 48 seconds. Throughout testing, the aircraft showed consistent behavior under simultaneous four-axis inputs. Recorded noise levels remained in line with expectations, while propulsion and battery performance were better than anticipated.

"Completing hover and low-speed testing gives us high-confidence data to validate and refine our aerodynamic, propulsion and load models," said Marcelo Basile, Head of Tests of Eve. "That model correlation is what enables disciplined envelope expansion. With planned ground tests next, we will be ready to begin transition flights, in which we validate the lifter-pusher synchronization before moving on to the cruise phase."

Over the coming weeks, Eve's engineering prototype will conduct planned ground tests in preparation for the transition flights block, expected to begin in summer 2026 (July/August). The transition phase is designed to further strengthen the development of the final aircraft by expanding the envelope and validating performance as the program advances toward wingborne flight.

VERTICAL AEROSPACE SELECTS HYUNDAI WIA AS LANDING GEAR PARTNER FOR VALO

Vertical Aerospace, a global aerospace and technology company that is pioneering electric aviation, announced a new long-term partnership with Hyundai WIA, a subsidiary of Hyundai Corporation and a leading mobility and manufacturing company, to supply the landing gear system for Valo, Vertical's electric vertical take-off and landing (eVTOL) aircraft.

Under the agreement, Hyundai WIA will develop and manufacture a bespoke landing gear system for Valo, with end-to-end design and production responsibility. Stirling Dynamics, a UK-based engineering company with more than 30 years' experience supporting certified aircraft programmes, will support Hyundai WIA as a key design partner.

Hyundai WIA's lightweight, technically mature landing gear solution, combined with decades of advanced manufacturing and mobility experience, makes the company a strong partner for Vertical's next-generation aircraft.

The partnership further strengthens Vertical's supplier ecosystem as the Company advances toward certification and commercialization of



Valo.

Vertical has now secured key suppliers across major aircraft systems, including Honeywell (flight control and aircraft management systems), Aciturri (airframe structures), Evolito (electric propulsion units), Syensqo (composite materials), and Isoclima (transparencies). The Hyundai WIA agreement marks another important step in establishing a world-class aerospace supply chain for scaled production.

Stuart Simpson, CEO of Vertical Aerospace, said: "As we advance toward certification and industrialization, securing world-class suppliers remains central to our strategy. Hyundai WIA brings deep expertise in advanced manufacturing

and high-integrity systems, further strengthening the industrial foundation supporting Valo's path to commercial service."

Ho-Young Lee, Vice President of Hyundai WIA, said: "We are proud to partner with Vertical Aerospace on the Valo programme and support the development of next-generation electric aviation. We look forward to working closely with Vertical and Stirling Dynamics to deliver a robust, innovative landing gear solution that meets the highest safety standards and performance."

The announcement follows Vertical's successful completion of two-way piloted transition flight, a key technical milestone validating the aircraft's technology and core operating mode.

Vertical is now progressing toward Critical Design Review (CDR), which establishes the certifiable design baseline and enables the build and test of certification-conforming aircraft. Completion of CDR will lock key design elements, supply chain configuration and certification partner selection ahead of full-scale certification testing and commercial production.



The Sky as a Force Multiplier — Kartikeya in Conversation with
Adam Robinett
CEO; Observation Without Limits (O.W.L.)

Q O.W.L. is placing major focus on drone detection for sports venues and public events. How do you see the threat landscape evolving over the next five years for stadiums and large public gatherings?

A We have been talking to athletic venues for a couple of years now. The original drone threats were not about public safety necessarily as much as it was about drones capturing videos and monetizing content that belonged to someone else. Those are going to be more hobbyist drones that can be detected via electronic measures. Radar is a significant investment and largely not needed for the mission. Regrettably, the drone threat has evolved on battle fields around the world and has become a clear and present public safety threat here at home. Drones are a very difficult challenge requiring a layered security approach. Radar plays a critical role as the long-range detection layer of any complete drone detection system. Stadiums and other entertainment venues will increasingly adopt radars as the drone threat evolves.

Q During NCS4, O.W.L. is showcasing the GA3360 and GA7360 radar systems. What differentiates these platforms from other drone detection solutions currently available in the market?

A A radar alone is not a drone detection solution. As mentioned above, drone detection requires multiple layers – RF sensors, directories, acoustics, cameras, analytics and radar can all be part of a comprehensive drone detections system. The GA3360 will detect a class 1 sized drone at 1.5 to 2 kilometres. The GA7360 will detect a class 1 size drone at 3 to 3.5 kilometres. In addition to the ranges, the biggest differentiator for these units is they provide 360-degree coverage from a single unit – versus panels where you need three or four depending on the field of view. The GA3360 and the GA730 integrate with a wide variety of video management/ command and control systems as well as other hardware to provide a seamless picture for any security operator.



Q Affordable and effective surveillance solutions are becoming increasingly important for venue operators. How is O.W.L. balancing high-performance radar capabilities with cost efficiency for customers?

A Providing 360-degree coverage from a single unit as our GA3360 and our GA7360 do allows OWL to compete very well on price. We developed a product offering using our radar, cameras as well as AI analytics for our partners to have a solution to sell into the correctional market. The correctional facilities have a huge problem with drones dropping contraband into the yards. Corrections is also a group that often has budget challenges. Facing that reality, our solution is right sized for that market. The benefit is the solution is transferable beyond corrections. We will have the solutions our partners sell into the corrections market on a stadium for a World Cup Friendly in the coming weeks.

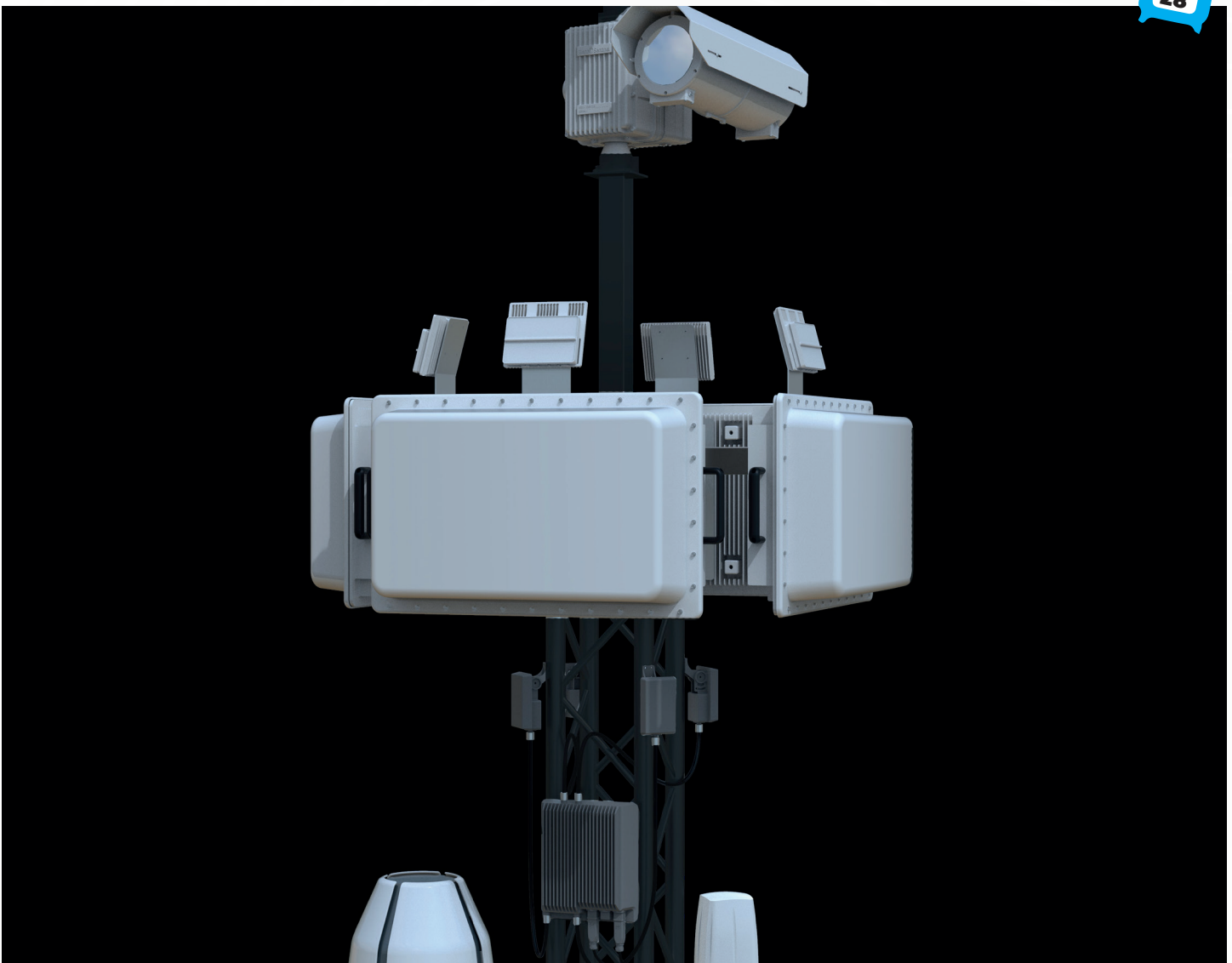
Q O.W.L. emphasizes integrated drone surveillance systems combining radar, EO/IR cameras, and AI technologies. How critical is multi-sensor integration in

modern counter-drone operations?

A I have said it multiple times already, but it can't be overstated – Drones are difficult and require a system of systems for detection and classification. OWL is a radar manufacturer. Our key to success comes through partners who realize great value and performance from our radars as they build layered security solutions for end users. That said, we at OWL must be easy to integrate with – and we take great pride in being so.

Q With drone activity increasing around critical infrastructure and public spaces, what industries beyond sports venues are showing the strongest demand for O.W.L.'s radar solutions?

A OWL is 50% owned by Alabama Power – part of The Southern Company which serves the super southeast with electricity. OWL was built on providing ground surveillance for utilities around their critical perimeters. We have radars on utility infrastructure from the Atlantic Ocean out to Hawaii and everywhere in between. Given the growing threat from drones, those critical perimeters are



expanding to the air. I would be surprised if every one of our existing customers hasn't inquired about drone detection solutions – if it is not all of them, it is 90% of them. We get a new call about it every couple of day.

Q O.W.L.'s systems are designed and built in the USA and are non-ITAR compliant. How important are these factors for international customers and government organizations today?

A OWL is headquartered in Huntsville, Alabama. We do all our engineering and manufacturing in Huntsville. Being American-made and -supplied is very important to our domestic critical infrastructure companies. Our radars are not military grade, which makes exporting them to overseas customers much easier.

Q Looking ahead, what is Adam Robinett's vision for O.W.L. in the rapidly growing low-altitude airspace surveillance and counter-UAS market?

A We introduced the GA7360LR at ISC West. The GA7360 has a 360-degree field of view and can track class one size drones out to three kilometres. We have reengineered the antennas on our GA9000 series radars to improve detections on the edges of the panels. These radars can track class 1 size drones out to 5 kilometres and larger drones at 8-10 kilometres.

Our newest commercial product will be released this summer. It is called the Precision Tracker II. Precision Tracker II is an X-band micro doppler radar that can detect the rotors on a drone at 1.5 – 2 kilometres. This radar is designed to be

deployed with a surveillance radar adding an extra layer of classification for a drone detection system.

I say all that to tell you that OWL is well-positioned to take advantage of the growing counter-UAS market. Our vision over the past couple of years has led us to make substantial investment in both hardware and software to improve our aerial detection sensors. We are right where we intended to be. We will constantly improve our products, and we have a roadmap of new and enhanced sensors, but now is the time to execute for our partners. In the near term, our mission is to provide exceptional customer service with the best sensors in the commercial class such that we are repeatedly earning the business of our partners.



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Redefining Border Security Through Multi-Domain Radar Surveillance



The Sky as a Force Multiplier — Kartikeya in Conversation with

Mark Radford

Co-Founder & CTO - Blighter Surveillance Systems

Q Blighter's A800 Mk2 radar can simultaneously detect ground, sea, and air threats. How important is multi-domain surveillance becoming for modern border security operations, particularly in Eastern Europe?

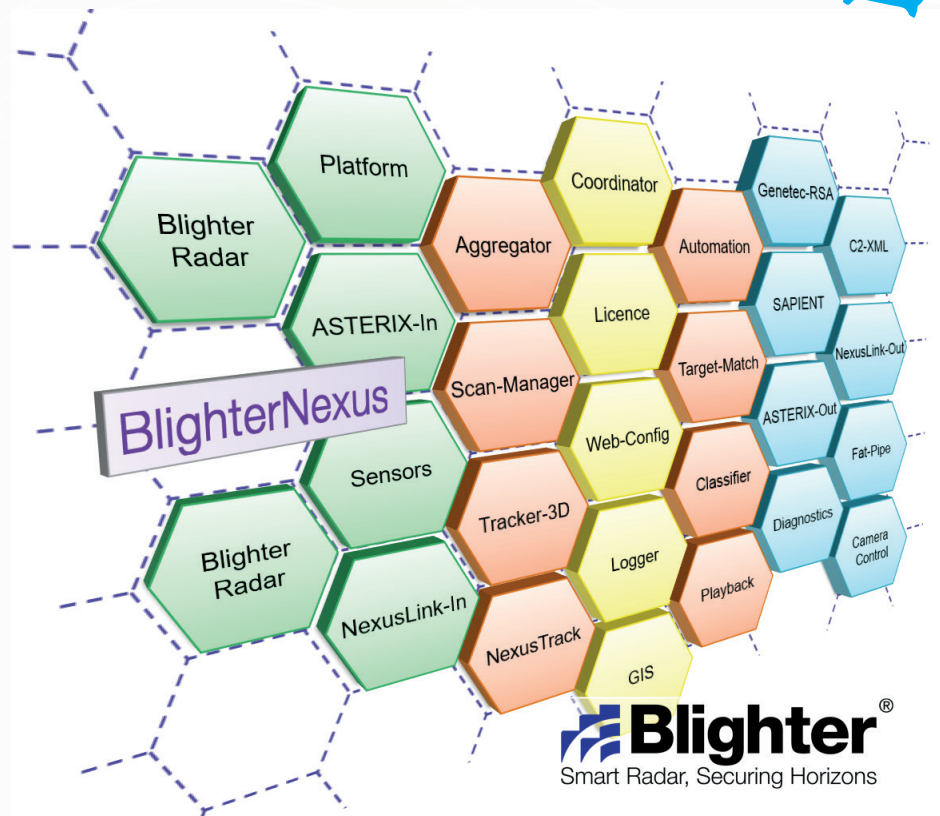
A We have seen that Eastern Europe needs to manage threats from all three domains, and while individual sensors are available for each of land, sea, and air, having one sensor that can truly adapt to each domain allows ease of deployment. Radars are increasingly being deployed on vehicles allowing rapid response to threats with deployment in complex hilly terrain, coastlines, or both, and with a requirement to look to the sky for drones and surface-based threats.

Our BlighterNexus AI Automation function allows each radar to automatically adapt its own settings to accommodate its unique environment, allowing maximum probability of detection (Pd) of the targets of interest while maintaining a low probability of false alarm (Pfa).

Q Recent conflicts have demonstrated the effectiveness of low-cost FPV, fibre-optic, and one-way attack drones. What specific technological capabilities enable the A800 Mk2 radar to detect these difficult low-altitude targets?

A Layers of technology within the Blighter radar allow this rare capability. Critically, ESA (Electronic-Scanning Array) antenna technology on both transmit and receive channels allows a completely static radar beam to stare at an area of the ground or sea, and air. This then allows Blighter's patented clutter removal technology to effectively remove vast quantities of the static ground clutter. Advanced FMCW (Frequency-Modulated Continuous-Wave) waveforms and micro-Doppler processing complete the small and fast target detection process.

However, especially in the near-surface environment, Radio-Multipath-Fading (RMF) has an enormous effect on the radar energy that can be received from low-flying drones. Blighter's use of Ku-Band



“No one sensor can provide universal threat protection; the future lies in distributed, multi-sensor networks that rapidly share actionable intelligence.”

frequencies (in the international 15.7GHz to 17.2GHz radar band) and careful guidance to users on radar deployment methods helps to mitigate some of the RMF effects, while Blighter's two independent, but linked receiver channels, provide so-called space-diversity which also help to reduce system level RMF. Small and fast drones are easy to detect in free-space but advanced radar technologies – as are deployed in our A800 systems - are required in the tough near-surface environment.

Q The contract includes deployment on both fixed border installations and mobile reconnaissance vehicles. How does the radar's low SWaP (Size, Weight, and Power) design enhance operational flexibility for military users?

A The family of Blighter radars have always offered compact size and

weight with very low power requirements, and our radars are compatible with a full spectrum of 'vehicle electrics' power inputs to allow operation from solar, battery or mains sources. The Blighter A800 Mk 2 radars being deployed for this contract are expected to be installed on basic 'austere' towers, where limited power is available. And although the radar is fitted with an optical Ethernet interface capable of giga-bit/s communications, the minimal target data set from the radar can easily be transmitted over narrow band communications links. The A800 Mk 2 radar can also be 'rapidly deployed' on vehicles and trailer masts. Unlike pure CUAS radars that stare into the sky, the A800 Mk 2 multi-mode radars benefit from deployment a few metres off the ground in order to maximise surface and near-surface detection at range, hence it is common for

Blighter radars to be deployed on pump-up masts.

Q BlighterNexus software is designed to integrate radar data with command-and-control networks and third-party sensors. How critical is sensor fusion and the creation of a common operating picture (COP) in today's border protection environment?

A Warfighting in Ukraine has demonstrated that layered, multi-sensor fusion and rapid distribution of threat data is critical to effective response. BlighterNexus does not try to solve the entire challenge but provides a highly connected, low-latency and data-rich source of Blighter radar data for connection into the wider network. Importantly, BlighterNexus also provides a lot of additional functionality that traditional systems integrators would have worried about in the past. BlighterNexus includes optimised target tracking, track fusion across multiple radars, highly granular exclusion zones, alert & action zones, and adaptive radar settings using an AI Automation function. Blighter takes care of all the complex radar environment so that the system integrator can focus on other capabilities.

Q Your radar combines ESA technology, micro-Doppler analysis, and advanced clutter suppression. Could you explain how these technologies work together to reduce false alarms while maintaining high detection performance?

A Each of these technologies address a unique dimension in Blighter's operation. ESA Antennas provide precision, dual-symmetric (Tx & Rx) focused beams for azimuth measurement and with exceptionally low sidelobe levels allowing operation in complex environments with combination of small targets and large clutter reflecting objects. Micro-Doppler provides high fidelity measurement of the motion components within the radar reflections. This includes the vast static (zero-Doppler) reflection from ground clutter, plus the motion of all moving objects within the radar beam. Micro-



Doppler, in particular, allows analysis of fine details of drone reflections which include both the drone body and the Doppler spreading effects of rotors. By carefully and effectively managing the removal of ground clutter, the task of managing the rest of the radar scene is made much easier for the remaining processes.

Q Blighter states that the A800 Mk2 can detect targets travelling at speeds up to Mach 1 while remaining under the US\$1 million price point. How do you balance affordability with the advanced capabilities demanded by military customers?

A The A800 Mk 2 radar is derived from the low-cost technology developed for the Blighter 400 series radars. The original design parameters allowed for a wide variety of target types, even though the initial goal was crawler and walker detection at ranges of many km. Some of the initial design decisions, very much focused on value for money, included Blighter's ESA antenna design which offers exceptional low-loss full 90° electronic-scanning, and transmitter technology borrowing from the nearby spectrum use for the volume satellite communications market. The ability to detect targets as fast as Mach 1 happened to be a benefit of wise design choices made in the early days of Blighter, even though we never imagined such targets being on our radar. By

achieving exceptional ground clutter suppression by other means mentioned above, we could afford to make our range gates nice and long, typically 10m or 20m, giving us enough time to capture the Doppler motion of a fast aircraft as it passes through an individual range cell.

Q With more than 800 Blighter radars deployed across 40 countries, what emerging trends do you see shaping the future of counter-UAS and border surveillance systems over the next five years?

A Blighter radars have been deployed across the world in very hot and very cold places, dry and wet, dusty, sandy, snowy, sea-level and mountain top. These are all locations where drones are appearing, both for beneficial and malicious use. It is recognized that no one sensor can provide universal threat protection and therefore we anticipate distributed systems comprising a multitude of general and specialized radars, Electro-optic camera systems, RF direction finding and Acoustic sensors. And these sensors and the sensor network need to be able to distribute those layers of information rapidly to enable early target engagement. The Blighter A800 Mk 2 multi-mode radar in some ways provides a hybrid of that general vs specialized radar capability in that it can adapt to different environments and for different applications both on fixed towers and vehicles.

PROJECT SKYKRAFT AWARDED EUR21M FROM INDUSTRIKLIVET TO ADVANCE ESAF PRODUCTION IN SKELLEFTEÅ, SWEDEN

SkyKraft, the joint venture between SkyNRG and the Swedish power company Skellefteå Kraft, has been awarded 21 million EUR approx. from the Swedish Energy Agency's Industriklivet Initiative. While Project SkyKraft is grounded in long-term commercial investment and market demand, early-stage funding remains important in advancing projects toward Final Investment Decision (FID). The support will help accelerate the next phase of development for the planned eSAF facility at Näsudden in the Port of Skellefteå.

Industriklivet, part of Next Generation EU, co-finances industrial projects that reduce fossil emissions. The grant will support the next phase of Project SkyKraft's feasibility work, including the design and engineering activities needed to prepare for FID in 2027. Once operational, SkyKraft aims to produce up to 130,000 tonnes of eSAF annually using renewable electricity and biogenic CO₂.

The grant comes at an important moment for the renewable fuels sector in Europe. While several electro fuel projects have faced financing challenges in recent months, the support from Industriklivet underlines confidence in



SkyKraft's business model, strategic partnerships and long-term market potential. Unlike broader electro fuel markets, demand for eSAF is being driven by clear regulatory mandates and accelerating aviation decarbonization targets across Europe.

SkyNRG CEO & Co-Founder Maarten van Dijk: "This support is a strong signal that SkyKraft represents the kind of project Europe needs to scale SAF production. eSAF is a complex and capital-intensive industry, but the long-term demand fundamentals are very strong. With SkyNRG's experience in SAF markets and Skellefteå Kraft's renewable energy expertise, SkyKraft combines industrial capability with the right market conditions to move from ambition to delivery."

Joachim Nordin, CEO of Skellefteå Kraft: "Funding from Industriklivet is a clear confirmation that the

Swedish Energy Agency also recognizes SkyKraft as vital both for the aviation sector's transition and for Sweden's resilience. During the feasibility phase, we have received further confirmation that Näsudden offers world-class conditions for eSAF production. This includes access to renewable electricity and biogenic carbon dioxide required for production, but also the necessary infrastructure and the expertise available within our companies and in our region."

Caroline Asserup, Director General at Swedish Energy Agency: "The geopolitical situation and what is currently happening in the global fuel markets shows how important it is to get away from dependence on fossil imports. This investment provides synergies as we can both reduce emissions and at the same time build up domestic production of aviation fuel." SkyKraft is SkyNRG's third facility, which joins Project Wigeon, in the US - a renewable natural gas to SAF project and DSL-01, a large-scale SAF plant in the Netherlands that recently reached FID earlier this year. Together these projects highlight the continued momentum behind SAF projects with strong industrial foundations and clear market alignment.

JOBY'S COMMITMENT TO SUSTAINABLE AVIATION

Joby Aviation and Reuben Brothers announced an alliance to establish an air taxi vertiport at Park Elm Residences at Century Plaza in Los Angeles. It's a landmark step toward making zero-emission urban air mobility a reality, and for residents of Park Elm, it means something more: the potential to book a Joby air taxi from their building the way they might hail a car today, for flights across the greater Los Angeles area. This is what it looks like when sustainable transportation moves from aspiration to adoption.

The distance between Century Plaza and John Wayne Airport in Orange County is roughly 41 miles - in Los Angeles traffic, a drive that's anywhere from one to two hours. Selecting a Joby air taxi for this journey could result in 34% lower energy consumption per passenger-mile compared to a standard gasoline automobile, and a 93% reduction relative to a traditional gas-fueled helicopter. When you account for the electricity grid mix in Southern California - which is cleaner than the national average due to the region's higher share of renewable energy - the potential emissions savings are even greater: 47% fewer emissions per passenger-mile than a gas-



powered car, and 94% fewer than a gas-powered helicopter.

Based on a Joby flight occupancy of 2.5 passengers. Assumptions and data limitations are listed on page 22 of our 2024 Impact Report. Ground and air indirectness factors are modeled based on partner data and feasible air space

routes.

Each flight is a measurable step toward cleaner cities. But for Joby, sustainable aviation doesn't stop with the aircraft - it extends to how and where we build it.

In 2025, we continued to measure and reduce the environmental footprint of our facilities and factories. We conducted an energy audit at our most energy-intensive campus and procured our largest amount of renewable electricity to date - part of a three-year effort that has avoided over 5,100 metric tons of greenhouse gas emissions, the equivalent of taking approximately 1,200 cars off the road for a year. 2025 also marks our lowest-ever emissions intensity by revenue, reflected in the numbers below.

More metrics and data will be disclosed in our 2025 Impact Report, scheduled to be released July 2026, available on our website.

Partnerships like Century Plaza are only meaningful if the product behind them delivers on its promise, and for Joby that promise is measurable. Reducing environmental impact, from the aircraft we fly to the facilities we operate, is central to our mission.

TOHOKU AIR SERVICE SIGNS LOI FOR PURCHASE OF EVTOL AGREEMENT LAYS GROUNDWORK FOR EVTOL TO CONTRIBUTE TO SAFE AND RELIABLE URBAN AIR MOBILITY IN TOHOKU

SkyDrive Inc. aircraft manufacturer based in Japan, has announced the signing of a Letter of Intent (LOI) with Tohoku Air Service (TAS), a helicopter operator owned by Tohoku Electric Power Company, for the purchase of one SkyDrive eVTOL (SKYDRIVE, SkyDrive Model SD-05). Under this agreement, SkyDrive aims to deliver the aircraft in 2028.

Tohoku Air Service hopes to leverage the numerous advantages offered by eVTOL aircraft including quiet operation, lower purchase and maintenance costs. eVTOL also provides a wide range of potential applications including sightseeing flights, easy transportation of people and cargo, and specialist roles in medical service provision and natural disaster response. Tohoku Air Service has decided to enter into this agreement in recognition of these wide-ranging potential contributions to improve quality of life through safety, reliability and comfort. This LOI marks SkyDrive's first agreement for the purchase of an aircraft by a Japan-based helicopter operator.

Background to the Agreement and Plans for Ongoing Collaboration : SkyDrive is developing eVTOLs with the mission of "leading a once-in-a-century mobility revolution". Our goal is to make simple and convenient air travel a regular part of city life. During 2025, over a period of around six weeks, SkyDrive successfully showcased demonstration flights of the "SKYDRIVE" (SkyDrive Model SD-05) both at the Expo 2025 Osaka and at a second vertiport within the city of Osaka. Having conducted further demonstration flights in Tokyo during February 2026, we are working towards our next major milestone: commercial operations in 2028.

Tohoku Air Service was established as a helicopter operator in 1991 as a member of the Tohoku Electric Power Company group of companies. At its founding, the company was able to leverage the more than 38 years of power line inspection experience gathered by its parent company, and since then, for more than 30 further years, TAS has helped support the maintenance and development of electricity infrastructure, principally through the operation of the helicopters used for airborne power line inspections and the transportation of cargo to mountainous and other locations difficult to reach by road and rail. With a firm emphasis on safety, the work of TAS supports the development of the entire Tohoku region.

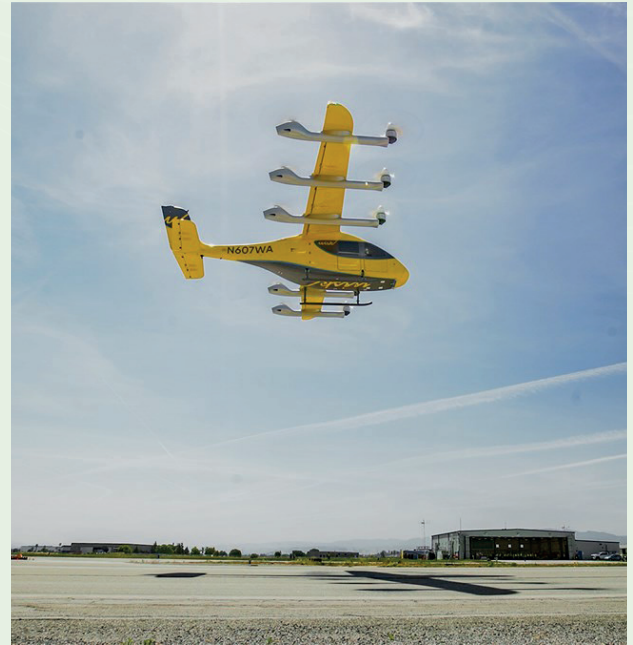
Through the agreement with SkyDrive, TAS will now be able to apply the knowledge it has accumulated through long years of experience in helicopter operation to the operation of eVTOL, with the aim of building sustainable transport systems to serve regional cities and contributing to the growth of regional economies through the effective use of this next-generation mobility technology.

TAS will thoroughly examine the functionality, safety, infrastructure requirements, and operational feasibility of eVTOL services with the goal of working together with SkyDrive to establish a multi-use operational model that can respond flexibly to the diverse needs of the market.

Comment from Tohoku Air Service President Shigeyuki Ouchi : Signing of this Letter of Intent with SkyDrive as a step towards the purchase of one "SKYDRIVE" (SkyDrive Model SD-05) lets us advance our concrete investigations into the real world operation of this next-generation technology. We will conduct a detailed confirmation of the functionality, safety, and infrastructure requirements, to assess the operational feasibility of eVTOL services from multiple perspectives. Working together with SkyDrive, the only company in Japan developing an eVTOL, allows us to feed the operational knowledge we have built through our helicopter operations into the development of SkyDrive's aircraft. We also plan to develop a multi-use operating model that can serve the people of the Tohoku Region and Niigata Prefecture in various ways including the provision of tourism services, regional transport routes, medical services and post-disaster relief. These services will contribute to the regional economy and help create a safe, secure and comfortable urban environment.

Comment from SkyDrive CEO Tomohiro Fukuzawa : I am truly delighted that Tohoku Air Service has been able to sign this Letter of Intent with SkyDrive as a step toward the future purchase of one of our aircraft. SkyDrive, guided by our mission of leading this once-in-a-century mobility revolution, is focused on the development and entry into service of a viable eVTOL aircraft. Through demonstration flights at the Osaka Expo, Osakako Port and Tokyo Bay, we have steadily validated the technical capabilities and operational possibilities of our aircraft, and we are now moving into an important phase that will lead through to the start of service in 2028.

2ND GEN 6 AIRCRAFT ACCELERATES WISK'S FLIGHT TEST PROGRAM



Wisk Aero, an autonomous aviation company announced the successful first flight of its second Generation 6 aircraft. This milestone is a powerful testament to Wisk's flight test program and scale, coming shortly after the first Gen 6 aircraft started its flight test campaign in mid-December.

Conducted at Wisk's flight test facility in Hollister, CA, the flight included vertical takeoff, hover, and chirp maneuvers - an important first step in characterizing the aircraft's performance. The addition of a second active Gen 6 flight test vehicle significantly expands Wisk's capacity to collect data, validate systems, and accelerate the flight test campaign.

"Seeing the second Gen 6 aircraft take to the skies is a proud moment for Wisk," said Sebastien Vigneron, CEO of Wisk. "This pace of execution is exactly what is required to meet the rigorous safety standards of commercial aviation. Having multiple aircraft in flight testing allows us to move faster, learn quicker, and stay on the leading edge of autonomous aviation. Every flight provides crucial data that matures our aircraft and autonomous system, bringing us one step closer to delivering a certified, autonomous air taxi service."

The dual-aircraft testing phase will focus on expanding the flight envelope, including transitions from hover to wing-borne flight, while continuing to refine the control laws and system performance. Wisk's Gen 6 aircraft is designed to meet or exceed current commercial aviation safety standards. The aircraft is all-electric and autonomous, with human oversight from a ground-based operator - a model Wisk believes is necessary for safety, scalability, and affordability.

This increase in flight test capacity directly supports Wisk's path to commercialization, along with the U.S. Department of Transportation's selection of Wisk's partner, the Texas Department of Transportation (TxDOT), for the Electric Vertical Takeoff and Landing (eVTOL) and Advanced Air Mobility (AAM) Integration Pilot Program (eIPP). Wisk will use its autonomous systems and aircraft to drive the program's operational execution, conducting real-world flight operations in the U.S. National Airspace.

In addition to its work in Texas, Wisk continues to collaborate closely with the FAA and NASA to cement U.S. leadership in AAM.

ACCELERATING VERTICAL FLIGHT AUTONOMY THROUGH INTEGRATED TEST AND EVALUATION

Aurora Flight Sciences, a Boeing company, supports customers developing next-generation vertical flight systems. With more than 30 years of experience in autonomy and rapid prototyping, the company provides an end-to-end ecosystem that helps customers reduce technical risk, validate performance, and bring advanced aerospace technologies to market faster.

A Proven Foundation in VTOL Innovation : Aurora's legacy in vertical flight spans rotorcraft research, vertical takeoff and landing (VTOL) demonstrators, and advanced small unmanned aircraft systems (sUAS). Through this work, the company has developed a strong understanding of the unique challenges associated with vertical lift. Aurora applies that knowledge to structure development efforts around a progressive, risk-reducing test approach. Early testing is conducted in controlled environments, with subsequent phases incrementally increasing complexity and fidelity as systems demonstrate readiness.

GoldenEye: Early VTOL Development : The GoldenEye family of ducted fan VTOL aircraft established Aurora as an innovator in unmanned vertical flight.

GE-100, Aurora's first VTOL aircraft, first flew in 2003 and served as the foundation for later aircraft.

GE-50, introduced in 2004, explored patented free-wing technology and fully autonomous flight. It also received three experimental airworthiness certificates from the FAA in 2007, enabling it to operate in the National Airspace System.

GE-80, first flown in 2005 became the first ducted fan UAV to operate using a heavy fuel engine, advancing propulsion options for compact VTOL systems.

Passenger Air Vehicle (PAV): Urban Air Mobility Prototype Aurora's electric VTOL Passenger Air Vehicle first flew in 2019 and contributed to industry efforts in autonomous urban air mobility. PAV was designed for fully autonomous operation and integrated intelligent flight-management capabilities for each phase of flight. The program informed requirements and design considerations for future autonomous and electric vertical-lift concepts.

Autonomous Aerial Cargo Utility : System (AACUS): Human-Machine Teaming AACUS was designed to demonstrate how autonomy could support cargo resupply for the U.S. Marine Corps. The system combined radar, LIDAR, and autonomy algorithms to convert a conventional helicopter into a pilotless platform capable of operating in challenging environments. AACUS was vehicle-agnostic and required minimal operator training.

Aurora initially tested AACUS on a Boeing unmanned H-6U Little Bird and a Bell 206. In 2017, Aurora conducted a major demonstration at Marine Corps Base Quantico using a modified UH-1 Huey known as AEH-1. The aircraft completed an autonomous mission that included route selection, obstacle avoidance, landing zone adjustment, and final approach based on simple commands from a handheld tablet.

Simulation and Hardware-in-the-Loop Testing Aurora's Hardware-in-the-Loop Simulator (HILSIM) allows engineers to evaluate flight-critical software and hardware in a controlled, high-fidelity environment before the aircraft ever leaves the ground. This capability supports early integration, shortens test campaigns, and reduces the risk sometimes associated with flight testing.

The company's flight simulation lab in Cambridge, MA supports applied research and prototype development, enabling engineers to rapidly prototype, test, and refine new aircraft technologies. The lab features a reconfigurable environment for autonomy testing and human machine integration. The lab has supported numerous research and development efforts, including the Pilot Cognitive Inference project, which used biometric sensors to analyze pilot workload and situational awareness.

KEY DEVELOPMENT MILESTONE MET AS AIRLANDER 10 OPERATIONAL TESTING DELIVERS EXCELLENT RESULTS

Continuous development, followed by thorough testing, is part of the critical role the engineering team at HAV play to ensure the aircraft has the best design and capabilities possible as we work towards Type Certification. Utilising the Airlander simulator is a core part of this work, enabling the team to test, analyse and refine the aircraft's performance in a controlled virtual environment ahead of real-world operations. This has formed a key de-risking phase for the aircraft, proving the aircraft's operational capabilities.

During the first few months of 2026, our engineering analysis team have flown several hundred take-offs and landings in the Airlander 10 simulator. This work forms part of an ongoing programme to refine the aircraft's performance as we continue to develop its operational capability.

Over the last year, significant development work has been carried out as we continue to optimise the setup and operation of the aircraft. The sim testing has allowed the team to re-baseline the aircraft's performance for: take-off and landing run lengths; climb rates; accelerate-stop distances (the runway length needed for an aircraft to speed up for take-off



and then safely stop if the take-off is rejected); and go-around capability (the ability of an aircraft to stop its landing approach and climb away safely to try again). This builds on earlier simulator work our team have carried out. Expanding the operating envelope Alongside the updated aircraft configuration testing, the team also expanded the scope of the simulator testing. This included flying the aircraft 'heavier' and 'lighter' than the planned operating envelope, as well as in wind and turbulence levels beyond those planned as operational limits. The purpose of this expansion was to ensure the aircraft still has a safe margin of performance at its limits, rather than operating right up against the limits where there is little room for error.

The team also expanded the testing to explore the limits of near-vertical take-off, where the aircraft relies more on vectored thrust than aerodynamic lift. At reduced payloads, this can provide the capability to operate from significantly smaller spaces.

What did the team find out? : Airlander operates

safely beyond its offered flight envelopes for wind and heaviness, confirming strong safety margins without sharp performance limits.

The go-around trials showed that Airlander can safely discontinue a landing and climb away again, even very late in the approach and under the most demanding conditions (including at maximum heaviness with zero wind - the worst case).

At lower heaviness with modest wind conditions, Airlander takes off in such short distances that no 'near-vertical' technique is necessary. Even at maximum payload with zero wind, Airlander requires only 600 metres to take-off and climb to 50 feet, which is comparable to a small aeroplane and less than half that required by an airliner with the same passenger capability. A near-vertical take-off, using thrust vectoring, can reduce the low-wind take-off distance, enabling safe operations from smaller or more constrained sites. Near vertical landing is practical across a wide range of heaviness. This enables landing over obstacles close to the landing site, and the ability for Airlander to arrive at a safe height over the obstacle, stop (using reverse thrust in flight) in the air above the landing site, then land using vectored thrust.

AE REGULATOR AND ARCHER MOVE TO STREAMLINED APPROACH FOR CERTIFYING MIDNIGHT IN THE UAE



The UAE General Civil Aviation Authority (GCAA) has transitioned Archer's Midnight aircraft into a Restricted Type Certificate (RTC) program, advancing the regulatory path for the aircraft's entry into service in the UAE.

Archer is the first eVTOL manufacturer to transition to an RTC certification track with the GCAA, utilizing an airworthiness pathway aligned with international aviation frameworks.

The RTC program provides an established pathway for Archer to begin limited commercial operations. It also ensures that Midnight is developed under a regulatory baseline that supports long-term commercial viability within the UAE.

This milestone follows several years of technical collaboration between the GCAA and Archer, including multiple on-site inspections by experts at Archer's headquarters and flight test facilities in the U.S., as well as in-country flights with Midnight. It was supported by the Abu Dhabi Investment Office (ADIO) as part of its commitment to establishing Abu Dhabi as a global leader in the Smart and Autonomous Vehicle Industries (SAVI) cluster.

A cornerstone of this advanced regulatory phase is initiating a GCAA Design Organization Approval (DOA) and Production Organization Approval (POA). These designations signify a high degree of trust in Archer's engineering and safety management systems.

"The GCAA is committed to safely integrating innovative aviation technologies into the UAE airspace," said Eng. Aqeel Al Zarooni, Assistant Director General, Aviation Safety Affairs Sector at GCAA.

Through this program, Archer and the GCAA have made progress across eight workstreams critical to commercial readiness, including aircraft certification, operations, maintenance, flight crew training, airspace, vertiports, security and oversight.

Adam Goldstein, founder and CEO of Archer, said, "The UAE has been one of the most forward-leaning markets in the world for advanced aviation, and the GCAA has been a strong, collaborative partner throughout this process. Advancing Midnight into this RTC program is a major step toward bringing electric air taxis to the UAE."

Midnight is planned to enter service in Abu Dhabi with Abu Dhabi Aviation, Archer's local operating partner and one of the region's leading aviation companies.

Mahmood Al Hameli, Group CEO of Abu Dhabi Aviation, said, "This milestone reflects Abu Dhabi Aviation's confidence in the UAE's aviation ecosystem and Abu Dhabi's readiness to embrace practical innovation. It reinforces our commitment to supporting the safe and responsible rollout of advanced air mobility systems, unlocking new opportunities for connectivity, operational efficiency and sustainable economic growth across the Emirate."

EHANG EH216-S CONDUCTS 1ST PEOPLE-CARRYING FLIGHTS IN MEXICO AND LATIN AMERICA AT FAMEX TULUM AIR SHOW 2026



EHang Holdings Limited, the world's leading Advanced Air Mobility ("AAM") technology platform company, announced the completion of the first people-carrying flights of its EH216-S pilotless electric vertical take-off and landing (eVTOL) aircraft in Mexico and across Latin America.

The flights were conducted at Tulum International Airport by EHang's local operator partner, Air Mobility, during the Feria Aeroespacial México (FAMEX) Tulum Air Show 2026.

These landmark flights represent a step forward for the further deployment of safe, sustainable, and intelligent air mobility solutions in Mexico and the broader Latin American region. The demonstrations illustrated the flexible deployment and operational capability of the EH216-S in an airport environment. Potential local use cases include aerial tourism experiences over high-value destinations such as Tulum, and airport-to-city and airport-to-resort shuttle services, responding to growing demand for efficient, low-emission mobility in key tourism hubs.

The achievement builds upon EHang's first EH216-S flights conducted in Mexico in 2025, enabled under a Special Airworthiness Certificate for Unmanned Aircraft Systems (UAS) granted by AFAC. This regulatory milestone laid the foundation for an operational framework in Mexico, developed collaboratively between AFAC, Air Mobility as the local operator, and EHang as the aircraft manufacturer. The framework encompasses the Concept of Operations (ConOps), operational risk assessment, technical and airworthiness documentation, crew training and licensing, UAS registration and aviation insurance requirements.

Ms. Cristina Lara, CEO of Air Mobility, became the first woman in Mexico and Latin America to fly aboard a pilotless eVTOL aircraft.

The success of these flights was made possible with the unwavering support of Feria Aeroespacial México (FAMEX), whose continued commitment to promoting the Mexican aeronautical industry and innovation ecosystem has been instrumental in positioning Mexico as a leading AAM market globally.

Ms. Cristina Lara, Air Mobility CEO stated, "Today's flights represent a defining milestone not only for Air Mobility, but for Mexico and Latin America as a whole. Being part of the first people-carrying pilotless eVTOL flights in Mexico—and personally experiencing this technology—proves how close we are to transforming AAM. Mexico is ready to lead this revolution."

Ms. Victoria Jing Xiang, EHang Chief Operating Officer for Europe and Latin America, stated, "These flights showcase the maturity, safety, and operational readiness of our pilotless eVTOL technology. With active institutional collaboration and a defined regulatory pathway, Mexico has proven to be a forward-thinking and strategic market for AAM. This milestone is a further step toward the future certification and commercialization of the EH216-S in Mexico and represents a leap forward in EHang's global expansion."

Mexico is among the promising AAM markets worldwide, driven by high-demand tourism corridors, congested urban environments and early regulatory advancements enabling UAS operations. The successful execution of these demonstration flights reinforces Mexico's position as a regional leader in the adoption of AAM solutions.

IAA TO ESTABLISH LONG-TERM DRONE SAFETY ZONE OVER CORK FOLLOWING PUBLIC CONSULTATION



The Irish Aviation Authority (IAA) has announced that it will establish a long-term drone safety zone over Cork City, ensuring the safe integration of drone operations in one of the country's busier airspace environments.

The IAA's decision follows a public consultation on the temporary Cork Beyond Visual Line-of-Sight (BVLOS) Unmanned Aircraft Systems (UAS) Geographical Zone (UGZ T2) and includes an important update: the additional T2-specific advance coordination requirement has been removed. Local drone pilots flying within Visual Line-of-Sight (VLOS) will revert to the coordination requirements that existed prior to the introduction of the T2 zone. The IAA noted that BVLOS drone flights will still be subject to full advance authorisation and stated that the changes maintain stringent aviation safety standards while easing requirements for lower-risk drone activities.

"A UAS Geographical Zone is purely an airspace safety tool," the IAA stated. "It does not rezone or change airspace ownership, does not make planning or commercial decisions, and by itself does not authorise any specific drone project or delivery service. Instead, the zone provides a structured safety framework for drone operations in complex environments solely to enhance aviation safety."

The IAA pointed to strong public interest in the consultation, with 662 submissions received – approximately 95 percent from the Cork region. Most respondents were members of the public concerned about noise or privacy, with a smaller portion from registered drone operators. Fewer than one in ten responses directly addressed technical aspects of the proposed zone itself or its regulatory function.

Among respondents, a primary concern was the potential burden of requiring prior coordination for ordinary VLOS drone flights in Cork's airspace. After reviewing safety assessments and considering consultation feedback, the IAA has decided that the advance coordination requirement for VLOS operations within the Cork T2 zone will be removed. VLOS drone operators will simply continue to follow standard drone safety rules – keeping drones within sight and away from other aircraft – without any added paperwork or permissions. All BVLOS drone flights in the zone will still require explicit IAA approval.

The Irish Aviation Authority will formally establish the Cork T2 UAS Geographical Zone on a long-term basis as a "Safety Information" zone. The IAA will act as the controlling authority for the zone and will periodically review the arrangement to adapt to any future changes in technology or safety needs. A revised Aeronautical Notice detailing the permanent Cork UGZ and its operating conditions will be published separately in the coming days.

WING LAUNCHES DRONE DELIVERY PILOT WITH PAPA JOHNS IN CHARLOTTE



Wing and Papa John's have partnered in an initial drone delivery pilot programme in Charlotte, North Carolina. This marks Wing's first direct partnership with a national restaurant brand.

The pilot is initially launching via the Wing app. Soon, Wing's drone network will integrate directly with Papa John's first-party app and Lou AI, its digital pizza assistant powered by Google Cloud.

As of May 11, deliveries of Papa John's toasted sandwiches can be made by drone to residents of Sun Valley Commons in Indian Trail. Charlotte residents are invited to check their eligibility and sign up for updates as the programme expands.

DUFOR AND VOLATUS TEST JOINT BVLOS OPERATIONS IN CANADA



Dufour Aerospace has integrated its platform into the Volatus Operations Control Centre (OCC) to support beyond visual line of sight (BVLOS) operations. This marked the deployment of the first instance of Dufour's web-based operational application and remote operator procedures outside the company's own organisation. Included in the update was a standalone simulation environment to support procedural training and operational preparation.

As part of the activities, Volatus successfully conducted the first remotely operated flight from the control centre using the Aero-30 platform.

Dufour and Volatus are working together to support the development of long-range logistics capabilities. The successful flight from the OCC demonstrated key parts of this operational concept in a real environment, including remote operator workflows, communication infrastructure, and operational procedures.

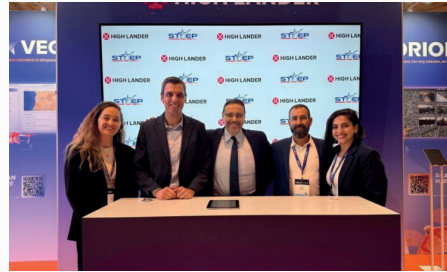
HIGH LANDER JOINS TEXAS-BASED STEP CONSORTIUM TO EXPAND C-UAS AND UTM AUTONOMY IN THE UNITED STATES

High Lander has joined STEP, an American investment fund based in Houston, Texas, focused on companies in the uncrewed systems (UxS) and counter-UAS (C-UAS) space.

Co-exhibiting from a shared pavilion at Airspace World in Lisbon, the entities announced the alliance, which establishes High Lander as the definitive software backbone for STEP's ecosystem of operations, according to a joint press release.

STEP assembles a portfolio of synergistic, interoperable companies spanning aerial, ground, and maritime domains, acting as an accelerator for the full-spectrum autonomous systems industry. Within this ecosystem, each portfolio company strengthens the others, and High Lander's software serves as the operational layer for the aerial domain, managing, coordinating, and deconflicting all UAV operations across the ecosystem. The ecosystem's focus on the high-growth U.S. aviation market leverages these software solutions to orchestrate macro-level airspace management alongside complex fleet operations.

High Lander provides airspace and mission management for the STEP ecosystem through



its specialized software suite. Vega UTM delivers next-generation uncrewed traffic management, providing aviation authorities and managers with the automated strategic and tactical deconfliction required for unified airspace. Complementing this, Orion Drone Fleet Management acts as the hardware-agnostic platform for automated flight execution, allowing operators to control and scale complex, multi-drone missions. Together, these platforms form the operational core of the ecosystem, bridging the gap between localized drone operations and airspace safety.

Alon Abelson, CEO and Co-Founder of High Lander, stated: "The future of aviation relies on a fully integrated sky where crewed and uncrewed

aircraft operate in harmony. By embedding our software into the STEP ecosystem and showcasing this architecture together here in Lisbon, we are providing the essential digital infrastructure needed to manage complex airspaces safely and at scale. This collaboration provides a direct path for operators and municipalities to transition from isolated testing to sustained, high-density drone operations."

High Lander is already utilizing its active deployment in Tulsa as a proof point for U.S. market entry. The live operations in Tulsa serve to validate real-world scalability under dense flight conditions, proving how automated flight plan approvals and real-time telemetry tracking operate natively within American municipal and industrial landscapes. The company embeds C-UAS security into its deployments, synthesizing data from disparate radar and sensor arrays into a unified airspace picture. This architecture also ensures alignment with evolving FAA frameworks. High Lander's platforms are optimized for current Part 107 standards while structurally anticipating upcoming Part 108 regulations governing Beyond Visual Line of Sight (BVLOS) operations.

A2Z DRONE DELIVERY AND AAAG PARTNER TO ADVANCE DRONE LOGISTICS IN ALATAU CITY, KAZAKHSTAN

A2Z Drone Delivery Inc. has announced a partnership with Alatau Advance Air Group Ltd (AAAG), a company pioneering the future of air mobility in Central Asia. The partnership commenced at the opening ceremony of the UAM Test Center Eurasia in the Golden District of Alatau City – the test bed for Kazakhstan's ambitious next-generation Urban Air Mobility (UAM) project. The project combines electric vertical takeoff and landing (eVTOL) aircraft, air taxis, and unmanned logistics drones into what will soon become a regional network of vertiports.

As one of the opening partners, A2Z Drone Delivery demonstrated how its A2Z AirDocks and Longtail multi-mission commercial aircraft will become key components in an integrated, mixed-use unmanned aerial ecosystem. According to a press release, the UAM Test Center Eurasia serves as the base for all unmanned systems testing being conducted as part of the Alatau City Project – an entirely new city currently under planning. Alatau



City has been designed from the outset as a smart city that integrates new types of transport, digital services, and recently adopted experimental air regulations, allowing air mobility to be embedded directly into the city's master plan. With participation from international partners in China, South Korea, Italy, and the United States, all project stages from research to demonstration flights have been funded entirely by private investment.

Sergey Kheday, Co-Founder and CEO

of Alatau Advanced Air Group Ltd, stated: "Alatau City is being designed from scratch, which provides a unique advantage, as air mobility can be integrated into the city's master plan right from the start. Over the next two years, we will develop the infrastructure and prepare for a commercial launch by 2028."

A2Z Drone Delivery was selected for the project to provide its expertise and technological solutions related to autonomous and beyond-visual-line-of-sight (BVLOS) drone operations, dock-based charging systems, and scalable multi-mission aerial logistics networks. The collaboration aims to evaluate drone-enabled services, including last-mile delivery, infrastructure inspection, emergency response, and autonomous patrol operations within the evolving Alatau City ecosystem. The company expects to continue scaling drone support infrastructure in Alatau City with additional elevated A2Z AirDocks to support multiple fleets of its Longtail commercial drones across a variety of use cases.

FRONTIER PRECISION JOINS VANTIS BVLOS SYSTEM AS CHAMPION OPERATOR IN NORTH DAKOTA



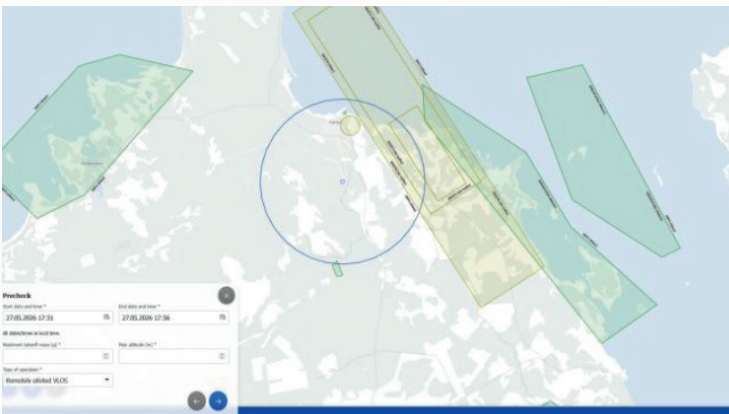
Vantis, North Dakota's beyond visual line of sight (BVLOS) system, has announced the onboarding of Frontier Precision as its second "champion operator." Frontier Precision has secured a new FAA waiver for BVLOS operations, expanding the operational capabilities available through Vantis service volumes.

The waiver is aircraft-agnostic for systems weighing under 55 pounds, allowing Frontier Precision to operate any compliant aircraft within the four established Vantis volumes – representing more than 5,000 square miles of managed airspace.

The partnership between Vantis and Frontier Precision will continue to expand network capabilities. Upcoming efforts include onboarding Group 3 VTOL aircraft of up to 1,320 pounds for long-endurance missions, as well as advancing emerging applications such as autonomous swarm operations for agriculture.

Vantis' capabilities were demonstrated during the Vantis Fly Day on May 28 at Gorman Field, North Dakota. The event featured live BVLOS demonstrations, NDAA-compliant aircraft, sensors, and Frontier Precision's mobile command trailer.

DRONERADAR TO INTEGRATE FLIGHT LOG DATA WITH CITY OF TALLINN UTM FLIGHT AUTHORISATIONS



Droneradar has been selected by the City of Tallinn's innovation fund to support the integration between Droneradar's flight logging capabilities and the Estonian Air Navigation Services (EANS) UTM platform. The initiative aims to unify detected drone activity with registered flight plans and permissions into a single operational view.

Currently, planned drone flights and real-world drone activity are often managed in separate systems, creating gaps in situational awareness. This project represents the first step toward consolidating those layers, enabling authorities to better distinguish coordinated drone operations from unexpected or potentially non-compliant activity.

For Tallinn, the integration will deliver improved low-altitude airspace visibility, reduce false alarms, and establish a practical foundation for managing drone activity around dense urban areas, the airport influence zone, the port, critical infrastructure, and major public events.

THALES TO PROVIDE SINGAPORE WITH NATIONAL UTM SYSTEM



The Civil Aviation Authority of Singapore (CAAS) has awarded Thales a contract to deliver a national uncrewed aerial systems (UAS) traffic management (UTM) system.

The UTM system will be based on the TopSky - AstraUTM platform and will provide an integrated "one-stop portal" for the approval and tracking of all UAS operations in Singapore. TopSky - AstraUTM integrates flight management with digital regulatory services and enables key functions such as operator and drone registration, digital flight planning and authorisation, and real-time monitoring of drone operations.

Thales will deliver the project as part of a consortium with Deeeplabs, a Singapore-based technology provider, which will support deployment and operational services.

UK CAA GRANTS BVLOS APPROVAL FOR HELIGUY'S NETWORK RAIL OPERATIONS



The UK Civil Aviation Authority (CAA) has granted approval to heliguy for beyond visual line of sight (BVLOS) drone-in-a-box operations for Network Rail.

The multi-site approval has been granted under the UK Specific Operations Risk Assessment (SORA) framework at SAIL II by the CAA. It enables automated DJI Dock 3 drone-in-a-box operations at two Network Rail sites on Western and Anglia operated routes. heliguy will support site monitoring, deter trespassers and criminal activity, and help Network Rail improve operational efficiency across the network.

Drone operations will be controlled remotely by heliguy pilots from its Remote Operations Command Centre (ROCC) at the company's headquarters in Newcastle, which is hundreds of miles away from the operational sites.

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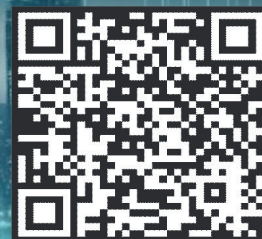


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AIRBUS DEMOS MULTI-DOMAIN CAPABILITIES WITH SPANISH NAVY CREWED-UNCREWED TEAMING EXERCISE

Airbus Helicopters and the Spanish Navy successfully completed a tactical flight trial earlier this month in Rota, Spain. The exercise integrated the offshore patrol vessel Rayo with a Spanish Navy H135 helicopter and two different uncrewed aerial systems, the Airbus Flexrotor and Alpha Unmanned Systems' A900 using the HTeaming solution.

The exercise validated the real-time control of the drone and sharing of imagery between uncrewed systems, helicopters, and naval vessels to establish a multi-domain operational link. This capability allows the ship to access critical information from areas far beyond its own sensor range directly at the combat station.

During the trials, both uncrewed platforms performed take-offs and landings from the moving vessel. A pilot inside the H135 managed the drones during flight using the HTeaming tablet, which proved to be agnostic by successfully integrating the Alpha Unmanned Systems' A900. The demonstration consisted of a simulated high-speed boat chase during an ISTAR maritime operation, where the



Flexrotor and Alpha 900 tracked the target and transmitted live footage to both the helicopter and the ship. The data was integrated into NAIAD (Naval Advanced Integrated Autonomous Vehicles Defence system), Navantia's tactical integration system for unmanned vehicles, enabling command, control and interoperability of aerial, surface and underwater systems within SCOMBA, the Spanish Navy's combat management system developed by Navantia.

"Airbus Helicopters is committed to exploring new frontiers in crewed-uncrewed teaming that brings real added value to customers," said Fernando Lombo, Managing Director of Airbus Helicopters in Spain. "The

close collaboration between pioneering companies such as Airbus, Navantia, and Alpha Unmanned Systems, combined with the trust of public entities like the Spanish Navy, shows our shared potential to strengthen Europe's role as a sovereign leader in defence. By working together, we are proving that we can deliver the innovative technology necessary to secure a leading position on the global stage."

The H135 crew managed the uncrewed platforms using the HTeaming tablet, Airbus Helicopters' modular crewed-uncrewed teaming solution. This system empowers crews with full control over UAS in flight, allowing for the integration of uncrewed sensors into crewed operations to improve mission efficiency. In parallel, data from the UAS was processed through the Helicopter Integrated Tactical System, a tactical console developed by Airbus that acted as a bridge to the vessel. This ensured the information was compatible with the NAIAD/SCOMBA combat system.

Future developments will continue to build on this success by exploring drone swarm technology and further enhancing the integration between air and sea assets, as well as land transport.

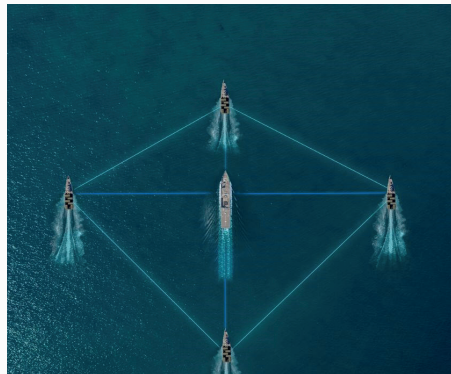
IAI UNVEILS DIAMOND: NEW DISTRIBUTED WARFARE SOLUTION THAT EXPANDS THE POWER OF MODERN FRIGATES

Israel Aerospace Industries (IAI), a global leader in defense and aerospace, is unveiling DIAMOND - an advanced, hybrid, naval warfare solution designed to enhance the operational capabilities of modern navies through distributed, modular maritime operations.

DIAMOND enables the decentralization and enhancement of offensive and defensive capabilities of naval combat frigates through modular systems installed on small wing-ships operating alongside the mothership. The systems onboard these wing-ships are remotely controlled and operated by the mothership itself, as if they were installed directly on it, while maintaining full integration with its radar and fire control systems and effectively expanding the operational deck space.

Boaz Levy, IAI's Chairman of Board: "IAI, as a system house for innovation is proud to lead the next generation in maritime defense with the introduction of the DIAMOND solution. Combining modular architecture and enhanced firepower, our new solution represents a fundamental shift in naval warfare that will enable navies to respond to evolving threats in real-time with unprecedented flexibility and operational effectiveness."

Guy Barlev, IAI's EVP & GM of Space Missiles and Space Group: "Modern naval warfare is shifting from



platform-centric operations to adaptive, networked force structures. DIAMOND was developed to provide navies with the ability to expand combat capacity, survivability and mission endurance without relying on costly fleet expansion programs. This unique, new operational concept transforms how maritime forces project power and defend strategic assets in contested environments."

The small wing-ships can be rapidly configured according to mission requirements, enabling operational flexibility, rapid deployment and real-time response to evolving maritime threats. The modular systems all come in a standard container footprint and can be

deployed, replaced or reconfigured within hours based on operational needs

DIAMOND integrates a wide range of capabilities in plug-and-play mode, such as loitering munitions such as Harop, Harpy and Mini-Harpy, Blue Spear cruise missiles, LORA ballistic missiles, the BARAK MX family of advanced air defense interceptors, Counter-UAS capabilities and more. The wing-ships significantly increase the number of available interceptors and precision strike systems while extending the effective operational footprint of the frigate. Equipped with long-range air defense and precision strike capabilities against sea and land-based targets, the wing-ships can enable simultaneous offensive and defensive operations, rapidly switching between mission configurations and continuously adapting to changing operational requirements.

DIAMOND solution provides an integrated off-the-shelf solution that eliminates the need for new warship construction or lengthy integration processes. The solution enables rapid deployment, shortens operational timelines, reduces costs and supports continuous modernization in response to emerging threats and evolving mission requirements.

KYMETA JOINS RED CAT FUTURES INITIATIVE TO ADVANCE RESILIENT CONNECTIVITY FOR AUTONOMOUS MARITIME OPERATIONS



Red Cat Holdings, Inc a U.S.-based provider of advanced all-domain drone and robotic solutions for defense and national security announced that Kymeta, a world-leading flat-panel satellite terminal manufacturer, has joined the Red Cat Futures Initiative, the company's industry-wide consortium accelerating advanced autonomous systems for modern warfare. Red Cat's maritime division Blue Ops will integrate Kymeta's communications technology into its Variant 7 uncrewed surface vessel (USV). The integration supports communications on the move for autonomous maritime operations, enabling systems to maintain connectivity while operating at distance and across dynamic environments.

This partnership highlights Kymeta's ability to deliver truly resilient, multi-orbit connectivity by seamlessly integrating GEO, LEO and MEO satellite networks to ensure uninterrupted communications in the most demanding environments. With low power consumption, GNSS-denied persistence, and proven performance in highly contested operations, Kymeta provides a differentiated solution that enables mission-critical operations where traditional systems fall short. "As uncrewed surface vessels take on more complex and distributed missions, reliable connectivity becomes a critical enabler for coordinated operations, including swarming and real-time data sharing," said Barry Hinckley, President of Blue Ops, Red Cat's maritime division. "Integrating Kymeta's technology into our Variant 7 platform allows us to support these emerging capabilities and deliver USVs that can operate with greater range, coordination, and effectiveness in maritime environments. Multi-layered communication channels also ensure secure and resilient connectivity even with electronic warfare disruption." Kymeta's Intelligent Communications Platforms are designed to provide continuous connectivity for mobile and remote operations. Its solutions integrate satellite and cellular networks and enable communications on the move, with the ability to switch between multiple networks and orbital layers to help maintain connectivity in degraded or contested environments. This capability is important for maritime autonomous systems, where vessels must operate over long distances, support distributed missions, and maintain access to reliable communications without fixed infrastructure. "Autonomous maritime systems are only as effective as the communications that connect them, especially when operating at range and in contested environments," said Manny Mora, Chief Executive Officer and President at Kymeta. "Our technology is designed to deliver resilient, on-the-move connectivity across multiple networks in LEO, MEO and GEO and integrating it into Blue Ops' Variant 7 enables persistent command and control for distributed USV operations. This collaboration is about ensuring operators can rely on real-time data and coordination, even in the most challenging conditions." Kymeta's solutions are deployed globally across government, military, maritime, transport, and public safety sectors. The company has produced and shipped more than 9,000 units and supports deployments in more than 80 countries and territories. The company is a trusted name and connectivity partner in the military, both in the US and globally, with thousands of units actively deployed in the field for highly resilient, on-the-move communications. The Red Cat Futures Initiative connects leading robotics and autonomy innovators to accelerate 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. Red Cat plans to demonstrate the Blue Ops Variant 7 USV, including the Kymeta integration, in Tampa during SOF Week May 18 - 21. The demonstrations will highlight how the combined solution supports autonomous maritime operations with reliable communications on the move, offering partners and customers a firsthand look at the platform's capabilities.

OVERLAND AI DEMOS COMBAT CAPABILITIES WITH AUTONOMOUS GROUND VEHICLES



Overland AI, the leader in ground-based autonomous capabilities, demonstrated advanced autonomous combat operations during African Lion 2026, U.S. Africa Command's largest annual joint exercise, deploying two ULTRA autonomous ground vehicles (AGVs) that executed coordinated breaching, fire support, and defensive lane missions alongside U.S. Army forces at the Cap Draa Training Area in Morocco's Sahara Desert.

Overland AI's team trained Soldiers from the U.S. Army's 173rd Airborne Brigade and 7th Engineer Brigade, as well as Marines from 2nd Combat Engineer Battalion, on ULTRA operations. Soldiers tasked the two AGVs to execute defensive and counter-attack scenarios in realistic combat operations. The exercise from April 20 through May 8 showcased ULTRA's ability to perform complex combined-arms missions in austere desert conditions and attracted significant attention from senior military leadership and international partners. Senior leaders from USAEUR-AF and AFRICOM observed live operations.

"What better place to showcase our ULTRA AGV as the platform for ground combat than on the international stage at African Lion," said Byron Boots, co-founder and chief executive officer of Overland AI. "This premier exercise alongside Soldiers reinforces the inevitable reality that battlefield functions will become software-defined, including breaching and fire support missions, and that Overland AI is delivering for that future today."

The AGVs participated in two primary mission sets. In the counter-attack lane, one ULTRA equipped with a CROWS (Common Remotely Operated Weapon Station) remote weapon system provided cover fire while a second ULTRA, integrated with an APOBS (Anti-Personnel Obstacle Breaching System), cleared a concertina wire obstacle alongside dismounted Soldiers. In the defense lane, a single ULTRA emplaced XM204 terrain shaping munitions, creating a defensive obstacle belt. Both vehicles navigated dense obstacle fields, including berms, tank walls, anti-vehicle ditches, and minefields.

Soldier operators reported OverWatch, Overland AI's intuitive command and control interface, was the easiest to learn among robotic platforms they had trained on, with personnel achieving independent mission planning and multi-AGV tasking capability within hours.

Ultimately, the African Lion exercise demonstrated Overland AI and ULTRA's ability to deploy rapidly to austere international locations. The vehicles and equipment became operational within 24 hours of arrival from the United States into the Sahara Desert training area, yet another delivery of mission-ready capability for service members today.

SHIELD AI EXPANDS HIVEMIND MARITIME AUTONOMY IN TAIWAN WITH THUNDER TIGER PARTNERSHIP

Shield AI, the defense-tech company building the world's best AI pilots and next-generation aircraft, and Thunder Tiger Corp., one of Taiwan's leading manufacturers of unmanned surface and aerial systems, announced a memorandum of understanding to integrate Shield AI's Hivemind autonomy software across Thunder Tiger's unmanned systems portfolio, beginning with unmanned surface vessels (USVs).

As a first milestone, Hivemind will serve as the AI pilot on a Thunder Tiger USV, with a live demonstration planned for this summer. This will show how autonomy enables Taiwan's maritime systems to navigate, respond, and carry out real-world missions at sea.

"Hivemind has been integrated and proven across dozens of platforms and domains worldwide, and we are excited to see it on the water in Taiwan with Thunder Tiger, supporting the kind of cross-domain, multi-agent teaming that changes what unmanned systems can do in contested environments. Our partnership with Thunder Tiger is about getting Taiwan MND the asymmetric capabilities needed to deter conflict and is part of a



broader strategy to support Taiwan," said Brandon Tseng, co-founder of Shield AI and a former U.S. Navy SEAL.

The agreement establishes a phased approach to integration and testing, including simulation-based testing, hardware-in-the-loop integration, and live vehicle testing. The goal is to validate how multiple autonomous systems can operate together as a coordinated team across Thunder Tiger's platforms.

"Thunder Tiger has built a portfolio of unmanned systems designed for real operational conditions – from

coastal defense to multi-domain missions. Integrating Hivemind gives our platforms the autonomous decision-making capability to execute complex missions independently and operate as part of a coordinated team. We see this partnership as an opportunity to advance Taiwan's defense industrial base and deliver more capable, autonomous systems to forces," said Gene Su, board director and general manager of Thunder Tiger Corp.

Hivemind is Shield AI's core artificial intelligence software that enables systems to sense, decide, and act across any domain. Its application across Thunder Tiger's aerial and maritime platforms allows mixed fleets to operate together as a coordinated, intelligent team.

This partnership builds on Shield AI's existing agreements and contracts in Taiwan to advance teaming and AI-piloted unmanned systems. It reflects the company's growing in-country presence including its office in Taipei 101, and a shared commitment to helping Taiwan develop, field, and sustain its own autonomous defense capabilities alongside local industry

SUCCESSFUL SPIKE LR FIRINGS FROM DIEHL DEFENCE'S UGV ZIESEL

Together with RAFAEL Advanced Defense Systems and EuroSpike GmbH, firing tests with the SPIKE LR guided missile were carried out for the first time in order to test the load bearing capacity of the Ziesel platform in terms of structure and under live firing conditions. With this series of firings, the Diehl Defence UGV (Unmanned Ground Vehicle) Ziesel is the first system from which a modern guided missile was fired successfully. This milestone was reached just three months after the first presentation of the Diehl Defence UGV Ziesel with the SPIKE launcher set-up at Enforce Tac 2025 in Nürnberg.

Unmanned ground-based systems are currently attracting great attention. This also increases the demand for versatile payload options, in particular to keep soldiers out of dangerous situations for as long as possible.

The tests were carried out over five days. A total of 17 guided missiles were successfully fired. The platform demonstrated impressive performance and withstood the stress of the operation. SPIKE LR is an intercept missile against armored targets. Thanks to ultra-modern and all-weather-capable optronic sensors, the missiles hit with maximum precision and penetrating power.

The Diehl Defence UGV used is a revised platform that has undergone improvements in terms of both hardware and software compared to its predecessors.



Ziesel has already been tested in numerous variants in the field, including a logistical variant, for casualty evacuation (CASEVAC) and now for the first time as an effector carrier. The Ziesel is complemented by the PLATON autonomy kit by Diehl Defence, which turns the UGV into a fully autonomous system. The Diehl Defence UGV Ziesel is currently being tested by several armed forces, including Germany and Ukraine.

After the firing tests were completed, the companies involved emphasized their shared will to make rapid progress on the next milestones and to further develop the concept. In addition, a demonstration is planned for representatives of various armed forces to showcase the innovative power and potential of the Diehl Defence UGV Ziesel in combination with SPIKE LR.

HII, METALCRAFT MARINE DELIVER NEXT-GEN AUTONOMOUS USV PROTOTYPES FOR USMC



HII in partnership with MetalCraft Marine, has delivered and sea tested two unmanned surface vessels (USV) awarded in a Defense Innovation Unit (DIU) contract for smaller form factor autonomous boat prototypes for the U.S. Marine Corps.

The two ROMULUS-25 autonomous USVs were delivered in December 2025 and supported successful testing and demonstration of advanced autonomous mission behaviors at sea.

“Successfully delivering on this prototype contract with the Defense Innovation Unit and the U.S. Marine Corps is a strong recognition of HII’s deep experience and the maturity of our proven autonomous technologies,” said Andy Green, executive vice president of HII and president of HII’s Mission Technologies division. “The ROMULUS-25, powered by our Odyssey autonomy suite, builds on thousands of hours of successful at-sea operations and demonstrates how scalable, AI-enabled unmanned systems can extend the reach, endurance, and effectiveness of naval forces.”

The ROMULUS-25 is a 27-foot high-speed interceptor vessel designed to deliver up to 1,000 pounds of payload with a range of up to 1,000 nautical miles. Fully capable of autonomous operation, the vessel is powered by HII’s Odyssey AI-based autonomy system, which integrates multiple sensors and effectors to enable coordinated, cross-domain maritime operations in support of the U.S. Marine Corps, as well as U.S. and allied navies.

Over the past five years, Odyssey autonomy has been validated through more than 2,200 hours of autonomous operations during government-led tests and exercises.

Odyssey autonomy has been deployed on more than 30 platforms, accumulating over 12,000 hours of successful at-sea operations. Its modular open systems architecture (MOSA), service-based design enables integration with the HII Minotaur targeting network, enhancing mission-level operations and edge capabilities through AI-based contact recognition and identification.

The ROMULUS-25 is part of HII’s broader family of USVs, which range from 7-foot micro-USVs to the ROMULUS-190, a 190-foot aluminum USV capable of carrying multiple containerized payloads.

The successful execution of this award represents one of several ongoing commitments by HII and MetalCraft Marine to advance hybrid manned-unmanned fleet capabilities and enable next-generation autonomous operations in support of naval missions worldwide.

L3HARRIS DELIVERS LIFE-SAVING ROBOTIC SYSTEMS TO KEEP AUSTRALIAN DEFENCE PERSONNEL OUT OF HARM’S WAY



L3Harris Technologies has delivered advanced robotic systems designed to protect Australian Defence Force (ADF) personnel. The technology can handle the most dangerous tasks, from neutralizing explosive devices to responding to hazardous materials threats.

Life-saving robotics technology keeps operators at a safe distance during high-risk missions. With T4 and T7 multi-mission robotic systems now delivered to Defence, ADF personnel will have the capability to detect, inspect and neutralize threats without direct exposure to danger.

“Simply put, these robots save lives,” said Ian Charles, Managing Director, Global Spectrum Superiority Australia, L3Harris. “When an ADF operator uses one of these systems to investigate a suspicious device or clear a dangerous route, they’re better protected from potential harm. With sustainment operations based in Brisbane, we’re ensuring this technology remains mission-ready while strengthening Australia’s sovereign defence capability.”

ADF personnel have completed intensive training at RAAF Base Amberley in Queensland and the Defence Explosive Ordnance Training School in Sydney, preparing them to deploy these protective systems in real-world scenarios.

The L3Harris robotic fleet, delivered under a 2023 contract, supports the DEF08101 program’s mission to enhance explosive ordnance disposal capabilities, enabling safer improvised explosive device neutralization, exploitation and route clearance operations that previously put personnel at significant risk.

HANWHA SIGNS TEAMING AGREEMENT WITH MILREM ROBOTICS FOR ROMANIAN UGV PROGRAM

Hanwha has teamed up with Estonia's Milrem to jointly pursue Romania's unmanned ground vehicle (UGV) program, marking a strategic step to diversify its footprint in the European defence market.

The teaming agreement was signed on the second day of the Black Sea Defense & Aerospace (BSDA) 2026 exhibition in Bucharest by Hanwha Aerospace, its Romanian subsidiary Hanwha Aerospace Romania (HARO), and Milrem Robotics.

The trilateral agreement establishes a collaborative framework to combine the companies' respective strengths in wheeled and tracked unmanned systems, while supporting Romania's requirement for localised production and industrial participation.

Under the partnership, Hanwha Aerospace Romania is expected to serve as the prime contractor, providing wheeled UGV platforms based on Arion-SMET and its upgraded variant GRUNT, a high-mobility 6x6 platform designed for extended range, heavy payload, and modular mission adaptability. Milrem will contribute its combat-proven tracked UGV platform, TheMIS, recognised for its stability in rugged terrain, hybrid propulsion, and flexible integration of mission payloads.

The collaboration reflects a coordinated approach among leading defence manufacturers. It drives technology transfer and localised production in Romania, while reinforcing broader European industrial



cooperation through advanced unmanned solutions tailored to local operational requirements.

By integrating Milrem Robotics' TheMIS — one of the world's leading tracked UGV platforms — into Hanwha's integrated UGV offering, the partners aim to establish a mutually beneficial structure that strengthens competitiveness in both the Romanian program and broader global markets.

Lino Lim, CEO of Hanwha Aerospace Romania, said: "We are pleased to mark this collaboration at BSDA 2026, which represents an important step in bringing advanced unmanned capabilities into Romania through localised production and industrial cooperation. By combining next-generation UGV technologies from the two companies, we aim to deliver a flexible and scalable solution tailored to Romania's operational needs, while

contributing to the development of its defence industrial base and strengthening European cooperation."

Kuldar Väärsi, CEO of Milrem Robotics, said: "Milrem Robotics' TheMIS is one of the first unmanned ground vehicles in Europe that has successfully entered series production. With two established manufacturing sites in Europe and extensive experience in technology transfer, we see strong potential to expand manufacturing capabilities to Romania in cooperation with Hanwha, while strengthening regional defence manufacturing capacity."

Meanwhile, Hanwha Aerospace and Milrem Robotics successfully conducted a live Manned-Unmanned Teaming (MUM-T) demonstration on May 12 near Bucharest ahead of BSDA 2026. The demonstration integrated Hanwha's TIGON armoured vehicle, GRUNT unmanned ground vehicle, and Milrem's TheMIS Cargo in a realistic battlefield scenario involving reconnaissance and surveillance missions, logistics resupply, casualty evacuation, and drone-enabled battlefield monitoring under simulated electronic warfare conditions.

The live demonstration drew strong attention from Romanian military leadership and defence officials, underscoring the growing cooperation between Hanwha Aerospace and Milrem Robotics in advancing next-generation unmanned battlefield capabilities for the Romanian and broader European defence market.

KODIAK AI AND GDLS FORM STRATEGIC COLLABORATION FOR AUTONOMOUS GROUND VEHICLES

Kodiak AI, Inc. a leading provider of Physical AI-powered autonomous vehicle technology and General Dynamics Land Systems, part of the Fortune 100 General Dynamics group announced a strategic collaboration to create autonomous ground vehicles (AGVs) for defense applications.

Through this collaboration, Kodiak will provide the Kodiak Driver, its Physical AI-powered virtual driver that is operating driverlessly today, demonstrating the ability to scale autonomous operations beyond controlled testing. General Dynamics Land Systems will lead vehicle integration, power systems, communications and ruggedized platform development.

The companies will pursue upcoming U.S. Army and international opportunities to expand their joint vehicle portfolio.

Their collaboration establishes a scalable autonomy capability that can be applied across multiple military vehicle platforms and mission sets. The companies recently unveiled their first vehicle together, the Leonidas AGV, which is equipped with Epirus' Leonidas high-power



microwave platform for mobile counter-drone operations.

To build the Leonidas AGV, General Dynamics Land Systems and Kodiak adapted a commercial Ford F-600 truck to showcase operational value to warfighters and support a range of autonomous mission sets, including logistics resupply, intelligence, surveillance and reconnaissance (ISR), and maneuver operations. The companies selected the Ford truck in response to the Pentagon's "commercial-first" strategy, which prioritizes adapting commercial systems to reduce acquisition costs, utilize established supply chains and accelerate deployment timelines. Adapting a commercial vehicle

platform for the military ensures reliability and lower unit costs while reducing technical risk and accelerating time to field.

"This collaboration directly meets the U.S. military's need for scalable, adaptable, and cost-effective autonomous ground vehicles operating forward in contested environments while reducing risk to service members," said Don Burnette, Founder and CEO of Kodiak. "General Dynamics Land Systems' expertise in defense ground vehicle development and integration is world-class and makes it an ideal partner to deploy Kodiak's AI-powered autonomy system across a wide range of platforms."

"Kodiak's autonomous solution complements our strength in quickly and efficiently delivering mission-ready vehicles to Soldiers and Marines around the world," said Keith Barclay, Vice President and General Manager of U.S. Operations at General Dynamics Land Systems. "Together, we are focused on giving our customers the power to win by collaborating on flexible, commercially inspired platforms that can be rapidly adapted."

TKMS IS THE 1ST COMPANY TO RECEIVE AN APPROVAL IN PRINCIPLE (AIP) FOR AN AUTONOMOUS UNMANNED WATERCRAFT



TKMS reached a significant milestone in the field of autonomous unmanned watercrafts: DNV has granted the MUM demonstrator an Approval in Principle (AIP), thereby officially confirming that it was designed and developed in accordance with the DNV class rule “Underwater technology” and the DNV Class Guideline “Autonomous and remotely operated vessels.”

TKMS is thus the first German company to have the design and development of an autonomous unmanned watercraft based on the class rules confirmed by an AIP. The scalable demonstrator, measuring 25 meters in length and 7 meters in width, is scheduled to set sail for the first time in 2026 and will be tested in specially developed scenarios.

“Among experts, compliance with class rules is considered one of the most challenging hurdles in the development of autonomous maritime systems. The AIP thus marks an important milestone that confirms the expertise of our teams across engineering, production, and project management, and lays the foundation for an entire generation of autonomous unmanned watercrafts from TKMS,” says Christian Rogge, Head of the Submarines Operating Unit at TKMS.

TKMS established structured communication with all relevant authorities at an early stage, thereby contributing significantly to the development of a crossagency approval process for autonomous unmanned watercrafts. Central to the process was the involvement of DNV as a recognized classification society, to which extensive design documentation was submitted for review. The granted AIP extends far beyond the MUM2 project and forms an important foundation for further projects involving autonomous unmanned watercrafts.

TKMS is responsible for coordinating the MUM2 project consortium, which also includes EvoLogics GmbH, the University of Rostock, the Technical University of Berlin, the German Aerospace Center (DLR), and the Fraunhofer Institute for Communication, Information Processing and Ergonomics (FKIE).

With the demonstration test scheduled for late 2026, the project is entering its decisive phase. TKMS aims to consistently translate the insights gained into concrete customer programs, thereby advancing the readiness of next-generation autonomous unmanned watercrafts for series production.

HII LEADING IN TECHNOLOGIES TO INTEGRATE UNMANNED SYSTEMS WITH NAVAL PLATFORMS

As a leader in unmanned maritime platforms and mission-enabling technologies, HII is advancing a growing portfolio of capabilities designed to seamlessly integrate autonomous systems with crewed ships and submarines. These innovations directly support the U.S. Navy’s Hedge Strategy and its vision for Tailored Forces where manned and unmanned platforms operate as a unified, networked fleet.

At the center of this effort is a critical operational challenge facing the U.S. and allied navies: enabling unmanned systems to launch, recover, communicate, and operate effectively alongside traditional platforms in dynamic, contested environments and high seas.

As the nation’s largest military shipbuilder and a global leader in autonomous maritime systems, HII is developing technologies that allow naval forces to function as a coordinated, distributed network. This integration expands sensing and surveillance capabilities, extends mission reach, and reduces risk to sailors.

“Autonomous unmanned systems are becoming a core component of naval operations,” said Eric Chewning, executive vice president of maritime systems and corporate strategy. “Our focus is on integrating these systems with crewed ships so they operate as a single network.”

Autonomous Submarine UUV Launch and Recovery Working with the U.S. Navy and Woods Hole Oceanographic Institution (WHOI), HII is advancing the autonomous torpedo-tube launch and recovery of unmanned underwater vehicles from Virginia-class submarines.

Recent demonstrations included the first successful forward-deployed launch and recovery of the Yellow Moray unmanned underwater vehicle (UUV), a variant of HII’s REMUS 600, from the HII-built USS Delaware (SSN 791) and the recovery of a second-generation REMUS 620 in a submarine torpedo tube test fixture.

In April 2026, HII was awarded a contract by the Defense Innovation Unit (DIU) to deliver a submarine Torpedo Tube Launch and Recovery (TTLR) system for the autonomous deployment and recovery of HII’s REMUS unmanned underwater vehicle (UUV) from U.S. Navy submarines.

This capability significantly extends the U.S. Navy’s capabilities and range in Intelligence, Surveillance, and Reconnaissance (ISR), mine warfare, and seabed operations, while increasing stealth and reducing risk and operational burden on crew.

Sea Launcher Automated UUV Deployment HII’s Sea Launcher automates launch and recovery of REMUS autonomous unmanned underwater vehicles directly from surface ships, allowing crews to deploy and retrieve systems while maintaining normal ship operations. In January 2026, HII demonstrated a fully autonomous launch and recovery sequence under operational conditions. The demonstration builds on procedures already proven in U.S. Navy and allied deployments and advances operational manned-unmanned teaming.

Mobile Surface Gateway HII’s Mobile Surface Gateway uses the HII ROMULUS 7, a seven-foot man-portable unmanned surface vessel designed for expeditionary and special operations missions.

Configured as a communications node, the system provides real-time reach-back to operational command centers while enabling high-rate data transfer from REMUS underwater vehicles. ROMULUS integrates acoustic communications, cameras, Wi-Fi, Starlink connectivity, MANET radio, and GPS to create a mobile sensing and communications node for distributed operations.



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