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raghuvamsi deep tech

RV Rudra

(ICE Loitering Munition)



RV Lakshya

(High Speed Expendable Target)



RV Maya

(Jet Powered Bomber/ Decoy)



RV Dhristi

(Tethered Drone)



RV Astra

(Jet Powered Kamikaze UAV)

RV Yodha

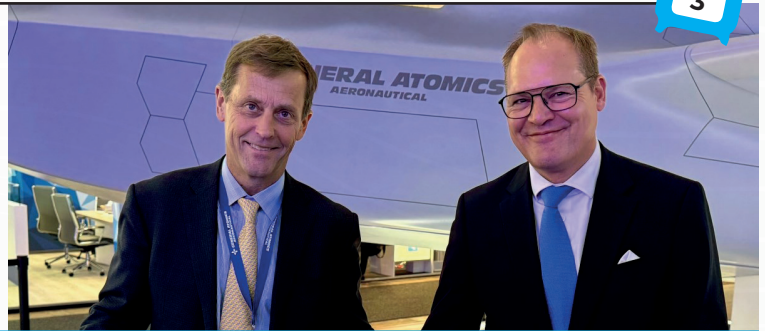
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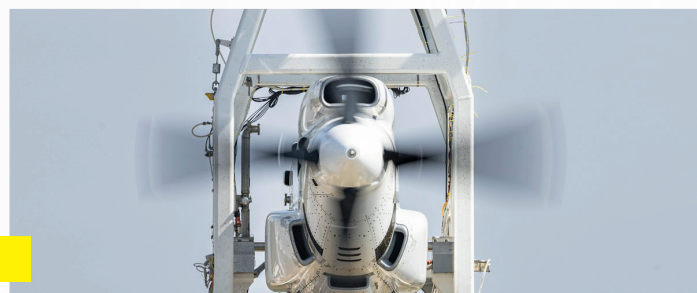
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B. KARTIKEYA

Hello Readers,

Certifying the Future, Defining the Battlefield
Welcome to the July 2026 edition of Drones World.
This month, we find the unmanned systems industry at a pivotal intersection, marked by a powerful dichotomy. On one side, we are witnessing the rapid maturation of commercial logistics, where companies are transitioning from flight testing to the rigorous, unglamorous process of certification. On the other, the defense sector is accelerating its adoption of autonomy, moving from experimental concepts to fielded capabilities that are reshaping modern warfare.

Our cover story reflects this first pillar. We are privileged to feature an exclusive interview with Rashid Al Manai, the CEO of LOOD, who provides a fascinating look at certifying its Hili autonomous cargo aircraft with the UAE's General Civil Aviation Authority. The discussion goes beyond technical challenges of payload and range. Mr. Al Manai speaks to the broader strategic vision, stating, "The UAE has the opportunity to become a global leader in designing, certifying, manufacturing, and operating advanced autonomous aircraft." His insights on building a new safety framework for this class of aircraft is a must-read for anyone interested in the future of autonomous logistics.

Complementing this focus is our second key interview, which delves into the defensive applications of autonomy. We sit down with Bryan Bockmon, CEO of AimLock, to discuss the shift in perception of autonomous weapons from skepticism to necessity. Mr. Bockmon tackles critical questions: how systems strengthen deterrence, the need for modular open architectures, and—crucially—the importance of balancing faster decision-making with human oversight. As he rightly points out, "Responsible autonomy... is foundational to creating trusted systems that can be deployed by militaries."

Beyond these interviews, this issue is packed with stories that underscore the pace of innovation. We cover major developments in counter-UAS, with systems like Safran's Land OmniGuard, and the advancement of autonomous teaming, as seen in the successful first live trials of the Leonardo-Baykar K-SWARM programme. From the gritty realities of battlefield adaptation in Ukraine to the regulated environment of commercial drone delivery, our coverage reflects the full spectrum of a rapidly evolving industry. Whether it's a BVLOS organ transport trial or a new hybrid-electric airliner concept for 2050, the common thread is undeniable: unmanned systems are becoming a fundamental layer of our economy, our security, and our future.

We hope you enjoy the issue.

Kartikeya

INTEGRATOR VTOL UAS PROVES LONG-RANGE, MULTI-INT PERFORMANCE AND BATTLE MANAGEMENT SYSTEMS INTEGRATION IN EXTREME CONDITIONS



Insitu, a Boeing company, successfully demonstrated its Integrator VTOL Uncrewed Aerial System (UAS) during Exercise Balikatan 2026, showcasing long-endurance, extended-range, multi-INT and AI-enabled battle management integration capabilities at density altitudes including above 12,000 feet and in heat indices reaching 107°F.

Integrator VTOL delivered expeditionary performance and remote split operations in extreme heat and humidity while operating from unimproved, austere sites replicating Forward Arming and Refueling Positions (FARPs) at Balikatan 2026.

During the exercise, Integrator VTOL:

- Completed a 224-hour sortie at 6,500–9,000 feet density altitude, returning with 15 hours of reserve fuel

- Performed extended Maritime Domain Awareness and ISR operations at 200 NM ranges with 6+ hours of time on station in a multi-INT configuration employing the IMSAR NSP-5 Synthetic Aperture Radar, cross-cueing a Hood Technologies multi-spectral EOIR6 gimbal

- Demonstrated detection of vessels at 35 NM through marine haze using Arkeus' Warden passive Hyper-Spectral Optical Radar (HSOR), cross-cueing an onboard AC09 narrow field of view gimbal.

- Used the small-packout FLARES VTOL system to execute landing and relaunch cycle from a covert austere position in just 38 minutes, demonstrating the agility required for USMC Expeditionary Advanced Base Operations (EABO)

- Detected, identified, and collected detailed imagery of vessels from combat-relevant stand-off ranges

- Employed a backpack-portable, battery-powered Ground Control Station at the FARP demonstrating truly mobile ground control

- Integrated safely into uncontrolled airspace using Boeing's airspace management and deconfliction software, PLEO SATCOM, and advanced avionics

- Seamlessly integrated sensor data with an AI-enabled battle management system (BMS), providing real-time actionable intelligence across a networked common operating picture

"Integrator with FLARES VTOL offers significant range and endurance while carrying multiple-intelligence payload sets, and our recent demonstrations at Balikatan in extreme heat and high-density altitude conditions prove that it's not just marketing," said Diane Rose, Insitu CEO. "We brought our systems into some of the most challenging conditions, and they performed as designed. Integrator truly delivers Group 4-5 ISR and targeting capabilities at a fraction of the cost."

Integrator VTOL was operated by Insitu Field Services Representatives with decades of combined combat operations experience. Exercise evaluators praised Insitu's team as "obvious professionals," underscoring the company's ability to support the warfighter.

"I'm incredibly proud of our teammates for demonstrating operational excellence in harsh, demanding conditions," added Rose. "From rucking the system into an austere FARP site, to operating in extreme heat while responding to dynamic tasking, our team showed the best of what our systems can offer."

COMPOSITES AND CODE: AURORA BACKS MQ-25A 1ST FLIGHT



On April 25th, the U.S. Navy's first MQ-25A Stingray™, an unmanned aerial refueler, successfully completed its first flight. Boeing subsidiary Aurora Flight Sciences played a significant role by providing manufacturing and engineering expertise that helped solidify the aircraft's readiness for this historic milestone.

Delivering Components That Withstand Challenging Environments : At its facilities in Mississippi and West Virginia, Aurora produced 145 components and assemblies for the flight test aircraft. This work included nearly the entire exterior surface of the aircraft, which is made up of lightweight, high-strength composite skins designed to withstand the harsh, corrosive conditions of carrier-based operations. Some components, including the tail stabilizers, fuselage edges, and engine inlet, were also designed and analyzed by Aurora engineers in Virginia.

Across multiple MQ-25A builds, Aurora has delivered over 1,100 components and assemblies in total so far. Aurora's Mississippi team delivers the majority of the pieces including fuselage skins, door assemblies, and wing parts; while West Virginia supplies the aircraft's complete tail assembly, as well as airframe, fuselage, and wing parts.

Advancing Software for Reliable Autonomous Operation : Aurora supported flight software development by embedding its software and autonomy engineers directly into a unified Boeing team. The MQ-25A is an autonomous aircraft that responds to commands from Air Vehicle Pilots in the Unmanned Carrier Aviation Mission Control System MD-5 Ground Control Station (GCS), enabling the aircraft to taxi, take off, fly and land autonomously.

Aurora engineers enhanced Guidance, Navigation, and Control (GNC) systems, streamlined software-directed mission procedures, and validated the software's response to demanding operational environments. This work improves aircraft safety and reliability through changing conditions and operations such as wind, turbulence, ship-relative maneuvers, and catapult launches.

Expanding Capabilities for the US Navy : As the Navy's first operational carrier-based unmanned aircraft, the MQ-25A Stingray will extend the reach of the carrier air wing through unmanned aerial refueling and manned-unmanned teaming. Aurora is proud to help deliver the cutting-edge technologies that make this capability possible—and to support the future of naval aviation.

IAI UNVEILS OPAL NG: DECENTRALIZED BATTLE MANAGEMENT SOLUTION FOR A VERITY OF 6TH GENERATION PLATFORMS AND MULTI-DOMAIN WARFARE

Building on the operational heritage of the legacy OPAL, the Next-Gen solution introduces AI-enabled decision support, enhanced manned-unmanned teaming capabilities, and real-time multi-domain operations, while building on a proven operational foundation already deployed across a broad range of platforms, including fighter jets, UAVs, naval vessels, and command centers, with seamless interoperability with NATO standards, including Link-16.

OPAL-NG will be demonstrated for the first time at ILA Berlin at the Company booth.

Israel Aerospace Industries (IAI) is unveiling OPAL Next Generation (NG), the latest evolution of the Company's airborne decentralized battle management solution for 6th generation platforms.

Building on over a decade of continuous development and on-going operational experience, OPAL-NG is based on the legacy OPAL that supports interoperability with NATO standards, including Link-16, and is already deployed across a wide range of platforms, including fighter aircraft, helicopters, UAVs, mission & AEW aircraft, naval vessels and command centers.

This Next-Gen architecture further expands the legacy OPAL system's core capabilities as a network-centric, standards-based Software Defined Avionics, enabling seamless interoperability, real-time data sharing and unified multi-domain situational awareness across air, land, and naval forces.

OPAL-NG introduces new key advancements including



the integration of edge-based artificial intelligence, enhancing real-time data processing, prioritization and decision support at the platform level for enhanced manned-unmanned teaming (MUM-T) and Collaborative Combat Aircraft (CCA) capabilities. Enabling unmanned platforms to operate as an extension of manned assets, OPAL-NG allows to dynamically share sensing, electronic warfare, interception and strike functions through continuous real-time collaboration during mission execution. The extended evolution of the legacy OPAL includes real-time decentralized network, supporting faster and more resilient multi-domain operations in complex and challenging environments.

Boaz Levy, IAI's Chairman of the Board: "Future combat will be defined by interoperability, speed and the ability to

operate as a cohesive, multi-domain force. OPAL-NG reflects our long-term investment in advanced battle management solutions that connect platforms, systems and operators into a single operational framework. By introducing AI-enabled processing and enhanced collaboration between manned and unmanned systems, we are enabling faster, more informed decision-making in increasingly complex operational environments."

Yaacov Berkovitz, EVP & GM, IAI Aviation: "OPAL-NG fundamentally changes how forces operate by creating a shared operational picture across platforms and domains. The added capabilities further strengthen real-time operations, enabling faster sensor-to-shooter cycles and more effective coordination between distributed assets. With its open architecture and flexibility, OPAL-NG allows forces to integrate existing systems, while further enhancing their operational capabilities on existing and new platforms."

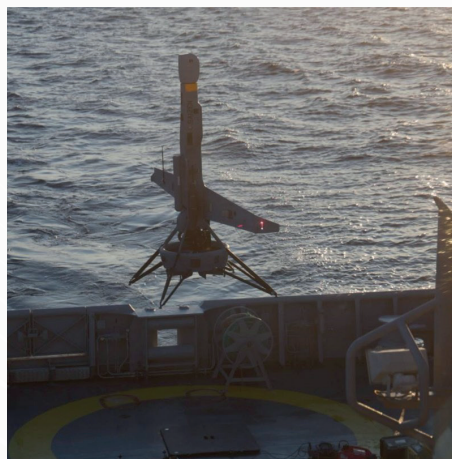
At its core, OPAL-NG creates a shared operational picture between platforms, allowing them to exchange, in addition to data, also high-quality voice, imagery, video and mission-level insights in real-time. This capability enables all participating platforms to operate based on a common operational picture, significantly improving coordination, effectiveness and survivability. The system shortens the sensor-to-shooter cycle by transforming large volumes of multi-source data into actionable insights within milliseconds, supporting time-critical targeting and dynamic mission execution.

GREECE EXPANDS SHIELD AI V-BAT FLEET FOR MARITIME OPERATIONS

Shield AI announced that the Hellenic Army has signed a procurement agreement to grow its fleet of V-BAT vertical takeoff and landing (VTOL) uncrewed aircraft systems (UAS) in support of Maritime Domain Awareness (MDA) operations across the Aegean Sea.

The Hellenic Army currently uses the V-BAT to deliver intelligence, surveillance, and reconnaissance (ISR) missions. The acquisition of more platforms will increase Greece's ability to maintain persistent maritime awareness and security in areas where traditional runway-dependent systems are harder to deploy and sustain.

"V-BAT is exceptionally well-suited for operations in Greece, where forces operate across dispersed islands, remote coastlines, deep valleys, mountain ranges, and complex maritime environments. V-BAT has proven itself in combat operations in Ukraine, including in GPS- and communications-denied environments, and was built for



exactly these kinds of operational realities. We are proud to deepen our partnership with Greece and the Hellenic Armed Forces," said James Lythgoe, regional director of

Eastern and Southeast Europe at Shield AI.

As part of this long-term commitment to Greece, Shield AI will establish an office in Athens to support closer collaboration with customers and industry partners in Greece. Shield AI plans to expand investment in Greece's defense ecosystem, including bringing Hivemind autonomy software to accelerate the development of sovereign autonomous technologies capabilities.

V-BAT is a NATO Class I VTOL UAS featuring a ducted-fan design, more than 12 hours of endurance, and a heavy-fuel engine. Designed, tested, and deployed for contested electronic warfare environments, V-BAT delivers ISR and targeting capability at significantly lower cost and logistical burden than larger NATO Class II and III systems. Its single-engine, enclosed-rotor design enables safe, unassisted launch and recovery from ship decks, urban rooftops, and austere environments, making it particularly effective for maritime and expeditionary operations.

UVISION LAUNCHES CORTEX, AN ACTIVE BATTLE INTELLIGENCE AND MISSION MANAGEMENT SYSTEM FOR MULTI-DOMAIN OPERATIONS



Uvision, a global leader in smart integrated systems and loitering munitions announced the launch of CORTEX, a new active Battle Intelligence and Mission Management system designed to support next-generation multi-domain operations. Building on the company's previously unveiled Common Operating System concept, CORTEX delivers a unified software-driven framework that connects sensors, decision-making processes, and multiple effectors into one integrated battlefield ecosystem.

Developed in response to the increasing complexity and speed of modern warfare, CORTEX is designed to shorten the sensor-to-shooter cycle, increase operational flexibility, reduce operator cognitive load, and enable coordinated management across air, land, and maritime domains.

CORTEX enables dynamic mission coordination, asset allocation, simultaneous control of sensors and effectors, and synchronized execution across complex operational scenarios including urban warfare, border protection, and distributed tactical operations.

CORTEX is based on a layered modular architecture composed of sensing and detection, fusion and decision-making, and response and mission execution layers. This structure enables seamless integration between multiple sensors, external command-and-control systems, unmanned platforms, and precision effectors under one unified framework.

The sensing layer supports data collection and processing from multiple sources, including EO/IR payloads, UAVs, radar systems, RF detectors, airborne platforms, and external intelligence sources. The fusion and decision layer performs multi-source data fusion, threat verification, classification, behavioral analysis, anomaly detection, and AI-driven decision support to generate a unified situational picture in real time. The system continuously analyzes the broader battlespace, identifies and prioritizes threats beyond the immediate mission scope, and recommends the most suitable response according to target characteristics and engagement priorities, enabling operators to focus on mission-level supervision rather than individual platform management.

The response layer manages coordinated deployment and dynamic allocation of HERO, VIPER, and PEREGRINE systems according to target type, mission priority, and engagement conditions, while maintaining human oversight throughout the engagement process. By connecting sensing, detection, decision-making, and loitering munition deployment into one continuous operational chain, CORTEX enables faster and more precise engagement against emerging threats.

Its open architecture enables rapid integration with external C2 systems, battlefield management platforms, and third-party sensors, allowing military forces to establish a shared operational picture across multiple units, systems, and domains.

By shifting operators from frontline platform control to stand-off mission-level supervision, CORTEX enhances survivability while improving mission continuity, coordination, and responsiveness in highly dynamic combat environments.

"The future battlefield will be defined by speed, scale, and connectivity across multiple domains," said Dr. Ran Gozali, CEO of Uvision Air. "As military forces deploy increasing numbers of autonomous systems, sensors, and effectors, the ability to unify and standardize command, control, and mission execution across complex operational environments becomes mission-critical. CORTEX is designed to connect these layers, integrating operational intelligence, command systems, and multiple effectors into one scalable, software-driven ecosystem that enables faster decisions, greater interoperability, and more effective mission outcomes."

TELEDYNE FLIR DEFENSE AWARDED \$11.2M US ARMY CONTRACT FOR ADVANCED CBRN SENSOR DRONE KITS



Teledyne Technologies Incorporated announced that Teledyne FLIR Defense, a global leader in intelligent sensing and unmanned systems, has won an \$11.2 million contract from the U.S. Army's Capability Program Executive for Chemical, Biological, Radiological and Nuclear Defense (CPE CBRND) to deliver more than 45 advanced CBRN unmanned aerial system (UAS) kits.

The kits were developed under the Army's Chemical, Biological, Radiological, and Nuclear Sensor Integration on Robotic Platforms (CSIRP) program. CSIRP focuses on rapidly prototyping and fielding modular sensor solutions that enhance drones and unmanned ground vehicles through advanced sensing, AI, machine learning, autonomy, and communications technologies.

At the heart of the award is the integration of Teledyne FLIR's R80D SkyRaider® UAS with a suite of modular CBRN detection payloads and resilient communications technologies. For these kits, the R80D SkyRaider is specially configured with semi-autonomous CBRN search and survey capabilities developed under the CSIRP program. Thus equipped, SkyRaider enables dismounted frontline units to rapidly assess contaminated environments while keeping soldiers out of harm's way. Using the detection payloads mounted on the drone, operators can view real-time hazard data through mapping, targeting, and communications tools. Once deployed, the SkyRaider can autonomously locate and characterize CBRN threats.

"Safe-guarding soldiers from weapons of mass destruction is at the core of our mission," said Dr. JihFen Lei, President of Teledyne Defense and Aerospace Group and Senior Vice Present of Teledyne Technologies. "These SkyRaider-based sensor kits dramatically improve how units can detect and map CBRN hazards without exposing warfighters to dangerous environments.

"This award also builds on our continued work as lead integrator for the Army's NBCRV Sensor Suite Upgrade program, where we're delivering next-generation sensing and autonomy solutions that give U.S. and allied forces a decisive edge," Dr. Lei added.

Each kit includes the R80D SkyRaider drone carrying a selection of chemical, biological and radiological detection payloads - including the Teledyne FLIR MUVE™ B330 biological sensor - and featuring autonomous operation.

The sensor kits are being built at Teledyne FLIR Defense facilities in Elkridge, Md. and West Lafayette, Ind., with additional engineering performed in Stillwater, Okla. Deliveries are expected to begin in the second quarter of 2026.

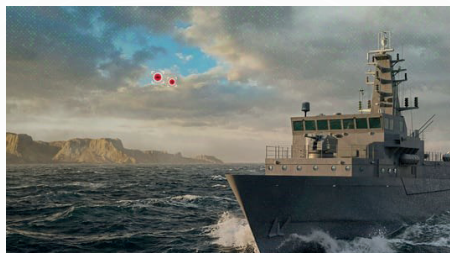
ROBIN ANNOUNCES IRIS OTM AT SEA TO STRENGTHEN MARITIME DRONE DETECTION

Robin Radar Systems introduces IRIS OTM at Sea, a major expansion of its IRIS On-The-Move (OTM) capability that brings rapid-response drone detection to ports, vessels, harbours, and critical maritime infrastructure. Designed for seamless land-to-sea deployments, the comprehensive update will strengthen counter-UAS protection for shipping lanes, naval operations, and coastal assets.

Countering maritime threats The announcement comes at a time of heightened instability across global shipping routes, with recent tensions in the Gulf and the Strait of Hormuz underscoring the growing threat posed by drones to international trade, ports, offshore assets, and civilian vessels.

As fixed-wing Shahed drones and low-flying unmanned systems become increasingly prevalent across maritime environments, governments and operators are seeking scalable, rapidly deployable sensing systems capable of delivering reliable early warning at sea.

"What we are seeing globally is that the drone threat is no longer confined to the battlefield or to land-based infrastructure. Shipping lanes, ports, harbours and offshore assets are now all exposed to low-cost aerial threats that can disrupt trade, damage infrastructure and threaten civilian safety. The Strait of Hormuz has once again demonstrated how vulnerable critical maritime corridors can



become during periods of instability. IRIS OTM at Sea is being designed to answer that challenge with a rapidly deployable, software-defined capability that can move seamlessly between land and sea." Siete Hamminga, CEO, Robin Radar Systems

Originally developed to operate from moving land vehicles travelling at speeds exceeding 100km/h, IRIS On-The-Move will now be adapted for maritime environments through advanced software enhancements that compensate for sea clutter, vessel movement, and challenging coastal conditions.

Extreme marine environments Designed to be mounted on vessels, IRIS OTM at Sea will detect, track, and classify drones while travelling at speeds of up to 54 knots, operating effectively in extreme environments thanks to its salt- and corrosion-resistant engineering, resonance tolerance, and EMC-compliant architecture.

Unlike traditional static radars, IRIS is designed to move with the threat itself, providing persistent situational awareness across highly dynamic

environments.

The radar's software architecture will be updated to filter out heavy sea reflections and environmental clutter to isolate small airborne threats operating close to the waterline, an increasingly important capability as drone incursions continue to evolve across maritime theatres.

The maritime update has been shaped directly by operational lessons from ongoing live-fire environments, where the need for flexible, mobile counter-UAS systems capable of protecting dynamic environments has accelerated dramatically. Our engineering teams have adapted the system specifically to address the increasing use of fixed-wing drones and low-altitude aerial threats around strategic shipping corridors and maritime infrastructure.

"Modern security demands speed and flexibility. Operators need systems that can deploy quickly, integrate easily, and adapt as threats evolve. What makes this update important is that we are taking a combat-proven radar and extending its capabilities into one of the most operationally complex environments in the world. The future of counter-UAS is not static infrastructure, it is agile, mobile sensing systems capable of protecting people, critical infrastructure and global commerce wherever threats emerge." Vivien Croes, Chief Technical Officer, Robin Radar Systems

PDW ANNOUNCES AGREEMENT TO ACQUIRE VANTEON, EXPANDING COMMUNICATIONS EXPERTISE AND ENGINEERING CAPACITY

PDW Holdings, Inc. ("PDW"), an American drone company that designs, engineers, and manufactures unmanned systems and solutions for defense and public safety, has entered into a definitive agreement to acquire Vanteon Corporation, an engineering firm with decades of experience developing advanced communications, Radio Frequency (RF) systems, and software-defined radio technologies.

The planned acquisition strengthens PDW's ability to design, develop, and deliver next-generation sUAS capabilities and expands mission-critical connectivity at the tactical edge. The Vanteon acquisition further optimizes PDW's vertically integrated platform and advances its

mission to deliver decisive airpower into the hands of every operator.

Based in Rochester, NY, Vanteon brings more than 40 years of experience delivering advanced communications and embedded systems, along with a team of approximately 40 engineers with deep expertise in RF design, and mission-critical software and hardware.

"Modern military operations depend on resilient communications, rapid innovation, and the ability to field new capabilities quickly," said James Slider, CEO of PDW. "Vanteon strengthens our ability to deliver resilient communications and integrated capabilities to warfighters. Just as importantly, they are a trusted partner of PDW bringing an

exceptional team of engineers whose experience spans hardware, software, integration, and advanced payload development. By bringing those capabilities into PDW, we can accelerate innovation across our entire product portfolio while continuing to deliver the reliable, operator-focused systems our customers depend on."

"PDW and Vanteon share a commitment to solving hard technical problems for operators in demanding environments," said Aaron Roof, CTO of Vanteon. "Their operator-first focus aligns directly with how we've built our systems, and we're excited to bring our expertise in RF engineering and design, and software-defined radios, into a broader operational platform."

SAFRAN AND THEON PARTNER TO FAST-TRACK FIELDING OF ELECTRO-OPTICAL SOLUTIONS FOR DRONES



Theon International Plc (THEON) is pleased to announce that Safran Electronics & Defense (SAFRAN) and THEON has signed of a Memorandum of Understanding to establish a joint venture dedicated to the design, development and commercialization of airborne electro-optical and infrared systems for unmanned aerial vehicles. The joint venture will combine the complementary strengths of both companies to develop next generation optronic solutions, covering small gimbals weighing less than 8 kilograms, to address the growing demand for intelligence, surveillance, reconnaissance (ISR) and targeting capabilities in defense and security markets.

Safran Electronics & Defense brings its leadership in ISR and electro-optical systems, including expertise in stabilized gimbals, while THEON contributes its know-how in advanced sensors and electro-optical technologies. Together, the partners aim to deliver platform-agnostic solutions spanning the full spectrum of operational needs for affordable mass deployment systems. "Through this partnership with THEON, we are reinforcing Safran Electronics & Defense's leadership in electro-optical systems, accelerating the development of next-generation, platform-agnostic solutions, and enabling us to deliver ISR capabilities across the full spectrum of missions and operational needs. It marks a concrete step in strengthening Europe's technological sovereignty in a critical defense domain," said Alexandre Ziegler, Head of the Defense Business Unit at Safran Electronics & Defense. Christian Hadjiminias, Founder and CEO of THEON, commented: "We appreciate SAFRAN's choosing to partner with Theon in one of the fastest-growing segments of the defense market. This is a milestone move for THEON, bringing together our strengths with those of a global leader."

GA-ASI ANNOUNCES INVESTMENTS IN 6 DUTCH COMPANIES



General Atomics Aeronautical Systems, Inc. (GA-ASI) is deepening its footprint in the Dutch innovation ecosystem, with new investments in six Netherlands-based technology companies through its Blue Magic Netherlands (BMN) venturing initiative.

These new partnerships follow the latest BMN event in Eindhoven, a fast-paced, "shark tank"-style forum in which Dutch startups and scaleups pitched breakthrough technologies directly to GA-ASI decision makers. The most recent edition drew more than 350 attendees from across the country's aerospace, defense, and high-tech communities.

Building on the success of prior events, GA-ASI has selected six Dutch companies for new investment and collaboration. GA-ASI also is increasing its investment in Emergent Swarm, first discovered at BMN 2024. Emergent Swarm is partnering with GA-ASI to further mature its swarming autonomy detection capability.

"Blue Magic Netherlands is our window into the Dutch innovation ecosystem," said Brad Lunn, Managing Director, GA-ASI. "We are not just scouting ideas. We are deploying capital, engineering resources, and access to platforms to help these companies scale. We're making these new investments because it is clear to us that the Netherlands is one of the most dynamic technology hubs in Europe."

The six new GA-ASI portfolio companies are:

OPT/NET B.V. - GA-ASI, alongside its GA-Intelligence affiliate, will be working with OPT/NET to explore collaboration opportunities for a variety of AI-related missions, including drone swarm management and dark vessel detection.

Vaeridion B.V. - GA-ASI will be working with Vaeridion to evaluate their advanced battery pack technology for use in current and future GA-ASI platforms.

Touchwaves B.V. - GA-ASI will be evaluating Touchwaves' haptic technology for use in remotely piloted UAS environments to determine the potential benefits to long-duration missions and aircrew information overload.

FDCL Defence B.V. - GA-ASI and GA-Intelligence will be working with Fiducial to explore the effectiveness of the company's technology toward massively scaled low-cost future platforms.

Vydar Commercial B.V. - GA-ASI will evaluate Vydar's technology in a variety of relevant GPS-denied environments and GA-ASI and GA-EMS platforms.

Emproof B.V. - GA-ASI will evaluate the effectiveness of Emproof's data protection technology for applicability to current and future GA-ASI platforms.

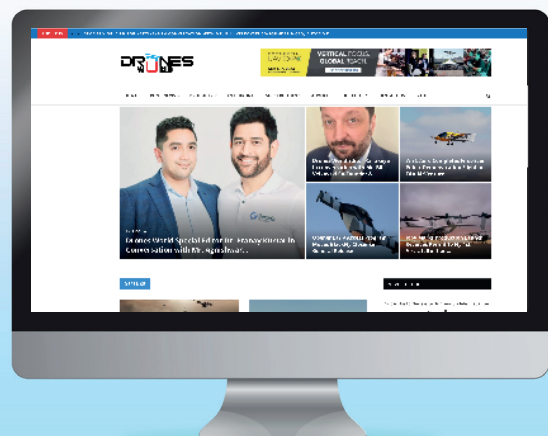
GA-ASI expects to announce additional investments from the 2025 BMN cohort in the coming months, as technical evaluations and co-development discussions progress.

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AV SIGNS MOU WITH TAIWAN'S UBIQCONN TO DEVELOP COMMON CONTROLLER ECOSYSTEM FOR TAIWAN'S INDIGENOUS UAS PROGRAM

AeroVironment, Inc. a global defense technology leader announced that it has signed a memorandum of understanding (MOU) with Ubiqconn Technology Inc. ("Ubiqconn"), a Taiwan-based rugged controller and industrial computing solutions provider, to advance collaboration on uncrewed systems and mission management capabilities in support of Taiwan's defense modernization and indigenous unmanned aircraft systems initiatives.

The MOU establishes the shared intent of AV and Ubiqconn to collaborate on the development and integration of a common controller capability based on AV's Tomahawk Common Control Ecosystem to support Taiwan Ministry of National Defense (MND) requirements, including its indigenous UAS program targeting the procurement of tens of thousands of domestically produced drones.

"Today's signing is about building a bridge to a deeper, more strategic partnership with Taiwan," said Wahid Nawabi, Chairman, President and Chief Executive Officer at AV. "By combining AV's battle-proven mission software with Ubiqconn's advanced rugged controller technology and Taiwan's growing industrial base, we're laying the groundwork for integrated, networked uncrewed solutions tailored to Taiwan's defense and security needs."

As part of the collaboration, AV will install and configure its Kinesis™ mission management



software, part of the company's AV_Halo™ COMMAND command-and-control (C2) software suite, onto Ubiqconn's rugged controller platform, enabling operators in Taiwan to control multiple types of uncrewed aircraft systems, from various original equipment manufacturers, through a common, scalable interface.

AV will provide a fully-integrated common controller system with access to Kinesis software and its KxM module, along with training and technical support to enable Ubiqconn to conduct demonstrations and facilitate future ad-hoc integration activities.

"Taiwan's defense and homeland security modernization requires a new standard of interoperability, and this collaboration with AV is a meaningful step toward achieving it," said Paul Hsieh, CEO of Ubiqconn. "By integrating Kinesis software onto our rugged controller platforms, Ubiqconn is proud to serve as the hardware backbone of a common controller ecosystem that will support Taiwan's

indigenous defense capabilities and strengthen our nation's resilience sustainability."

Under the MOU and future agreements contemplated by the MOU, Ubiqconn will provide physical UAS controller hardware to support Kinesis integration, configuration, and functional testing, and will share technical input on UAS platforms most commonly operated within Taiwan's defense and security community to inform controller compatibility priorities. Ubiqconn will lead in-market demonstrations and outreach to Taiwan's Ministry of National Defense and other government stakeholders to help shape emerging common controller requirements and will engage domestic drone Original Equipment Manufacturers (OEMs) to expand the Kinesis compatibility database to include locally produced UAS.

"In light of the Ministry of National Defense's intent to procure tens of thousands of indigenous drones, a common controller ecosystem is essential to reduce training burden, simplify sustainment, and ensure that Taiwan's growing drone fleet remains interoperable and combat-ready across all services," said Justin McFarlin, Vice President of International Business Development for AV. "At the same time, this collaboration expands AV's ability to deliver scalable, interoperable solutions that are specifically tailored to Taiwan's defense needs and produced in partnership with its industrial base."

AIRBUS INTRODUCES UNCREWED VERSION OF THE H145, THE U145

Airbus Helicopters will introduce an uncrewed version of its proven H145, the U145, during ILA Berlin airshow, where the company will display a full-scale mock-up of the new model. The U145 complements Airbus' helicopter and uncrewed aerial systems (UAS) offering. A maiden flight with a safety pilot onboard is planned for the end of 2026, with entry into service at the beginning of the next decade.

"With the U145, we are offering our customers an autonomous, uncrewed version of our H145 helicopter - combining the proven airframe, power and useful load of the H145 with the autonomy of a UAS," said Matthieu Louvot, CEO of Airbus Helicopters. "To develop the U145 and its capabilities as a multi-mission UAS, we will be teaming up with leading autonomous mission partners to further expand the UAS ecosystem in Europe," he added.

The H145 is the second crewed helicopter Airbus is converting into an uncrewed version, following the VSR700, which is derived from the Cabri G2. The U145 will feature



a specialised sensor suite and artificial intelligence for full autonomy. Compared with a crewed H145 helicopter, the U145 will have no physical cockpit, and will include significant adaptations for cargo, such as an integrated nose door including a foldable loading table and a dedicated cargo floor.

With a Maximum Take-Off Weight (MTOW) of 3,800 kg, the U145 is being developed as a mission-agnostic solution

for civil and military applications, primarily high-volume cargo supply. Its modular design supports expansion into roles like disaster management, firefighting, armed scouting, surveillance, drone mothership functionality for air launched effects, where Airbus is partnering with MBDA, as well as crewed-uncrewed teaming.

In the United States, Airbus U.S. Space & Defense is, together with its partners Shield AI, L3 Harris and Parry Lab, offering the US Marine Corps a dedicated US development, the MQ-72C, which is a fully autonomous variant of the well proven Lakota UH-72B, tailored to their specific needs.

In total, there are more than 1,800 H145 family helicopters in service for military, parapublic and civil missions, logging a total of more than 8.5 million flight hours. Powered by two Safran Ariel 2E engines, the H145 is equipped with a full authority digital engine control (FADEC). Its particularly low acoustic footprint makes the H145 the quietest helicopter in its class, while its CO2 emissions are the lowest amongst its competitors.

MBDA AND UKRAINIAN ARMOR ANNOUNCE STRATEGIC PARTNERSHIP TO DEVELOP DEEP STRIKE AND C-UAS CAPABILITIES



MBDA, the European leader in complex weapons systems, and the Ukrainian defence company Ukrainian Armor have signed a Memorandum of Understanding (MoU), launching a strategic partnership discussion aimed at developing advanced defence capabilities in the fields of Deep Strike and Counter-Unmanned Aerial Systems (C-UAS).

The signed agreement establishes a framework for long-term cooperation between the parties, including exploring joint initiatives, knowledge sharing, and collaborative projects aimed at driving innovation and delivering enhanced value. The initial areas of cooperation identified are Deep Strike and C-UAS, both of which are of key importance for ensuring operational superiority in high-intensity conflicts. The exchange of technological expertise, development of joint production programs and introduction of innovative solutions will ensure the operational superiority in high-intensity conflicts and be the basis for close collaboration with the envisaged goal of establishing a Joint Venture. At the same time, these areas represent only part of a broader strategic partnership program and of which further details will be announced in due course.

MBDA is committed to supporting the defence industry in Ukraine, ensuring the autonomy of Ukrainian capacities, and will substantially contribute with profound experience and expertise in the development, production and support of missile systems.

For its part, Ukrainian Armor contributes substantial practical experience in the design, development, integration, and production of a wide range of defence products, including armored wheeled vehicles, mortar systems, ammunition, artillery shells, unmanned ground and aerial systems, as well as related components.

This agreement reflects the shared intent of MBDA and Ukrainian Armor to leverage their respective strengths and expertise to address emerging opportunities and challenges for the Ukrainian Nation. Building a new architecture of defence cooperation that combines European technological expertise with Ukrainian battlefield experience, manufacturing flexibility, and innovation potential.

GA-ASI AND INTEC GROUP SIGN MOU AT ILA BERLIN



General Atomics Aeronautical Systems, Inc. and the INTEC Group signed a Memorandum of Understanding (MoU) for INTEC to support the architecture and integration of mission systems, entry into service and logistic support services for GA-ASI's Gambit Series of Collaborative Combat Aircraft (CCA). The work is intended to provide sovereign capabilities to meet the growing interest in CCA in Germany.

The MoU was signed by GA-ASI CEO Linden Blue and INTEC Group CEO Christoph Otten.

GA-ASI's flight-proven Gambit CCA provides a common platform for air-to-air, air-to-ground and electronic warfare missions. Gambit is an uncrewed combat jet optimized for attack roles such as electronic warfare, Suppression of Enemy Air Defenses (SEAD), Destruction of Enemy Air Defenses (DEAD) and stand-off precision strike, making it a versatile option for evolving security needs.

GA-ASI is currently flight testing the YFQ-42A CCA for the U.S. Air Force and was selected by the U.S. Marine Corps for its CCA evaluation program.

"We're excited to work with INTEC. INTEC's experience in mission system architecture and integration will help GA-ASI to ensure that new capabilities for Gambit are produced on time and will be ready to meet the increasing demand for CCA from European nations," said GA-ASI CEO Linden Blue.

"We are proud to partner with GA-ASI on one of the most important future airpower programs," adds INTEC's CEO Christoph Otten. "By combining GA-ASI's worldclass technology with INTEC's expertise in system integration, sustainment, and operational support, we are committed to delivering tangible value to the German CCA program and strengthening long-term mission readiness."

AM GENERAL FOCUSES ON FUTURE DRIVEN CAPABILITIES



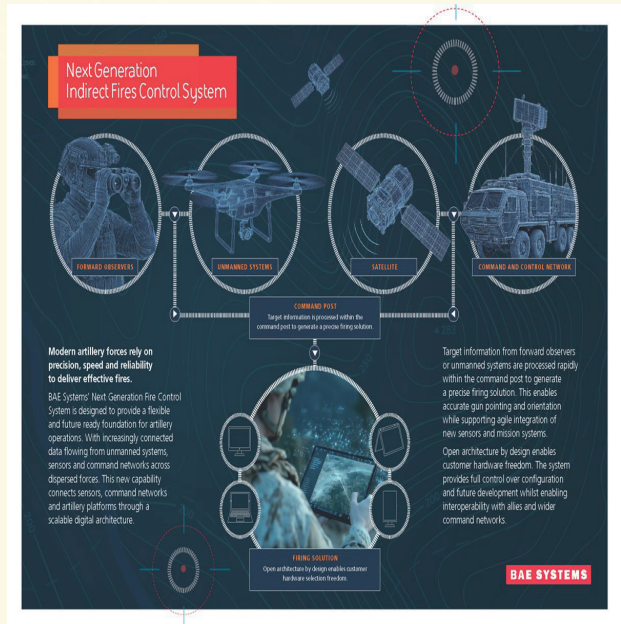
AM General, a leader in military vehicle manufacturing and mobile defense capabilities, will feature next generation vehicles like the Unmanned Ground Vehicle (UGV) and the JLTV A2, each integrated with advanced counter-UAS systems at Eurosatory. The exposition will take place at the Parc des Expositions de Villepinte in Paris, France, June 15 – 19, 2026, Hall 5, Booth #B189 – U.S. Pavilion.

“Eurosatory provides industry and military leaders the opportunity to discuss the evolving battlefield and the ways mission success can be achieved by utilizing cutting edge technology like the AM General UGV,” said John Chadbourne, AM General President and CEO. “With this platform, we’ve been able to demonstrate that autonomous mobile technology can be leveraged for multiple uses including logistics support, casualty evacuation, lethality missions, as well as defensive operation, which we are demonstrating with a Hornet C-UAS remote weapon station at the show.”

The AM General UGV demonstrates how proven tactical vehicle platforms can be transformed into modular, mission-ready unmanned systems. Developed in collaboration with Textron Systems Corporation and Carnegie Robotics, the platform integrates a rugged AM General chassis with advanced autonomy, drive-by-wire technology, and scalable mission payloads. With an upgraded 250-horsepower engine and payload capacity of up to 6,000 pounds, the UGV is designed to support multiple mission sets, including logistics, reconnaissance, casualty evacuation, and armed overwatch. At the show, the vehicle will be equipped with the Hornet Remote Weapon Station featuring counter-UAS capabilities. This configuration highlights the platform’s modularity and its ability to integrate fielded, combat-relevant systems that increase operational reach, enhance soldier protection, and provide commanders with flexible options on the modern battlefield.

Also on display will be the JLTV A2, four man variant, and featuring the Hornet Lite, which is a lightweight RWS delivering extended detection, recognition, and identification for reconnaissance. In addition to its ability to integrate defensive weaponry, the JLTV A2 is markedly improved over the A1 platform with over 1,000 changes/enhancements to the technical data package (TDP). What began as a JLTV A1 platform has transformed into a new generation vehicle with significant improvements including more efficient manufacturability, increased reliability, improved maintainability and sustainability, and greater operational capability, further solidifying the JLTV A2 as the most capable light tactical vehicle ever produced. The JLTV A2 is currently being delivered to the US Government for testing and evaluation.

BAE LAUNCHES NEW DIGITAL FIRES CAPABILITY AT EUROSATORY



BAE Systems is bringing digital innovation to the front-line with its newest capability – a Next Generation Indirect Fire Control System designed to enhance the precision, speed and connectivity of modern artillery operations.

The system is designed to support artillery crews at the point of fire, providing a modern digital fire control system that enables faster targeting, improved accuracy and enhanced operational awareness. The capability supports the delivery of indirect fires while connecting individual guns with wider sensor and effector networks, allowing data to move seamlessly across operations.

John Borton, Managing Director of BAE Systems Weapon Systems UK, said “Modern conflict demands the ability to sense, decide and act at speed. Our new system has been developed to help armed forces accelerate the delivery of fires by connecting platforms, sensors and decision-makers through a resilient digital architecture. It provides the foundation for a more integrated and responsive fires capability where it matters most.”

Built around an open architecture approach, the system has been designed to integrate with a wide range of existing and future platforms. The design enables the system to operate across different artillery platforms and digital environments, allowing operators to incorporate sensors, command systems and other effectors as part of a connected ecosystem.

This flexible architecture also supports future upgrades, enabling armed forces to evolve their fire control capabilities over time without requiring significant changes to existing equipment. By supporting integration across multiple systems, it helps to deliver a more agile and responsive capability.

Developed with a sovereign UK baseline configuration, it provides customers with greater control over the deployment and management of fire control capabilities.

BAE Systems invests significantly in the design and delivery of new and advanced capabilities for its customers, combining proven artillery expertise with modern digital technologies.

KRATOS EXPANDS PRODUCTION OF SPARTAN ENGINES TO SUPPORT GROWING MISSILE AND LOITERING MUNITION DEMAND

Kratos Defense & Security Solutions, Inc. a technology, products, system and software company in defense, national security, and global markets announced plans to significantly increase production capacity for its Spartan line of turbojet engines to support growing demand across missile and loitering munition programs.

The Spartan line of engines delivers military-grade performance while maintaining the affordability and production scalability required to support today's evolving national security environment. Designed to provide exceptional thrust, reliability, and operational capability at commercial prices, Spartan engines are currently supporting multiple customers and platforms across the defense sector.

To meet increasing demand, Kratos is expanding production to produce 3,000 engines next year. To accelerate delivery timelines and support customer requirements, the company has already initiated internally funded long-lead material procurement and strategic supply chain investments, ensuring production readiness and minimizing future lead times.

"As the Department of War focuses on rebuilding



critical missile inventories and increasing affordable precision-strike capacity, the need for scalable, high-performance but low-cost propulsion systems has never been greater," said Steve Fendley, President of Kratos Unmanned Systems Division. "Kratos is investing today to ensure our customers have access to affordable, reliable, American-made propulsion systems that can be delivered

at the speed and scale required by the modern threat environment."

The Spartan family of engines is designed, manufactured, and supported entirely in the United States, utilizing a domestic supply chain that strengthens the U.S. defense industrial base while reducing reliance on foreign sources for critical propulsion technologies.

Kratos' investments directly support Department of War priorities to replenish missile inventories, expand production capacity for precision-strike weapons, and deliver affordable mass across the Joint Force. The company's proactive investments in manufacturing capacity and supply chain readiness position Kratos to rapidly support emerging requirements while helping strengthen America's long-term defense production capabilities.

With growing demand across missile, loitering munition, and autonomous system programs, Kratos' expanding Spartan engine production capability reinforces the company's commitment to delivering affordable, mission-ready propulsion solutions that support U.S. and allied national security objectives

KONGSBERG AND DRASS ANNOUNCE STRATEGIC PARTNERSHIP

Growing demand for advanced underwater intelligence systems, particularly in sensing and robotics, is driving the next generation of highly autonomous underwater vehicles. This partnership is intended to address those evolving defense needs.

The partnership between KONGSBERG and DRASS will support the exchange of technologies, systems, payloads, and operational architectures, combining the companies' complementary industrial strengths, technical expertise, and operational experience to develop advanced underwater solutions.

"Our goal is to develop highly capable, scalable, and interoperable underwater systems that meet changing operational and defense needs. This includes unmanned underwater vehicles (UUVs), maritime intelligence, surveillance, and reconnaissance (ISR) solutions, and manned-unmanned teaming (MUM-T)," says Espen Henriksen, Senior Vice President Uncrewed Platforms at KONGSBERG.

Both companies have strong maritime expertise. KONGSBERG leads in navigation systems, autonomous underwater vehicles, sonar, sensors, and systems integration. DRASS is known for large



subsea platforms, pressure-tolerant battery modules, compact I.R./optronic periscopes, and payload integration.

"Together, we will build on our complementary strengths in unmanned underwater systems and take the next step into the future," Henriksen says.

CEO Sergio Cappelletti at DRASS states: "These jointly developed solutions will create an integration bridge between DRASS's compact submarines and manned underwater systems, and KONGSBERG's

unmanned surface vehicles and conventional UUVs.

By leveraging our respective expertise—particularly through the joint development of KONGSBERG and DRASS unmanned vehicles—we can advance interoperable underwater platforms and accelerate progress in this emerging field. Through this partnership, we are creating a unique operational environment, encompassing the broadest spectrum of assets and technologies for littoral waters and beyond."

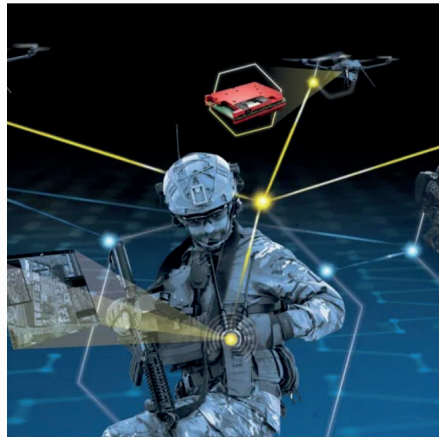
ELBIT EXPANDS ITS E LYNX SDR FAMILY WITH A NEW UNIFIED CONNECTIVITY CAPABILITY LINKING SOLDIERS AND UNMANNED PLATFORMS

Elbit Systems Ltd. has launched the E-LynX™ UxS, a new addition to its E-LynX™ Software Defined Radios (SDR) family, designed to connect manned and unmanned aerial and ground platforms within a single, unified, and secure communications network. The new technology is being showcased at the ILA exhibition in Berlin.

Developed to meet the growing demand for multi domain operations, the E-LynX™ UxS provides persistent, high bandwidth and resilient connectivity for unmanned assets - carrying telemetry, command-and-control data, and payload data such as video and sensors feeds.

As part of the proven E-LynX™ family, the E-LynX™ UxS enhances interoperability within the E-LynX™ communication systems, reduces soldier workload and improves situational awareness and coordination across the operational battlespace.

Compact in form factor and featuring low SWaP (Size, Weight and Power) by design, the E-LynX™ UxS can be integrated into aerial, ground and maritime unmanned platforms - even those



with minimal payload weight requirements - to support truly integrated autonomous maneuvering forces across all operational domains.

When pairing E-LynX™ UxS with E-LynX™ SR (Soldier Radio), Elbit Systems delivers a unified Software Defined Radio ecosystem that transforms autonomous platforms into organic elements of the maneuvering force, making MUM-T a battlefield

reality and giving modern combat network a decisive edge.

At its core, the E-LynX™ UxS leverages Elbit Systems' advanced Mobile Ad-Hoc Networking (MANET) architecture, allowing every platform to serve as both a network participant and a relay node for other E-LynX™ radios. This creates resilient connectivity even in challenging or contested environments, significantly extending operational range and coverage through aerial and terrestrial relay nodes. The unit enables direct soldier control of unmanned systems while extending network connectivity.

As warfare becomes increasingly digital and autonomous, maintaining secure and continuous connectivity across all domains has become mission critical. The E-LynX™ UxS provides a unified and robust communications backbone for MUM-T operations, empowering commanders and soldiers alike with real time information sharing and operational control of unmanned systems.

EDA DELIVERS 1ST EUROPEAN DRONE PILOT TRAINING IN LATVIA

First-person view (FPV) drone pilots from 14 EU Member States trained together from 31 May to 5 June in the first EU-wide course on advanced unmanned aerial systems (UAS) strike and interception operations. Organised by the European Defence Agency (EDA) and the Latvian Armed Forces, the exercise is a major step towards a European military drone training programme.

Held at the Selonia military area in Latvia, the course focused on a range of advanced training scenarios, allowing participants to prepare for realistic battlefield situations.

"Countries recognise that drone piloting and operations should be a core military skill, similar to firearm training, and included in basic military instruction," said João Caetano, EDA's Project Officer UAS Programmes. "It is essential that UAS operators from EU Member States train together on common tactics, techniques and procedures."

Battlefield conditions: train as you fight. Selonia area is the largest military training ground in the Baltics. The trainees operated under field conditions simulating realistic operational environments. They carried out exercises against static and moving targets, including engagement



in trenches and in forests, and against mechanised manned and unmanned platforms such as unmanned ground vehicles (UGVs). In addition, they practised intercepting fixed-wing drones that mimic Russian one-way attack drones and carried out long-range operations over distances of several dozen kilometres. The training also included night operations and the use of thermal imaging systems.

"In this training area, we can conduct a wide range of exercises that are almost impossible in some other EU countries due to high population density and busy airspace," said Major Modris Kairiņš, Head of Latvian Autonomous Systems Competence Centre. "Latvia offers a unique opportunity to develop and expand this kind of

test range. This is also why we have a lot of UAV producers in the country whose equipment can be used."

The instructors from the Latvian Autonomous Systems Competence Centre designed the exercises to make the trainees fulfil joint missions and stimulate collaboration.

"Training with operators from other EU countries is very important," said a trainee from the Irish Armed Forces. "We share different experiences and build further cooperation. It's also important to train in field conditions to properly learn how to operate the equipment."

More European drone training and exercises. In parallel to the training, Latvia hosted EDA's UAS Operational Users' Symposium and Working Group. The event gathered over 40 military experts, industry representatives, and partner nations to discuss the design of a new EDA project that would deliver advanced UAS training courses across Europe. The project should build upon the experience from Ukraine and expand the initial one-time training course into a long-lasting European-level programme and network for military drone operations.

HELISING INTRODUCES THE CA-1 ELECTRONIC ATTACK, AN AUTONOMOUS COMBAT AIRCRAFT FOR EW



Helsing, the leading European defence technology company unveiled the CA-1 Electronic Attack (CA-1EA) at the International Aerospace Exhibition—an AI-powered autonomous aircraft specifically designed for electronic warfare. It is an expansion of the CA-1 Europa platform, on the basis of which Helsing is currently already building an autonomous combat aircraft, which from now on will be designated as the CA-1KA (Kinetic Attack).

To overcome modern air defence systems and destroy adversary reconnaissance systems, modern air forces require a mix of kinetic and non-kinetic effectors.

In the event of conflict, adversary forces use radar systems to locate and target combat aircraft. The CA-1EA then jams these hostile ground systems from the air, creating safe corridors for aircraft flying behind it to carry out their missions. It does not matter which type of combat aircraft the CA-1EA is protecting; it can operate alongside a variety of aircraft, including unmanned systems like the CA-1 Europa or conventional jets such as the Eurofighter.

The CA-1KA and the CA-1EA for electronic warfare share the same airframe, propulsion system, autonomy software suite, and ground control infrastructure. The primary difference between the aircraft lies in the payload. This standardised design keeps production and maintenance costs low, simplifies manufacturing, and facilitates operator training.

This concept allows the CA-1 platform to be further expanded, enabling it to be flexibly tailored to the requirements of European air forces.

The CA-1 platform is currently in development, with maiden flights for the CA-1 Europa attack version planned for early 2027. The CA-1 platform is being developed and manufactured by Helsing's subsidiary, Grob Aircraft, in southern Germany. It is the only truly European solution being offered to German and allied air forces. Initial Operating Capability (IOC) is scheduled for 2029 for the CA-1 KA and 2031 for the CA-1EA.

Stephanie Lingemann, Vice President Air Domain at Helsing, says: "Modern air forces cannot do without electronic warfare. Helsing has been working to develop this capability for years. The CA-1EA is the result: an unmanned system that operates alongside the CA-1KA at tactical range, but can also be deployed flexibly as a standalone platform for electronic warfare."

DIEHL DEFENCE JOINS GERMAN MQ-28 GHOST BAT INDUSTRY TEAM



Boeing expands its German MQ-28 Ghost Bat industry team with leading German primes Diehl Defence as well as Rohde & Schwarz. The new industry partners are set to explore German weapons integration, sensors and communications in the MQ-28 offer to the German Air Force. The MQ-28 Ghost Bat program is led by Boeing Defence Australia.

Diehl Defence attended a Boeing media event at ILA Berlin Airshow 2026, introducing the company as new partner to the German MQ-28 Ghost Bat industry team, next to partners Rohde & Schwarz and Rheinmetall. The Boeing MQ-28 is an uncrewed collaborative combat aircraft (CCA) designed to complement and extend advanced multi-mission air combat operations.

Boeing and 'Team Ghost Bat Germany' will support German national requirements. The share of Diehl Defence in this is weapons integration, such as the guided missile IRIS-T and future air-to-air effectors – if chosen by the Air Force – as well as technical support. This includes integrating German weapons into the MQ-28 as directed by the customer, providing technical data, product support as well as training, and contributing software elements that support air combat chains.

Diehl Defence is supporting Boeing's MQ-28 presentation at ILA Berlin Airshow 2026 by contributing an IRIS-T air-to-air guided missile to the MQ-28 aircraft being on static display.

Amy List, Vice President and Managing Director of Boeing Defence Australia, said: "We're bringing together the best of Australian and German innovation to be able to deliver the MQ-28 to the Luftwaffe by 2029. Welcoming Diehl Defence and Rohde & Schwarz to our team is a significant step forward – together, we'll collaborate closely on development, testing, delivery and support to ensure maximum flexibility and German customization of this Australian-developed platform."

Helmut Rauch, CEO of Diehl Defence, added: "At Diehl Defence, we are excited to join the 'Team Ghost Bat Germany', led by Boeing Australia, on the approach to offer the collaborative combat aircraft (CCA) MQ-28 to our home country customer. We are keen to contribute our expertise, especially in the field of air-to-ground weapons and guided missiles, as part of the solution for the current and upcoming challenges and requirements of the German Armed Forces."

DESTINUS AND DIEHL DEFENCE TEAM UP TO ADD A NEW INTERCEPTOR CLASS TO EUROPEAN AIR DEFENCE

Destinus and Diehl Defence have signed a teaming agreement at ILA Berlin Airshow 2026 to cooperate on European ground-based air defence and counter-UAS systems. As a first step, the Destinus Hornet interceptor will be integrated into Diehl Defence's GARMR counter-UAS system as an additional effector, adding a new interceptor class to a layered air defence architecture. The agreement also establishes a pathway for Hornet to serve as a future secondary effector option within IRIS-T ground-based air defence (GBAD) systems, subject to phased validation and applicable approvals.

Hornet is built for the gap that defines today's threat picture: head-on interception of fast, low-cost aerial threats, including jet-powered one-way attack drones



and glide bombs, a target class that sits between classic counter-UAS effectors and high-end air defence missiles. Engaging these threats with high-value interceptors may win an engagement, but it does not scale under saturation. Hornet adds a second effector layer that extends magazine depth and preserves high-value interceptors for the

targets that demand them.

"Modern air defence is no longer just a matter of capability. It is a question of capacity and cost-per-engagement," said Mikhail Kokorich, CEO of Destinus. "Hornet adds a cost-effective layer beneath established systems, improving magazine depth and strengthening the overall architecture under high-volume threat conditions."

The integration builds on GARMR's modular, standard-interface architecture, enabling multiple effectors and engagement concepts within a single command-and-control framework. The work will follow a phased validation approach aligned with institutional requirements and applicable approvals.

RED CAT INTRODUCES HELLCAT, A GLOBAL SMALL UAS CONFIGURATION BUILT ON THE PROVEN BLACK WIDOW PLATFORM

Red Cat Holdings, Inc. a U.S.-based provider of advanced all-domain drone and robotic solutions for defense and national security introduced Hellcat™, a dual-use small unmanned aircraft system (sUAS) built on the proven Black Widow™ platform and designed for rapidly evolving operational environments.

Red Cat is unveiling Hellcat in conjunction with Eurosatory 2026, where defense leaders, government buyers, and industry partners from across Europe and allied nations are convening to evaluate current and future capabilities with a focus on small UAS, contested-environment operations, and interoperable systems. Built on the proven Black Widow platform, Hellcat incorporates extensive feedback gathered directly from warfighters in the field and lessons learned through an ongoing partnership with Ukraine.

Hellcat is designed to support customer-driven configurations, faster integration cycles, and software-defined updates that keep pace with changing mission needs. The platform brings Red Cat's small UAS architecture to a broader global mission set, supporting coalition partners and customers with varying command-and-control preferences, payload needs, and integration paths.

"Black Widow was purpose-built to meet the rigorous requirements of the U.S. Army's Short Range Reconnaissance program, and it remains a cornerstone of our small UAS leadership," said Jeff Thompson, Chief Executive Officer of Red Cat. "For the development of this new platform, it's been an ongoing honor to work side by



side with Ukrainian drone experts in theater, continuously transforming our ISR drones to meet the ever-evolving demands of the battlefield."

Hellcat is designed around Modular Open Systems Architecture (MOSA) principles, enabling customers to configure command-and-control, payload, software, and integration pathways based on operational needs. The platform is intended to support a broad range of customer requirements, including different government procurement frameworks, coalition interoperability needs, and mission-specific software environments.

"Small UAS programs need to keep pace with how operators are using them in the field," added Thompson. "Hellcat reflects Red Cat's approach to working directly with warfighters, incorporating feedback from operational environments, and folding those lessons back into the platform so users can adapt as the mission changes."

Hellcat's baseline configuration includes GPS-denied operation from power-on, RTH Azimuth recovery without GPS, WEB™ Standoff Radio support, a low-visibility tactical finish, and a field-repairable, rucksack-portable design. The aircraft offers 50+ minutes of flight time, up to 6.8 miles / 11 km of range with maintained operator line-of-sight, and is available with Red Cat's Ocellus™ 3CP three-camera payload option.

Hellcat complements Red Cat's broader Family of Systems, which includes Black Widow, FlightWave Edge 130™, FANG™, Blue Ops Variant 7 Uncrewed Surface Vessel (USV), and command-and-control and autonomy capabilities across air, land, and sea. Together, these systems support Red Cat's strategy to deliver trusted U.S. and allied robotic solutions that enhance situational awareness, operational effectiveness, and mission safety for defense and national security customers.

AURA M REVEALS THE NEW DESIGN OF ENBATA, ITS SOVEREIGN, CERTIFIED MULTI-MISSION MALE DRONE.

AURA M, the defense division of AURA AERO, has unveiled the new design of ENBATA, its sovereign multi-mission MALE (Medium Altitude Long Endurance) drone. ENBATA marks a new milestone with an architecture optimized for robustness, maintenance, modularity, and the integration of next-generation sensors.

Designed to meet the needs of armed forces in demanding theaters of operation, ENBATA combines endurance, payload capacity, an open digital architecture, and controlled costs. The drone is intended for a wide range of missions: long-range strategic intelligence, armed reconnaissance, electronic warfare, maritime surveillance, communications relay, and counter-drone operations.

The design presented by AURA M supports this operational ambition. The aircraft features a deliberately simple metal fuselage, designed to facilitate production, maintenance, and field repairs. The wings, tail surfaces, and nose utilize composite materials, optimizing weight, aerodynamic performance, and the integration of mission equipment. The nose of ENBATA has been progressively refined, offering easy access for system maintenance and designed to adapt effectively to the evolution of onboard sensors. It already incorporates modern solutions for both radar and communications, featuring flat, space-saving antennas.

A Drone Designed to Operate from Rudimentary Airfields : ENBATA was designed for rapid deployment and implementation. Transportable in a 40-foot container, it is designed to be

deployed by an A400M to the theater of operations along with its dedicated ground station. Its landing gear and low-pressure tires were specifically designed to adapt to rudimentary or unprepared runways. This deployment capability complements ENBATA's advertised performance: up to 55 hours of endurance, 25,000 feet of operational altitude, 160 knots true airspeed cruise speed, a 17-metre



wingspan, and up to 1,050 kilograms of payload.

A Certifiable and Scalable Architecture : Powered by a diesel engine paired with a variable-pitch propeller, ENBATA features an open architecture with fly-by-wire controls, designed to facilitate the rapid integration of new software capabilities and mission systems. ENBATA's EASA certification will be a major differentiator: it should allow the drone to operate in non-segregated airspace, paving the way for dual-use missions and more flexible deployments.

High-Level Mission Management and Sphere Awareness System : ENBATA aims to advance drone control by issuing high-level commands: operators define objectives, areas of interest, and mission priorities, while the system assists with execution, monitoring, and adaptation of the flight plan. This approach reduces the cognitive load on crews and facilitates complex missions. The Sphere Awareness System integrates a network of smart cameras distributed across the aircraft, providing 360° environmental awareness. The system monitors the environment, detects the entry of an aircraft or object into a defined perimeter, alerts operators, and tracks targets in real time, allowing operators to remain focused on the primary mission.

A Sovereign, Mass-Produced Platform for the Armed Forces : With ENBATA, AURA M aims to offer a sovereign, ITAR-free European solution designed for large-scale production and simplified deployment. Design-to-cost, simplicity of form, and the integration of existing systems all contribute to controlled costs.

General (Ret.) Stéphane Mille, President of AURA M, stated: "ENBATA was designed as a tool for operational superiority: durable, robust, modular, and capable of rapidly evolving with the needs of the armed forces. Its new design, unveiled at the Eurosatory exhibition, reflects our commitment to constantly adapting to the realities on the ground."

ENBATA exemplifies AURA M's mission: to support the armed forces from requirements definition through to the operational product, leveraging the prototyping, certification, and production capabilities of a European aerospace manufacturer.

ELBIT AND DIEHL DEFENCE FORM STRATEGIC PARTNERSHIP TO OFFER THE SKYSTRIKER LOITERING MUNITION SYSTEM TO THE GERMAN ARMED FORCES



Elbit Systems Ltd. and Diehl Defence signed a strategic partnership agreement to jointly offer the SkyStriker advanced loitering munition system to the German Armed Forces (Bundeswehr), and if awarded, produce, and provide support.

The SkyStriker is an autonomous, long-range loitering munition designed to locate, track, and engage operator-designated high-value targets with high accuracy. Drawing on extensive operational experience across different regions and multiple international programs, the system combines versatility, lethality, and advanced autonomy to meet a wide range of mission requirements including "seek and strike" and border protection.

Capable of carrying up to a 10-kilogram warhead, loitering more than two hours, and achieving a range of over 200 km - SkyStriker provides high-precision strike capability and can be launched from numerous platforms - including land-based vehicles, the EuroPULS rocket launcher, naval vessels, containers and aircraft - providing operational flexibility across all domains.

Elbit Systems, together with its German Subsidiary, Elbit Systems Deutschland, and Diehl Defence will combine their complementary technologies, industrial capabilities, and deep operational expertise to offer a high-performance, mature loitering munition solution, tailored specifically to Germany's defense and modernization priorities. This collaboration aims to meet Germany's growing need for state-of-the-art loitering munition systems, including by expansion of autonomous precision-strike and reconnaissance capabilities.

The partnership also includes local manufacturing, assembly, integration, and qualification activities at Diehl Defence, if awarded relevant programs, supporting the development of sovereign capabilities and strengthening the German defense industry. This cooperation reflects the growing demand for advanced, precise, and flexible loitering munition systems and supports Germany's objective to significantly enhance its capabilities in this domain.

Bezhael (Butzi) Machlis, President and CEO of Elbit Systems: "The partnership with Diehl Defense, together with the strong local presence of Elbit Systems Deutschland, is another important step in strengthening our long-standing presence in Europe and supporting Germany's defense modernization priorities. By combining Diehl's deep experience in system integration and production with Elbit's advanced loitering munition technology, we aim to provide a powerful and future-ready solution for the German Armed Forces."

Helmut Rauch, Diehl Defence CEO states: "Diehl Defence is proud to partner with Elbit systems in the field of loitering munition to strengthen Germany's capabilities in this segment. This cooperation does not only strengthen the development of sovereign capabilities but also the German defence industry."

AIRBUS AND ALTA ARES SIGN PARTNERSHIP TO DEVELOP EUROPE'S AIR DEFENCE SOLUTIONS

Airbus Defence and Space and Alta Ares, a European defence technology company specialised in counter-drone systems and on-board artificial intelligence, have signed a memorandum of understanding (MoU) to cooperate on the development and integration of European counter-drone solutions.

"Against the current geopolitical backdrop, defending against suicide drones is a priority that urgently needs to be tackled and integrated into our broader air defence solutions," said François Lombard, Head of Connected Intelligence, Airbus Defence and Space. "Our counter-drone strategy aims to provide armed forces with cost-efficient and cutting-edge solutions, which can be fully integrated in the air defence ecosystem. To protect Europe and its allies, it is crucial to fill this capability challenge in today's asymmetric conflict theatres."

Both companies are dedicated to accelerating the deployment of resilient, next-generation air defence solutions. By combining Airbus' system and software integration expertise with Alta Ares' battlefield-proven AI-



powered tactical air defence, the partnership will deliver next-level air superiority. Alta Ares' counter-drone systems have been operationally deployed in Ukraine since 2024.

"Modern air defence is neither a software issue nor a hardware issue. It's both, at the same time - and at scale", said Hadrien Canter, Co-Founder and CEO of Alta Ares. "Integrating Pixel Lock and our interceptors into Fortion IBMS means operators get a single, coherent sensor to shooter chain from detection to neutralisation. That's

what theatre commanders are actually asking for."

As an integrator, Airbus Defence and Space will leverage Fortion IBMS (Integrated Battle Management Software), its combat-proven Command & Control (C2) solution, and Fortion SAMOC suite, its surface-to-air missile operation centre solution designed to counter threats from various effectors and missiles.

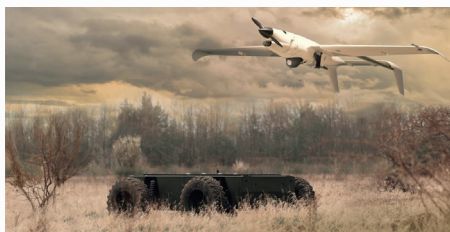
As a capability provider, Alta Ares deploys its integrated counter-UAS solutions and offers a new tactical air defence layer thanks to a combination of software and hardware solutions. In addition, Alta Ares - alongside Airbus - will continue the development and deployment of the Black Bird, a medium-range (30 km) interceptor engineered for high-speed targets like cruise missiles, and the X-Lock, a short-range (15 km) system designed to counter drone threats. The integration of these solutions into Airbus' air defence battle management suite IBMS acts as a force multiplier and contributes to developing a European ecosystem of fully integrated solutions for various air defence threats.

SKYETON AND ONBERG UNITE FOR STRONGER EUROPEAN DEFENSE

Skyeton, a Ukrainian-born aviation production holding and ONBERG Autonomous Systems (ONBERG) - a joint venture between HD Advanced Technologies GmbH (HDAT), a wholly owned subsidiary of Heidelberger Druckmaschinen AG (HEIDELBERG), and Ondas Autonomous Systems (OAS), a wholly owned subsidiary of Ondas Inc. an American leading provider of autonomous drone and advanced defense technologies - have signed a Memorandum of Understanding (MoU) aiming to scale production and deliver NATO-compliant unmanned aerial systems (UAS) in support of Europe's urgent defense readiness requirements. The agreement was signed today at ILA Berlin 2026 in the presence of Vice Admiral Carsten Stawitzki, Head of the Directorate-General for Armaments at the Federal Ministry of Defence.

The goal of the strategic partnership is to directly address Europe's urgent need for defense readiness. Guided by a joint roadmap, the partners intend to establish a Germany-based industrial platform dedicated to the development, industrialization, production, and commercialization of autonomous components and subsystems, in combination with the autonomous systems of ONBERG as part of a multi-domain system. By accelerating production and securing critical allied supply chains, this collaboration aims to deliver reliable UAS tailored to NATO and European operational requirements.

Fusing Skyeton's battlefield-tested Raybird UAS with ONBERG's robust industrial infrastructure - leveraging



scalable series manufacturing, advanced electronics, and HEIDELBERG's 175-year heritage of precision engineering, combined with Ondas' proven expertise in autonomous systems, counter-UAS platforms, and AI-enabled mission technologies puts a continental scale within reach of such alliance. Scaling and commercialization of Skyeton's battlefield-tested Raybird UAS - a modular, long-range, high-endurance system built for persistent reconnaissance and seamless future upgrades has been identified as the initial flagship project. By scaling the Raybird systems alongside other autonomous solutions, the cooperation aims to establish a versatile, future-proof portfolio tailored to evolving defense needs. Raybird's combination with the large UGV of HDAT will be shortly tested in Ukraine and will be subject to the multi domain business the partnership is aiming for. Skyeton and ONBERG sign a MoU: From the left: Michael Wellenzohn, Advisory Board member at ONBERG & CEO of HD Advanced Technologies GmbH, Vice Admiral Carsten Stawitzki, Head of the Directorate-General for Armaments at the Federal Ministry of Defence and Pavlo Shevchuk, International CEO at Skyeton.

On the occasion of the signing of the agreement, Vice Admiral Carsten Stawitzki said: "Initiatives like the one signed today between Skyeton and ONBERG are the backbone of Europe's future defense architecture. By uniting Ukrainian battlefield experience with European manufacturing excellence and allied technological expertise, we are not only reinforcing our collective security, we are building a resilient, sovereign defense industrial base in Europe." Underscoring the operational urgency driving the collaboration, Pavlo Shevchuk, International CEO at Skyeton, noted: "The war in Ukraine has fundamentally reset the paradigm of modern warfare: operational resilience, speed and adaptation are non-negotiable. By partnering with ONBERG, we will combine Skyeton's extensive combat insights and the proven endurance of our systems with world-class European manufacturing and cutting-edge autonomous technology to deliver exactly the capabilities our allies need - at scale and without delay."

Michael Wellenzohn, Advisory Board member at ONBERG & CEO of HD Advanced Technologies GmbH added: "True defense readiness is more than innovation. It is about scale and assured supply. This partnership will enable ONBERG to bring its deep technological expertise and HEIDELBERG's legacy of industrial precision to bear in Skyeton's combat-proven systems to continental scale. Together, we will close the gap between battlefield urgency and European industrial strength, delivering NATO-compliant autonomous solutions that Europe can deploy and rely on at a moment's notice."

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AIRBUS AND SKYFALL FORM STRATEGIC ALLIANCE TO ADVANCE EUROPEAN AND UKRAINIAN DEFENCE INNOVATION



At this year's International Aerospace Exhibition (ILA) in Berlin, Airbus Defence and Space and leading Ukrainian technological defence company SkyFall signed a Memorandum of Understanding (MoU) to launch a strategic partnership. As a drone pioneer, SkyFall combines rapid prototyping with serial manufacturing to deliver advanced unmanned aerial systems for combat missions, logistics, and military reconnaissance. The signing took place in the presence of German Federal Minister of Defence Boris Pistorius.

The partnership reinforces the protection of Ukraine's airspace against drone and missile strikes and strengthens Ukraine as a leading European centre for defence innovation. The initiative will accelerate the European defence ecosystem by combining extensive Western systemic defence expertise with battle-proven technological agility and effectiveness to foster next-generation defence frameworks.

“Countering new threats by affordable saturation attacks with drones and other effectors across the European airspace requires technological agility, multinational interoperability, and the deployment of battle-tested capabilities,” said Michael Schoellhorn, CEO of Airbus Defence and Space. “This alliance with SkyFall bridges the gap between traditional defence systems and rapid-cycle innovation. Combining Airbus' system-of-systems and C2-expertise - especially in integrated air and missile defence (IAMD) - with Ukraine's invaluable combat insights and field-proven technologies, is another building block in creating a resilient, multi-layered air defence ecosystem - at the speed of the modern battlefield.”

“SkyFall interceptors have already neutralised over 10,000 Russian drones in live combat environments, validating the effectiveness of Ukrainian solutions in countering aerial threats. Partnering with Airbus, we are developing the next generation of technologies to establish a multi-layered air shield that will bolster the protection of Ukrainian skies and European airspace,” commented Mykola Makoviev, CEO of SkyFall.

The joint initiative directly supports the overarching goals of the European Sky Shield Initiative (ESSI), Europe's joint air defence framework, and underscores the vital importance of European technological sovereignty. Furthermore, the alliance strengthens collective deterrence and long-term industrial solidarity by bringing advanced Ukrainian defence technologies to the European market.

SCHIEBEL CAMCOPTER S-300 SELECTED FOR EUROPEAN DEFENCE FUND SWORD PROJECT

Schiebel's CAMCOPTER® S-300 has been selected as the airborne platform for SWORD, a European Defence Fund (EDF) project focused on Stand-off anti-submarine Warfare Operations by Remote Deployment (SWORD), a consortium led by TKMS ATLAS ELEKTRONIK.

SWORD aims to develop a System-of-Systems for stand-off Anti-Submarine Warfare (ASW), providing an integrated sensor-to-shooter functional chain that enables naval platforms to detect, track, classify and neutralise submerged threats. The 36-month project brings together leading European defence and technology partners to advance a mature concept design for future anti-submarine warfare capabilities.

As part of the consortium, Schiebel will contribute the CAMCOPTER® S-300 Unmanned Air System (UAS), the company's heavy-lift Vertical Takeoff and Landing (VTOL)



platform. With its extended endurance, high payload capacity and compact operational footprint, the S-300 is ideally suited to support complex maritime missions and the remote deployment of advanced sensor and mission payloads.

The project underlines the growing need for unmanned systems in future naval operations. Designed to operate in both maritime and land-based environments, the CAMCOPTER® S-300 provides a flexible airborne capability for Intelligence, Surveillance

and Reconnaissance (ISR), as well as extended mission profiles requiring larger payloads, longer endurance and operational adaptability.

"We are proud that the CAMCOPTER® S-300 has been selected for this important European Defence initiative," said Hans Georg Schiebel, Chairman of the Schiebel Group. "SWORD is a great example of European cooperation in a highly relevant maritime defence domain. The selection of the S-300 highlights the platform's potential to support future anti-submarine warfare concepts with a flexible, unmanned and operationally efficient capability."

Led by TKMS ATLAS ELEKTRONIK, the SWORD consortium includes partners from across Europe and supports the European Defence Fund's objective of strengthening collaborative defence research and innovation within the European Union.

TELEDYNE FLIR DEFENSE LAUNCHES BLACK RECON AUTONOMOUS MICRO-DRONE

Teledyne FLIR Defense, part of Teledyne Technologies Incorporated (NYSE: TDY), today announced at Eurosatory the market launch of Black Recon™, an autonomously launched micro-drone system that delivers continuous, untethered reconnaissance from military vehicles and fixed installations.

Designed for vehicle integration, Black Recon allows crews to launch, operate, recover, and recharge up to three unmanned aerial systems without leaving their platform, reducing risk and accelerating decision-making.

"Black Recon represents a major step forward in integrated reconnaissance for ground forces," said Dr. JihFen Lei, President of Teledyne Defense and Aerospace Group and Senior Vice President of Teledyne Technologies. "By bringing autonomous launch, recovery, and recharging directly to the vehicle, we give operators persistent situational awareness, faster access to actionable intelligence, and greater protection in high-tempo missions."

Key system capabilities include:

- Autonomous launch, recovery, and recharge from the safety of the platform

- Three-UAV rotation for near-continuous overwatch

- Thermal and visible payloads for real-time imagery and targeting data

- Global Navigation Satellite System (GNSS)-denied operation enabled by advanced sensors and visual navigation

- Radio-silent missions using Visual Inertial Navigation, without reliance on RF links

- Extended range and radio coverage through onboard relay capability



Compatible operation with Black Hornet 4 nano-drone

Optional 100-gram mission modules for future lethality, sensor, and CBRN payloads

A Fully Integrated, Autonomous Reconnaissance Capability

Black Recon is a compact, hardened system for vehicles or fixed installations that deploys up to three micro-UAVs in rotation for persistent surveillance. Each UAV launches autonomously, performs reconnaissance, surveillance, and target acquisition (RSTA) missions, then returns to the launcher for capture, docking, and recharging. The result is uninterrupted ISR coverage day or night while keeping personnel protected inside the platform.

Designed for 'Dynamic Reusability' in High-Tempo Operations Unlike legacy drones adapted for dismounted use, Black Recon is engineered for mounted platforms, enabling immediate ISR deployment without external aviation support.

With 50- to 60-minute flight times and speeds up to 25 m/s per UAV, Black Recon extends surveillance beyond traditional engagement ranges, supporting continuous target tracking, rapid threat detection, and shortening the decision cycle across all mission profiles.

Low SWaP, High Performance

Weighing less than 450 grams, each Black Recon UAV combines low size, weight, and power with advanced sensing derived from Teledyne FLIR Defense's proven nano-UAS portfolio. Autonomous navigation allows missions to continue in GPS-jammed or spoofed environments.

Expanding Beyond the Battlefield Originally developed for military use, Black Recon's flexible architecture also supports public safety and security applications, including:

- Remote first responder deployments for law enforcement

- Border and perimeter security

- Critical infrastructure monitoring

- Maritime and riverine patrols

Its rugged, network-enabled design supports both fixed and mobile deployment, providing rapid situational awareness in remote and hard-to-reach environments.

Future-Ready, Modular by Design Black Recon's open mission-module architecture is built to evolve with operational requirements. Planned future modules include lethality payloads and CBRN detection sensors, expanding the system from persistent reconnaissance to hazard detection and active engagement.

PALLADYNE AI AND IAI FORM PARTNERSHIP TO MANUFACTURE AND SELL COMBAT-PROVEN LOITERING MUNITION SYSTEMS TO THE US DOW



Mini HARPY Loitering Munition

Palladyne AI Corp. a U.S.-based defense and industrial technology company, and Israel Aerospace Industries (IAI), a world-class aerospace and defense leader announced the formation of a strategic partnership under which Palladyne AI will manufacture, integrate and market IAI's HARPY, HAROP and Mini HARPY loitering munition systems to the U.S. Department of War.

The partnership provides Palladyne AI with exclusive U.S. production and marketing rights for loitering munition systems, designed to suppress and destroy enemy air defenses and provide long-range strike capabilities across operational and tactical environments.

IAI has been pioneering the global loitering munition market for more than 40 years, with systems deployed operationally in many militaries worldwide. Under the partnership, Palladyne AI will adapt the systems to U.S. operational requirements and domestically manufacture components and subsystems, while IAI will provide engineering support and key subsystems. The partnership comes as the Department of War is increasing its investments in loitering munitions to expand its military capabilities for the modern battlefield.

Boaz Levy, IAI's Chairman of the Board: "The U.S. is a strategic market for IAI, and this partnership represents a significant step in expanding our long-term presence and industrial cooperation in the U.S. defense sector. By combining IAI's decades of operational expertise and combat-proven loitering munition technologies with Palladyne AI's U.S.-based manufacturing capabilities, we are positioning these systems to meet evolving operational requirements and support the current and future needs of the U.S."

Ben Wolff, President and Chief Executive Officer of Palladyne AI, commented: "The U.S. defense industrial base needs battle-proven loitering munitions capabilities it can field now. IAI's systems have been validated in real-world combat environments for decades. What differentiates this partnership is that by combining IAI's systems with Palladyne AI's U.S. engineering and manufacturing capabilities, we can make those systems' capabilities available to the U.S. Department of War much faster than through a clean-sheet development program. We built that stack in 2025. This partnership is the first major proof of what it can do."

Guy Barlev, Executive VP and GM of the Space Missiles and Systems, IAI: "This new strategic partnership will bring our combat-proven long-range loitering munitions to the U.S. market. We selected Palladyne AI for its combination of advanced autonomy, engineering expertise and certified U.S. manufacturing capabilities. Palladyne AI's leadership has built and scaled large, complex businesses before. Their team moves with the kind of urgency the current threat environment demands."

Admiral Eric T. Olson (Ret.), Palladyne AI board member, concluded, "We built Palladyne AI to be the kind of partner the Department of War actually needs right now, not a startup with an interesting product and no ability to scale, and not a legacy prime moving at legacy prime speed. We can take proven systems, adapt them for U.S. requirements, and build them in America. The IAI partnership is exactly the kind of opportunity that Palladyne's infrastructure was designed to capture."

ROHDE & SCHWARZ AND TRUMPF ADVANCE LASER-BASED DRONE DEFENSE WITH THORIS LCS



Rohde & Schwarz announces the debut of THORIS (Tactical High-Energy Opponent Response & Interception System), a dedicated counter-UAS (uncrewed aerial system) solution designed for the protection from hostile drones with rapid and precise engagement.

Built on a layered multisensor suite, THORIS blends RF detection for radio-controlled drones with radar and EO/IR sensors that confirm, track and identify targets even when RF emissions are weak or absent. All detection, tracking and effectors are coordinated within a unified command-and-control (C2) environment that provides high-resolution situational awareness, maintains human oversight, and ensures compliance with rules of engagement and legal frameworks. Rohde & Schwarz jamming solutions are able to disrupt radio-controlled hostile drones where operationally and legally permitted.

When jamming is ineffective or prohibited, the system transitions to a directed-energy response: THORIS LCS (Laser Combat System), a dedicated laser-based counter-UAS solution, will employ a TRUMPF-engineered laser that delivers controllable high-power pulses to disable a UAS' control electronics or propulsion without kinetic impact.

This latest evolution of sovereign counter-UAS capabilities is built on a unique partnership that merges Rohde & Schwarz' leadership in sensors, electromagnetic warfare and systems integration with TRUMPF's industrial high-energy laser expertise.

At ILA, a future look at THORIS LCS shows it mounted on a mobile ground vehicle that is able to detect a series of surrogate UAS, locking on within milliseconds and applying precise laser pulses that render each drone inoperable. The system's modular architecture allows seamless integration into both mobile and fixed deployments, delivering scalable protection for convoys on the move, forward forces and critical infrastructure while remaining effector and platform agnostic by design. The modularity and scalability of the solution makes it a future-proof investment and effectively addresses the CUAS capability gap.

THORIS LCS will be on display at the Rohde & Schwarz booth at ILA (hall 3, stand c20), where attendees can view a full-scale mock-up, explore the integrated sensor-to-laser workflow and receive detailed briefings from the development team.

The fully integrated THORIS LCS vehicle system is planned for launch at the end of 2028, with demonstrators and staged validation activities available on the path to fielding.

INTEC AND SKYETON DEEPEN COOPERATION ON DEFENSE SOLUTIONS

INTEC Industrie-Technik GmbH and Skyeton Germany GmbH signed a Strategic Letter of Intent on June 10, 2026, at ILA 2026 in Berlin. The agreement aims to bring proven, ready-now long-range and long-endurance unmanned aviation solutions to the German Armed Forces.

The cooperation combines INTEC's engineering, system integration, and lifecycle support expertise with Skyeton's battlefield-proven experience in unmanned aviation. Together, the companies will address current and future defense needs in Germany and across allied markets.

Christoph Otten, CEO of INTEC: "We look forward to cooperating with SKYETON in order to support military users to benefit from combat-proven capabilities. These



were initially developed and constantly improved, incorporating lessons learned from the battlefield in Ukraine, and will be jointly made available for the German market to meet current and future challenges."

Andreas Pilz, Key Account Director DACH at Skyeton Germany: "We highly value INTEC's expertise, and their

deep understanding of the German defense environment. It makes them an important partner for us. We are confident that this cooperation will help bring proven Raybird capabilities to the German market in a practical and reliable way."

The initial focus of the cooperation will be Raybird, Skyeton's small tactical unmanned aviation system designed for extended ISR and ISTAR missions. Developed and continuously improved in Ukraine, Raybird has accumulated over 350,000 combat flight hours and has proven its reliability, resilience to electronic warfare, and operational efficiency in some of the most demanding conditions for unmanned systems. The platform will be adapted to European, and in particular German, standards with INTEC's expertise and support.

USMC EXPANDS AUTONOMOUS FIRES CAPABILITY WITH OSHKOSH DEFENSE ROGUE-FIRES BLOCK 2 AWARD

Oshkosh Defense LLC, an Oshkosh Corporation business, announced it has received two delivery orders from the U.S. Marine Corps for the Remotely Operated Ground Unit for Expeditionary Fires (ROGUE-Fires) Block 2 Production, totaling \$92M.

Built on the battle-tested Oshkosh Defense Joint Light Tactical Vehicle (JLTV), ROGUE-Fires combines next-generation autonomy with the protection, mobility, speed, and off-road capability Marines rely on in austere environments. The JLTV's proven transportability, operational interoperability and available sustainment provide a strong foundation for expeditionary fires missions and distributed operations.

Oshkosh Defense was initially awarded the ROGUE-Fires contract in 2022, and the platform has since become the first semi-autonomous ground system fielded by the U.S. military. The ROGUE-Fires offers the only in production and fielded semi-autonomous ground system for offensive and defensive fires.

The Block 2 configuration introduces Forterra's next-generation autonomy and expanded weapon system integration to support Expeditionary Advanced Base Operations (EABO) and distributed long-range precision fires missions.

"As the Marine Corps continues to modernize its force structure and operational capabilities, Oshkosh remains focused on delivering advanced ground mobility solutions that support mission success," said Pat Williams, Chief Programs Officer at Oshkosh



Defense. "With new technology integration and expanded weapon system flexibility, ROGUE-Fires Block 2 demonstrates Oshkosh's ability to integrate advanced technologies onto proven tactical vehicles."

ROGUE-Fires, built on a Modular Open System Approach, provides the architecture that now supports integration with the MLRS Family of Munitions (MFOM) and rapid swapping of future payload weapon systems based on mission requirements.

This modular approach provides Marines with greater operational flexibility across evolving expeditionary fires missions and beyond.

Forterra's AutoDrive autonomous driving system is built to support operations in contested and GPS-denied environments.

Vehicle deliveries under the contract are expected to continue through 2031.

LEONARDO AND BAYKAR SET MAJOR MILESTONE FOR ADVANCED CREWED/UNCREWED CAPABILITY DEVELOPMENT WITH SUCCESSFUL 1ST K-SWARM LIVE TRIALS

Leonardo and Baykar set a major milestone in the development of Crewed/UnCrewed Teaming (CUC-T) and swarm tactics capabilities, after successfully completing the first phase of live testing activities for the K-SWARM programme. The programme is aimed at designing and developing interoperability between crewed and uncrewed aircraft.

Collaborative combat teaming has increasingly become a key enabler of future combat air systems, and part of the evolution of current generation fighters. Today's design of Crewed/UnCrewed Teaming (CUC-T) is one of the fundamental strands for the transformation of military and security tools in all domains. Its importance is not only technological, but also operational, doctrinal and industrial. The testing was carried out in May at one of Baykar's flight and test center in Çorlu, Türkiye. The flight test campaign involved two Leonardo M-346 airplanes - a Leonardo owned M-346 Fighter Attack Variant, with an Italian Air Force's T-346A acting as chase aircraft - and the Bayraktar KIZILELMA Uncrewed Fighter Aircraft.

Testing activities consisted of a series of missions aimed at assessing latest generation algorithms as well as the relevant tactics and procedures developed by Leonardo at its Avionic, Flight Control Innovation Labs and product capability and concept laboratory, PC2LAB, in Turin, linked with an M-346 Full Mission Simulator in Venegono, Italy. In parallel, leveraging state-of-the-art software and hardware at Baykar facilities, Baykar integrated advanced smart fleet autonomy capabilities into the CUC-T algorithms. KIZILELMA's advanced autonomy capabilities

greatly simplified the integration process, allowing for seamless implementation and rapid deployment.

These were brought into action during the M-346/KIZILELMA formation flights, supporting the validation of advanced collaboration and coordination

of different high performance combat platforms and air systems, as the programme marked the transition from simulation to live operations. An advanced radio frequency data exchange system allowed for the synchronization of all data shared between the M-346 and KIZILELMA platforms, protected by Leonardo GCC Tactical Platform. This proprietary cyber defence platform protects and monitors systems in real time, allowing for effective command and control of the planned flight formations. During the flight campaign, following an autonomous taxi and take-off, the KIZILELMA autonomously rejoined the M346 Fighter Attack using Smart Fleet Autonomy algorithms developed by the Baykar's Hardware-in-the-Loop (HIL) Laboratory, enabling the M346 to subsequently assume full control of the unmanned aircraft. Using a newly developed fully integrated onboard avionic suite, the M-346 pilots commanded different formations which were autonomously executed by KIZILELMA through a dedicated crewed/uncrewed computing system. Different maneuvers and formations, including position changes, separations and rejoins were successfully tested with the KIZILELMA accurately responding to the M-346 commands. The activities performed in Çorlu were the result of extensive and intense preparation work, including pilots and technicians, which were jointly carried out over several months by the Leonardo and Baykar teams. This extensive work resulted in the trials achieving the required level of technical integration of the systems, the development of testing scenarios, the algorithms validation and ensured the tests could be managed and completed safely and effectively.

The data and analysis gathered has been crucial in defining the next steps in the K-SWARM programme, as it moves into more complex operations requiring greater situational awareness and assets working together 'as one' towards mission objectives.

The first phase of trials demonstrates the solid partnership between Leonardo and Baykar, and their respective technology and industrial competences. It confirms the companies' competitive advantage in the field and represents a concrete step towards the development of critical capabilities for modern combat air operations in multidomain operational scenarios.

GA-ASI ADAPTS GROUND CONTROL STATION TO FLY MQ-9B



General Atomics Aeronautical Systems, Inc. (GA-ASI) is working to adapt its Block 30 Ground Control Stations (GCS) to fly the company's newer model MQ-9B SkyGuardian® and SeaGuardian® Remotely Piloted Aircraft. When these upgrades are complete, they will enable current users of the Block 30 system, originally designed to fly the MQ-9A Reaper®, to keep that equipment and use it to operate the more capable aircraft.

Current users include the U.S. Air Force, U.S. Marine Corps, the Italian Air Force, the French Air Force, the United Arab Emirates Armed Forces, the Spanish Air Force, and the Royal Netherlands Air Force.

GA-ASI developed the MQ-9B through its own internal research and development. The upgraded new aircraft required a new and more powerful GCS. The ongoing work with the Block 30 GCS now means that prospective users with existing stocks of equipment wouldn't need to buy new ground control equipment to operate the MQ-9B aircraft they acquired.

"We want to do all we can to deliver to most capable model of our aircraft to our customers, and that's MQ-9B," said GA-ASI President David R. Alexander. "We also know that by investing our own Internal Research & Development dollars, we can deliver MQ-9B at a lower acquisition cost by adapting the GCS for our current customers."

Company efforts to upgrade the Block 30 focus on its datalink capability for MQ-9B operation. This includes the installation of a new datalink rack, the GA Interface Multiplexor Encryptor, which is the heart of the MQ-9B communications and telemetry system. In addition to the hardware modifications, the software will also be tailored to interface with the unique capabilities on the MQ-9B.

Once the modifications are made to Block 30, the GCS will be able to fly both the MQ-9A and the MQ-9B aircraft and will be easily switchable from one to the other.

SHIELD AI AWARDED USAF PRODUCTION CONTRACT FOR CCA MISSION AUTONOMY



Shield AI, the defense technology company building the world's best autonomous solutions and next-generation aircraft, has been awarded a production contract by the U.S. Air Force to implement Hivemind mission autonomy software for the Collaborative Combat Aircraft (CCA) program.

The production award reflects the Air Force's software-first approach to autonomy and its decision to evaluate mission autonomy as a standalone capability within the CCA program. Enabled by the Autonomy Government Reference Architecture (A-GRA), the Air Force can rapidly iterate mission autonomy software upgrades independent of the aircraft, accelerating innovation while reducing integration costs and program risk.

"Mission autonomy is a foundational capability for future airpower," said Christian Gutierrez, senior vice president of Hivemind at Shield AI. "The Air Force's approach enables faster innovation, rapid capability deployment, and greater operational advantage for the warfighter. We're excited to continue our partnership with the Air Force to field collaborative autonomy and deliver these capabilities at scale."

By separating mission autonomy from the aircraft itself, the Air Force can integrate and upgrade software across multiple platforms without redesigning the airframe. This approach preserves competition, reduces integration risk, and enables Hivemind to be integrated across the Air Force's broader CCA ecosystem rather than being tied to a single aircraft platform.

Under the award, Shield AI will focus on implementing collaborative combat autonomy behaviors involving multiple autonomous aircraft operating together under human supervision, reducing operator workload and enabling coordinated operations at scale.

Independent of this contract award, Shield AI will continue meeting all commitments for the Air Force's mission autonomy development efforts. Earlier this year, Shield AI was selected as a mission autonomy provider for the Air Force's CCA program following a competitive evaluation supporting Technology Maturation and Risk Reduction (TMRR) efforts. Hivemind is currently flying aboard Anduril's YFQ-44A aircraft as part of those ongoing development efforts.

Hivemind is Shield AI's platform-agnostic, A-GRA compliant software that assumes the role of a human pilot or operator, enabling unmanned systems to sense, decide, and act. Unlike traditional autopilots that simply follow preplanned routes, Hivemind can reroute around or engage dynamic obstacles, execute collaborative tactics with peer systems and piloted aircraft, respond to unexpected conditions, and complete missions safely and effectively as part of a human-machine team.

USAF AWARDS GA-ASI PRODUCTION CONTRACT FOR FQ-42A CCA



General Atomics Aeronautical Systems, Inc. (GA-ASI) has received a production contract from the U.S. Air Force (USAF) for the FQ-42A Collaborative Combat Aircraft (CCA). The initial order is a significant milestone, beginning the delivery of production aircraft to the warfighter. GA-ASI designed, developed and flight-tested FQ-42A on an accelerated schedule unlike any fighter in recent history.

"This is an exciting day for our company and the nation," said company President David R. Alexander. "Moving to production on FQ-42A is the result of an extraordinary partnership and many years of investments between General Atomics and the U.S. Air Force. We've been preparing for this order, and manufacturing is already well underway."

The FQ-42A is a purpose-built, uncrewed fighter 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 live flight tests on multiple airframes, provides the foundation for human-machine teaming in complex combat scenarios.

The development effort by GA-ASI fast-tracked, with the aircraft moving from contract award to first flight in just 15 months, one of the fastest rollouts of a new fighter in history.

GA-ASI was selected by the U.S. Air Force in 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 previously demonstrated in partnership with U.S. Air Force Research Laboratory (AFRL).

GA-ASI's approach enables a common core aircraft design that can be rapidly adapted for different mission sets and service requirements. GA-ASI's Gambit Series concept for CCA envisions multiple variants that serve specific needs, including long-endurance surveillance; air-to-air superiority; air-to-ground strike and more.

GA-ASI has been building and flying uncrewed jets for nearly two decades, beginning with the company-funded, weaponized MQ-20 Avenger® in 2008. The company's XQ-67A Off-Board Sensing Station jet, developed in collaboration with AFRL, is a cutting-edge model for autonomous collaborative platforms with advanced airborne sensing and served as a flying prototype for the FQ-42A concept.

Pre-production versions of the new fighter were designated "YFQ-42," with "Y" designating a prototype phase. The award of an Air Force production contract means the forthcoming aircraft will be among the first in history to carry the novel FQ designation: "F" for fighter and "Q" designating the platform is uncrewed.

VERTICAL AEROSPACE'S FINAL FULL-SCALE PROTOTYPE COMPLETES 1ST PILOTED FLIGHT

Vertical Aerospace has announced that its latest full-scale prototype aircraft has completed its maiden piloted flight at the company's Flight Test Centre in the U.K, marking the start of an expanded flight test campaign.

The flight follows the issuance of a new Permit to Fly from the UK Civil Aviation Authority (CAA) after extensive ground testing and aircraft validation activities. Vertical Test Pilot Paul Stone conducted the flight at 8:49 BST on June 5, 2026. Meanwhile, the company's existing prototype continues transition flight testing, having completed multiple piloted transition flights.

The new prototype is the final aircraft to join Vertical's flight test fleet before the company completes Critical Design Review (CDR), a major programme milestone that establishes the design baseline for certification. Following CDR, Vertical will begin preparations for assembly of its first pre-production aircraft as it continues toward certification and commercial service.

Stuart Simpson, CEO of Vertical Aerospace, said: "Getting our latest prototype into flight testing is an important milestone because it allows us to learn faster in real world conditions and keep building momentum



towards certification. Expanding the flight test fleet will help us validate the aircraft more quickly, reduce risk, and move more efficiently towards bringing Valo into service."

This aircraft doubles the company's flight testing capacity and supports additional public demonstrations this year. Following the completion of all flight test phases – thrustborne, wingborne and transition flight – in its all-electric configuration, Vertical intends to retrofit this prototype for hybrid-electric flight testing. The hybrid-electric variant is expected to support applications demanding greater range and payload capability across

defense, logistics, and wider commercial sectors.

The prototype shares the same configuration as Vertical's current full-scale aircraft, which has already completed all flight test phases. Vertical's flight test programme is built around full-scale, piloted prototype aircraft with architecture, systems and flight characteristics closely aligned to the production-standard Valo aircraft, enabling the company to validate the technologies, systems integration and flight models that will support certification.

MARSHALL AEROSPACE PROVIDES INITIAL FLIGHT MODEL FOR HORIZON AIRCRAFT'S HYBRID-ELECTRIC VTOL

Marshall Aerospace has successfully completed a flight dynamics and control model to support Horizon Aircraft's Cavorite X7, a revolutionary dual-use hybrid-electric vertical take-off and landing (VTOL) aircraft currently in prototype development.

The X7 combines the agility and versatility of a helicopter with the speed and safety of a conventional fixed-wing aircraft, using powerful lift fans to take off before transitioning to forward flight at a safe altitude and speed. The aircraft is forecast to operate up to 75% more cost-efficiently than helicopters, thanks to its advanced hybrid power system and fan-in-wing design.

In 2025, Horizon Aircraft issued a competitive tender for specialised flight dynamics and control systems support as the X7 advances toward key milestones in the design, development and certification process.

Marshall Aerospace's Aero Engineering Services business was selected to undertake the programme due to its extensive experience and track record with platform modifications, special mission conversions, and other applied engineering programmes related



to the dynamics, stability and control of aircraft.

The Marshall team has now conducted extensive analysis to model how the X7's aerodynamic, propulsion and mass characteristics influence flight behaviour. The outcome is a six degrees of freedom (6-DOF) flight model to support development of the X7's safety-critical control system, enabling Horizon Aircraft to predict and optimise how the aircraft responds to control inputs.

Marshall has delivered an initial software variant for steady level flight, with models for additional flight regimes now in development as part of the company's ongoing support for Horizon Aircraft.

"We're delighted to support Horizon Aircraft through safety-critical development work on

a product that presents new possibilities for commercial and military aviation.

"This programme shows how our deep engineering experience translates across complex challenges ranging from platform modifications to special mission conversions and test beds." Mark Hewer, Aero Engineering Services Director, Marshall Aerospace

In May 2025, Horizon Aircraft completed the successful transition flight of its large-scale prototype, validating its patented fan-in-wing technology. The company has been designing and building its full-scale hybrid-electric VTOL aircraft, and expects to complete assembly later in 2026 with flight testing to commence in early 2027.

"The delivery of the first flight model for the Cavorite X7 marks a strong start to our partnership with Marshall Aerospace.

"Marshall's engineers have integrated seamlessly into our development process, serving as an extension of our team and applying their expertise to developing one of the safest, toughest, and most performant modern VTOL aircraft." Tom Brassington, Chief Technology Officer, Horizon Aircraft

A man in a white thobe and ghutra stands in front of a large, grey, futuristic aircraft. The aircraft has the LOCC logo and Arabic text 'هيلي هيلي' (Heli Heli) on its side. The background is a clear blue sky.

**CERTIFYING THE FUTURE:
LODD'S JOURNEY TOWARDS
AUTONOMOUS CARGO AVIATION**

RASHID AL MANAI
CHIEF EXECUTIVE OFFICER, LODD

Q LODD has officially entered the certification phase for the Hili hybrid VTOL cargo aircraft with the UAE's General Civil Aviation Authority. How significant is this milestone for LODD, and what does it mean for the broader autonomous aviation ecosystem in the UAE?

A This is one of the most significant milestones in LODD's journey. Aircraft development is only the first part of the challenge. Certification is what ultimately demonstrates that an aircraft meets the rigorous airworthiness and safety standards required for commercial operations.

For Hili, entering formal certification represents the transition from engineering and flight testing into the pathway towards commercial deployment. It validates the maturity of the program and reflects years of investment in design, testing and systems development.

More broadly, this is an important milestone for the UAE. It demonstrates the country's ambition not only to operate advanced aircraft, but to design, develop and certify them locally. As more autonomous aircraft programs emerge globally, having a robust certification capability will be a critical differentiator for the UAE's aerospace ecosystem.

Q Hili has been designed to carry payloads of up to 250 kg over distances of 700 km, positioning it among the longest-range hybrid cargo UAVs in development. What were the biggest engineering and technological challenges in achieving this balance of payload, endurance, and VTOL capability?

A Hili was designed around a very simple objective: move meaningful amounts of cargo efficiently over regional distances without being constrained by traditional airport infrastructure.

Achieving that required balancing four competing requirements: payload, range, vertical take-off capability and operational endurance. Normally, improving one comes at the expense of the others.

Our hybrid-electric distributed propulsion architecture allows us to combine helicopter-like accessibility with aircraft-like economics. Vertical take-off and landing gives us operational flexibility, while efficient wing-borne flight enables

"The UAE has the opportunity to become a global leader in designing, certifying, manufacturing, and operating advanced autonomous aircraft."

regional missions of up to 700 kilometres carrying heavy payloads.

A key differentiator is Hili's ability to recharge its batteries during flight. Our hybrid propulsion system continuously replenishes the onboard batteries while cruising, ensuring they are fully available for the most energy-intensive phases of flight, including take-off, landing and transition. This significantly reduces turnaround time between missions, improves aircraft utilisation and minimises the charging infrastructure required at destination sites.

Beyond propulsion, we also had to optimise aerodynamics, structural weight, energy management and flight control systems so the aircraft performs reliably across a wide range of operational environments. It is this systems-level optimisation that has enabled us to achieve the combination of payload, range and operational flexibility that Hili offers today.

Q Certification remains one of the biggest hurdles for advanced autonomous aircraft worldwide. Could you share how LODD is working with the GCAA and the Smart and Autonomous Systems Council to establish a robust certification pathway, and how this process could serve as a benchmark for future autonomous aircraft programs?

A I think everyone in this industry recognizes that certification is the real challenge. Building the technology is hard, but proving that it is safe, reliable, and ready for everyday operations is what truly matters.

We are working hand in hand with the GCAA to define the certification basis and the means of compliance for this new class of autonomous hybrid cargo aircraft. Since there isn't a perfect template that exists today, it's a collaborative journey. Together, we're building a framework that maintains the highest safety standards while recognizing the unique capabilities of autonomous aviation.

The support from the Smart and Autonomous Systems Council has also been very important. It brings together regulators, industry, and technology developers around a common vision for the future of mobility in the UAE.

What excites me is that this work goes beyond Hili. The approach we are developing with the GCAA could help shape how similar advanced air mobility aircraft are certified in the future. If we get this right, it won't just benefit LODD—it could provide a reference point for other autonomous cargo programs around the world.

That's something we're very proud to be part of.

Q Hili is expected to support critical sectors such as healthcare, energy, humanitarian relief, and industrial logistics. Which application areas do you believe will see the earliest commercial adoption, and how do you envision autonomous cargo aircraft transforming regional supply chains over the next five years?

A We are already engaging with multiple categories of customers, both in the UAE and internationally, to understand where autonomous cargo aircraft can deliver the greatest value from day one.

We believe the early adopters will be e-commerce operators, healthcare providers, and organizations serving remote and industrial locations. These sectors have a clear need for faster, more flexible, and more reliable logistics solutions.

In healthcare, the ability to move medicines, blood products, and critical supplies quickly can have a direct impact on people's lives. In e-commerce, there is growing demand for more agile distribution networks. And for offshore facilities, remote communities, and industrial sites, autonomous aircraft can provide access without relying on extensive infrastructure.

We also see this as a gradual journey. We are planning experimental operations from Q2 2027 to begin integrating Hili into civilian airspace and working closely with regulators, operators, and customers in real-world environments. Those early operations will help build confidence, gather operational experience, and demonstrate the value that autonomous logistics can bring.

Ultimately, type certification will unlock the full potential of the platform. Over the next five years, we believe autonomous cargo aircraft



will become an important new layer in regional supply chains—complementing existing transport networks, connecting underserved areas, and giving businesses more flexibility and resilience than ever before.

Q Hybrid propulsion is becoming an increasingly attractive solution for long-range unmanned aircraft. What advantages does Hili's hybrid architecture offer over fully electric or conventionally powered cargo drones in terms of range, operational flexibility, sustainability, and lifecycle economics?

A We designed Hili specifically for freight, not by adapting a passenger aircraft.

The aircraft combines helicopter-like accessibility with aircraft-like economics. Its hybrid-electric distributed propulsion system enables vertical take-off and landing from infrastructure-light locations while delivering the range and efficiency required for regional cargo operations.

Unlike conventional hybrid aircraft that require battery charging on the ground between missions, Hili continuously recharges its batteries during flight. This enables rapid turnarounds, increases aircraft utilisation and reduces dependence on charging infrastructure at destination sites, making the aircraft particularly suited to high-frequency commercial cargo operations.

Purpose-built around freight, Hili features a modular 2.7 cubic metre cargo bay. This can easily carry two Euro pallets and accommodating a wide range of payloads including e-commerce parcels, pharmaceuticals, humanitarian supplies and specialised industrial cargo.

Beyond the aircraft itself, LODD has developed a complete operational concept for autonomous middle-mile logistics. By reducing dependence on traditional airport infrastructure and enabling direct point-to-point operations, Hili can bypass congested transport corridors, improve network resilience and significantly shorten delivery times. Its digital-first architecture enables real-time fleet

monitoring, automated mission management and seamless integration with modern logistics ecosystems.

Ultimately, Hili shifts the productivity frontier of aviation logistics by combining hybrid propulsion, in-flight battery recharging, autonomous operations, infrastructure-light deployment and regional cargo capability into a single platform purpose-built for freight.

Q Abu Dhabi is rapidly emerging as a global hub for advanced air mobility through initiatives such as the SAVI Cluster and strong government support. How has this ecosystem accelerated LODD's development journey, and what role do you see the UAE playing in shaping global autonomous aviation standards?

A Abu Dhabi has created one of the world's most progressive environments for advanced air mobility because it has taken a whole-of-ecosystem approach.

Through initiatives such as the Smart and Autonomous Vehicle Industries Cluster and the leadership of the Smart and Autonomous Systems Council, the government is investing not only in aircraft developers, but also in certification capabilities, testing facilities, infrastructure and regulatory frameworks.

That collaborative approach significantly shortens the pathway from innovation to commercial deployment.

Global logistics is facing structural challenges including rising transport costs, ageing infrastructure, increasing sustainability requirements and growing demand for faster, more resilient supply chains. Autonomous cargo aviation has the potential to address many of these challenges.

I believe the UAE has an opportunity not just to adopt this technology, but to become a global center for designing, certifying, manufacturing and operating advanced autonomous aircraft. That

combination of industrial capability, regulatory leadership and commercial deployment will help shape international standards for autonomous aviation.

Q Looking beyond certification, what is LODD's long-term vision for Hili and the company's broader autonomous aviation portfolio? Are there plans to expand into international markets, larger autonomous cargo platforms, or integrated aerial logistics networks that connect cities, remote communities, and critical infrastructure across the region and beyond?

A Hili is the beginning of a much broader vision.

We see autonomous cargo aircraft becoming a core component of future regional logistics networks, connecting cities, ports, airports, remote communities and critical infrastructure through direct point-to-point operations.

Commercial interest has already exceeded our initial expectations. We have received strong commitments from cargo airlines, logistics operators and aviation partners across the UAE, GCC, Europe, the United Kingdom, Africa and Southeast Asia. These commitments validate that the market is seeking practical, scalable solutions for regional cargo transport rather than incremental improvements to existing logistics systems.

Looking ahead, our ambition is to build a portfolio of autonomous aircraft and integrated logistics solutions that enable customers to move cargo more efficiently, more sustainably and with greater resilience.

Ultimately, our vision is not simply to build aircraft. It is to redefine how regional cargo networks operate, positioning the UAE at the forefront of next-generation aerospace innovation while creating a scalable platform capable of transforming logistics across industries and geographies.

ELECTRA UNVEILS TURBO-ELECTRIC AIRCRAFT CONCEPT FOR NEXT-GEN AIRLINER AS PART OF NASA AACES 2050 PROGRAM

Electra, the global leader in hybrid-electric aviation unveiled a new conceptual aircraft design for next-generation airliners developed as part of NASA's Advanced Aircraft Concepts for Environmental Sustainability (AACES) 2050 program. The study explores how targeted electrification, advanced aerodynamics, and integrated airframe-propulsion design can transform the efficiency and competitiveness of aircraft with 100+ passengers by mid-century.

Electra's work is rooted in the company's view that aviation is entering a third era of flight, one defined by the ability to use new electric propulsion technologies to unlock transformative, yet achievable aircraft architectures. In Electra's nine-passenger EL9, that approach enables ultra-short takeoff and landing and a new model of Direct Aviation. In the AACES 2050 concept, it enables a future airliner configuration designed to improve efficiency while remaining compatible with real-world airline and airport operations.

The conceptual aircraft uses a wide "double-bubble" fuselage that allows the body of the aircraft to contribute more lift, while two underwing turbofan engines produce thrust as well as electricity to power electric tail fans that ingest and re-energize slower-moving air over the fuselage, a technique known as boundary layer ingestion. Electra's analysis found that the configuration could deliver up to a 17 percent efficiency improvement beyond gains expected by 2050 from advanced structures, engine technologies, and aerodynamic improvements.

"The value of electrification in this concept is that it lets us put the propulsion where it couldn't go before but does the most good," said Dr. Parker Vascik, Director of Product Strategy at Electra. "We can radically improve how the airframe and propulsion system work together while keeping the aircraft grounded in real airline and airport operations. The goal is not just efficiency on paper, but concepts that we can actually build, certify, and use."

Electra's concept is designed to fit within existing airport gates and airline operations, use standard jet fuel or sustainable aviation fuel, and avoid reliance on airport charging infrastructure or untested fuel types. The configuration also supports a twin-aisle cabin layout within a narrowbody aircraft class, unlocking improved passenger comfort and more efficient boarding and deplaning.

The work was led by Dr. Alejandra Uranga,



Electra's Chief Engineer for Research and Future Concepts. Dr. Uranga previously co-lead NASA-sponsored research at MIT that helped advance the original double-bubble aircraft concept and D8 aircraft design. Electra's AACES 2050 work revisits that architecture with new capabilities enabled by electrification and distributed propulsion.

"This concept builds on years of research into how airframe shape and propulsion placement can work together to improve aircraft efficiency," said Dr. Uranga. "What is different now is the ability to use electrification and distributed propulsion to more deeply integrate those systems. Designing the aircraft as a whole system is essential to realizing the full potential of future commercial aircraft."

In addition to the concept, Electra developed 11 technical papers documenting the models, methods, and findings behind the study. The company also adopted NASA's open-source Aviary multidisciplinary design and optimization tool and developed an electrified aircraft design suite intended for public use. Together, these contributions are intended to help advance the broader aviation research community, not just push forward a single aircraft concept. Electra's AACES 2050 team brought together leaders across industry and academia, including American Airlines, Honeywell Aerospace, Lockheed Martin Skunk Works, Hinetics, the Massachusetts Institute of Technology Department of Aeronautics and Astronautics, the University of Michigan Department of Aerospace Engineering, and the

University of California, Irvine's Aircraft Systems Laboratory.

"Through AACES, NASA is pushing the industry to think boldly, to use our novel propulsion technologies to unconstrain design thinking for the next generation of commercial aviation," said Marc Allen, CEO of Electra. "The third era of aviation will bring radical change to how people and places connect, whether applied to aircraft entering service this decade, future regional platforms, or commercial transport by mid-century. Electra's focus as the hybrid electric leader is to keep American aviation, and NASA, leading the way."

The AACES 2050 program is designed to examine aircraft concepts and technologies that could help shape commercial aviation in the 2040s, 2050s, and beyond. Electra's concept adds a near-term electrification pathway to that broader portfolio of aircraft studies, complementing other approaches focused on advanced propulsion, new fuels, and next-generation aircraft architectures.

"Electra's aircraft concept gives American industry a chance to lead now by combining decades of research in lifting-fuselage design with breakthrough electric propulsion," says Dr. Vascik. "Yet industry will not bring this concept to maturity by 2050 on its own. That will require a NASA-accelerated technology initiative — in a double-bubble X-plane, multi-megawatt integrated generator, and kilovolt-class power distribution — to bring these capabilities to maturity by 2035 and position industry to carry them into service by 2050."

GE AEROSPACE COMPLETES GROUND TEST OF MEGAWATT-CLASS HYBRID ELECTRIC ENGINE SYSTEM

GE Aerospace announced it completed testing of a megawatt-class hybrid electric engine system developed through NASA's Electrified Powertrain Flight Demonstration (EPFD) project, paving the way for flight tests.

The ground test was the company's first to validate the full integrated system, including GE Aerospace-developed motor/generators, power converters and inverters, controllers, Dowty propellers, Avio Aero gearboxes, and a CT7 engine. BAE Systems provided the batteries used and Boeing subsidiary Aurora Flight Sciences supplied the complete nacelle.

"Step by step, we're proving hybrid electric engine technology for next-generation commercial aircraft," said Arjan Hegeman, vice president for future of flight at GE Aerospace. "This latest ground test of a complete hybrid electric powertrain positions GE Aerospace to have the technologies ready to meet customer needs for greater durability, efficiency and range in future propulsion systems."

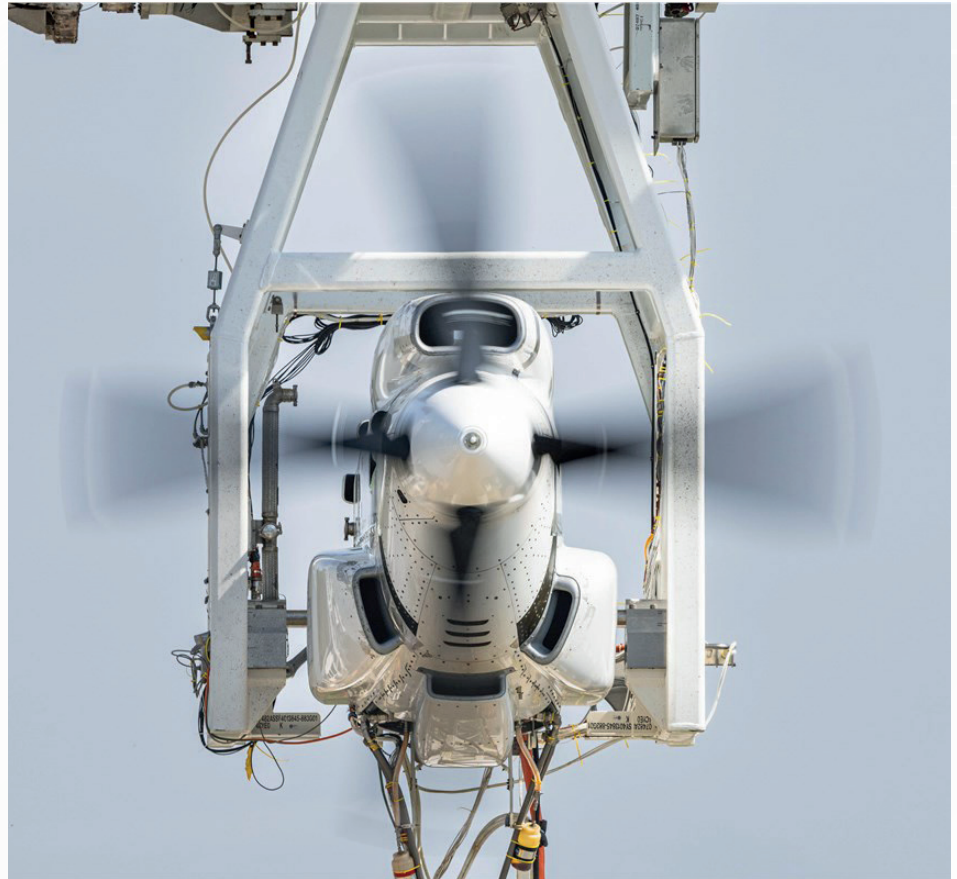
Throughout the test campaign at Peebles Test Operation in Ohio, teams simulated various flight phases such as taxi, takeoff, climb and cruise. The electric powertrain helped successfully power the propeller and generated power to the battery. Flightworthy components that meet higher safety and reliability requirements than typical test hardware were used as part of GE Aerospace's efforts to mature a commercial-grade hybrid electric engine system.

This milestone follows more than a decade of testing and maturing individual components and modules.

"The ground test is a major turning point in our understanding of hybrid electric powertrains for aviation and a fundamental building block for the future," Hegeman said.

A hybrid electric engine system combines an electric powertrain with a traditional gas turbine to optimize power management during different phases of operation. Hybrid electric systems are highly compatible with different fuel types and advanced aircraft engine architectures like Open Fan.

RISE program testing
GE Aerospace has leveraged several NASA



projects to mature technologies for more electric aircraft engines through the CFM International RISE program.

Unveiled in 2021, the RISE program is one of the aviation industry's most comprehensive technology demonstrators with more than 350 tests and more than 3,000 endurance cycles completed to date, including tests on Open Fan, compact core, hybrid electric systems and other technologies. The RISE program prioritizes safety, durability and efficiency, targeting more than 20% better fuel burn compared to commercial engines in service today.

CFM RISE program technologies are maturing toward ground and flight tests this decade with work underway on aircraft and engine integration in collaboration with partners. Hybrid electric experience GE Aerospace was first awarded the NASA EPFD contract in 2021 to demonstrate flight readiness of hybrid electric technologies for single-aisle aircraft.

Several key milestones have been achieved over the last decade for hybrid electric technology development:

2016: an electric motor-driven propeller ground test;

2022: The world's first test of a megawatt-class and multi-kilovolt hybrid electric propulsion system in altitude conditions up to 45,000 feet at the NASA Electric Aircraft Testbed facility that simulated single-aisle commercial flight; and

2025: Successfully demonstrating a narrowbody hybrid electric configuration with power transfer and injection in a modified high-bypass turbofan engine – no energy storage required – through the NASA HyTEC project.

A strategic partnership and equity investment announced in 2025 with BETA Technologies to accelerate hybrid electric aviation includes plans to co-develop a hybrid electric turbogenerator for Advanced Air Mobility (AAM) applications.



The Sky as a Force Multiplier — Kartikeya in Conversation with
Bryan Bockmon
CEO, AimLock

Q You recently described “the best war” as one that never has to be fought because credible preparation deters aggression. How do autonomous weapons systems strengthen deterrence without increasing the likelihood of conflict?

A The risk to lives is what is weighed against destroying an enemy asset, yet with autonomous weapons systems, military leaders can employ such systems against equipment or infrastructure, removing threats of direct human casualties. The focus for militaries becomes centered around operational outcomes, logistics and costs instead. The benefit is that these military commanders have more response options, without risking our warfighters.

Q The UK Government’s £5 billion commitment to autonomous weapons and drones marks one of its largest investments in defense autonomy. What message does this send to industry, allied nations, and potential adversaries about the future of military capability?

A There’s a fundamental shift in thinking now, whereby we’re directly linking investment in capabilities to the protection of critical infrastructure and also people. Previously, the cost analysis was through the view of ‘am I spending \$10,000 to defend myself against enemy attacks that also cost \$10,000’. Instead, military planners and governments are asking if they’re investing the correct amount to protect assets, infrastructure and people.

Q Autonomous systems have evolved from being viewed with skepticism to becoming an operational necessity. What technological, geopolitical, and operational factors have driven this dramatic shift in perception over the past decade?

A Advancements in commercial technology, have in turn, meant that over the last two decades, autonomous systems have become increasingly affordable. These innovations that have pushed the commercial sector forward have also

altered what is possible on the battlefield.

What we’ve seen, particularly over the last five to six years, is that such battlefield autonomy has moved from a theoretical concept to actual deployment in the real world. This was first highlighted during the Second Nagorno-Karabakh War in 2020. Affordable and commercially available technologies changed battlefield dynamics.

Further conflicts globally have only served to demonstrate the impact of affordable autonomous systems. In particular, the war in Ukraine has seen affordable commercial technologies used heavily to offset Russia’s numerical and economic advantages. Ukraine has created a force multiplier while also achieving greater operational battlefield impact against a much bigger adversary.

Q AimLock’s Core Targeting Modules are designed with a Modular Open Systems Approach (MOSA) and support multiple



platforms and mission sets. How important is interoperability and open architecture in enabling rapid capability upgrades for modern armed forces?

A A Modular Open Systems Approach enables militaries to upgrade legacy systems to incorporate the latest battlefield technologies, while also avoiding being locked into outdated, inflexible systems. Modularity is the key here as cost-efficiency through standardized, modular components can also be achieved. Importantly too, in a world where defense technology is moving at a pace faster than traditional acquisition timeframes, MOSA means militaries can maintain a battlefield advantage.

Q As AI-enabled targeting and aided target recognition technologies become increasingly sophisticated, how does AimLock balance faster decision-making with the need for human oversight, ethical accountability, and compliance with international rules of armed conflict?

A At AimLock, our objective is to provide warfighters with better tools to make quicker and more informed decisions, which has human oversight and accountability at its heart. Advancing such aided target

recognition technologies requires a balance between speed, capability and also responsibility, in our view. In addition, the Department Of Defense has clear, codified guidance around such systems, including DoD Directive 3000.09.

From our earliest days, AimLock has developed systems with such principles at the forefront of our approach. Our focus is to design solutions that better human decision-making, improve battlefield precision and minimizes risk to warfighters, all while operating within ethical, legal and operational frameworks.

Responsible autonomy shouldn't be viewed as a policy requirement, instead, it is foundational to creating trusted systems that can be deployed by militaries. We believe that companies in this field have a responsibility to prioritize accountability and compliance with the laws of armed conflict, as well as reliability, at all stages of design.

Q Looking ahead, what are the biggest technological breakthroughs you expect in autonomous defense systems by 2030, and how is AimLock positioning itself to help shape the next generation of AI-enabled battlefield capabilities while ensuring they remain secure,

resilient, and trusted by military operators?

A Currently, autonomous weapons systems are designed for specific platforms and for specific missions, an approach which has also existed for many decades. However, with such rapid, rapid advancements in autonomy, there is a shift occurring to more generalized systems. This refers to machines that are able to operate and perform multiple mission sets, instead of just being used for a single purpose or mission.

Looking at 2030 in particular, I expected that there will be more generalized robotic and autonomous solutions in which a single platform has the capabilities to support across different and multiple operational requirements. With this situation, militaries are able to invest more into adaptable platforms that can alternate between differing mission sets. The operational range could vary greatly from reconnaissance, targeting, weaponizing as well as strike and defensive operations.

At AimLock, our goal is to provide secure and resilient autonomous solutions that will enable such next-generation capabilities across many different mission sets, leading to the best outcomes possible for the warfighter.

VAERIDION SURPASSES 100 NEW AIRCRAFT COMMITMENTS FOLLOWING SUCCESSFUL PDR

VÆRIDION, a 100 percent electric aircraft manufacturer, has announced major milestones in its development journey: the expansion of its order book commitments, the successful completion of its aircraft-level Preliminary Design Review (PDR), and the selection of General Atomics Aeronautical Systems (GA-ASI) as the first business partnership for its proprietary battery technology.

Growing Commercial Momentum of Electric Aviation

The company has now secured over 100 new Letters of Intent (LOIs) from six new customers comprising a mix of passenger and freighter aircraft. These commitments come from leading business and regional operators, a lessor, and an electric flight training provider across Germany, Denmark, Ireland, the Czech Republic, and the Netherlands, reinforcing market demand for VÆRIDION's fully electric Microliner and further validating the business case for electric regional flight. These new orders build on Belgian ASL Group's order of 10 aircraft, announced in June 2025.

As momentum continues to build, VÆRIDION is helping shape the roadmap for a new regional air transportation system. The new commitments from ABS Jets, Avanti Air, Copenhagen Helicopter, E-Flight Academy, an unnamed Irish entity, and an undisclosed European lessor underscore growing confidence in the commercial viability of electric regional aviation and validate the Microliner's versatility across passenger and cargo operations, pilot



training, charter, and special-mission applications.

Beyond these initial operators, the commitments point to a much larger market opportunity: a pan-European regional air transportation system capable of reconnecting underserved communities, re-establishing regional routes, and enabling entirely new point-to-point connections. In the EU alone, these markets represent more than 229 million annual passengers, positioning electric regional aircraft as a key enabler for future connectivity and sustainable economic growth.

Ivor van Dartel, CEO of VÆRIDION, stated: "Surpassing 100 commitments while completing the PDR marks the most significant year in VÆRIDION's journey to date, demonstrating both unprecedented market demand and our technical readiness to deliver on that demand."

Otto Verhoeff, Chief Business Officer of VÆRIDION, added: "We are encouraged by the growing demand for our electric aviation platform by these seven partners, who all serve distinct markets and operating environments, yet all see meaningful value in our electric passenger and

freighter aircraft. Their planned applications highlight the breadth and versatility of the platform: some expect to operate high-frequency services on new and existing routes from 150 to 400 kilometres with nine passengers, while others are evaluating four-seat configurations that would enable commercial missions of up to 550 kilometres."

The commitments come at a time when the regional aviation sector is approaching a major fleet replacement cycle, with more than 21,000 regional, commuter, business aviation, and light freighter aircraft currently in service.

Airborne Propulsion Battery System for Mission-Critical Defence Applications

Following the recent inauguration of its battery manufacturing facility and test house, VÆRIDION has reached another key milestone by securing GA-ASI as the first partnership for VÆRIDION's proprietary airborne battery system technology.

Dennis Luyt, Chairman of the VÆRIDION Board and former Commander of the Royal Netherlands Air Force, stated: "Our focus from day one has been on developing airworthy airborne battery packs as a key enabler of electric flight under strict rules of civil aircraft certification. At the same time, we recognized that these battery packs have the potential to support a wide range of defence applications where high-power performance is mission-critical. We expect to ship the first packs to OEM customers this year from our new Oberpfaffenhofen facility."=

WORLD PREMIERE IN EVTOL TESTING: ADAC LUFTRETTUNG PILOTS FLY VOLOCITY WITH SIMX GROUND STATION FOR THE FIRST TIME

In a global first, experienced non-test pilots operate an eVTOL aircraft in a real-world environment under supervision.

A major milestone for the future of urban air mobility and air rescue: pilots from the non-profit organization ADAC Luftrettung have, for the first time, operated a VoloCity eVTOL under supervision - supported by the SimX Ground Station. What makes this achievement unique is that, for the first time worldwide, experienced pilots outside the traditional circle of test pilots have flown such an aircraft using VR-assisted systems.

For the participants, this marked a rare and valuable opportunity: for the first time, they were able to transfer their extensive operational and technical expertise to an entirely new aircraft concept. The tests provided key insights into usability, situational awareness, and the interaction between pilot and ground station.

Aaron Erd - "This first flight represents an



important step toward making eVTOL technology accessible for real-world deployment. Having air rescue pilots - not just test pilots - operate such a system under realistic conditions is a decisive step toward scaling and broad acceptance of this technology."

Focus Areas of the Testing Included:

Transferability of existing helicopter and fixed-wing pilot experience to new flight concepts User-friendliness and efficiency of the ground station Interaction between aircraft, pilot, and ground infrastructure Gathering valuable feedback from

future real-world operators

The insights gained form an important foundation for advancing training concepts, operational procedures, and safety standards in handling eVTOL systems. At the same time, they highlight the potential for integrating innovative aircraft into existing rescue and mobility frameworks.

Matthias Sing - "The flight characteristics are impressive. The aircraft is very stable and responds precisely to control inputs. With the VoloCity, we have an excellent platform for deploying this new technology in our initial pilot operations." This joint research project underscores the partners' commitment to testing technological innovations at an early stage under realistic conditions and actively shaping the next generation of air rescue. The combination of ADAC Luftrettung's decades of operational experience and the advanced simulation and control technology of the SimX Ground Station creates a unique foundation for future developments.

EHANG SELECTED FOR HONG KONG'S "LOW-ALTITUDE ECONOMY REGULATORY SANDBOX X" TRIAL PROJECTS



EHang Holdings Limited, the world's leading advanced air mobility ("AAM") technology platform company, announced that it has been selected, together with its partners Kwoon Chung Smart Mobility Co., Ltd. and Hong Kong Cyberport Management Company Limited, as one of the first batch of trial projects under Hong Kong's "Low-Altitude Economy ("LAE") Regulatory Sandbox X" initiative for unconventional aircraft applications. All parties will leverage their respective resource advantages to steadily advance compliant demonstration flights, scenario validation and a series of coordinated efforts, contributing to the high-quality growth of Hong Kong's low-altitude economy.

As Hong Kong actively rolls out multiple rounds of regulatory sandbox trial projects, the low-altitude economy is quickly becoming a key driver for local innovation. As a global leader in AAM, EHang has established a solid foundation of collaboration with its Hong Kong partners, continuously advancing the application of pilotless electric vertical take-off and landing (eVTOL) aircraft in the region.

As the world's first company to obtain the type certificate, production certificate, and standard airworthiness certificate for a pilotless human-carrying eVTOL in China, EHang has remained committed to advancing practical applications for the low-altitude economy. As of May 2026, EHang's flagship product, the EH216-S pilotless human-carrying eVTOL has completed more than 90,000 safe flights and has been operating routine commercial trial services in Guangzhou and Hefei. These efforts are generating replicable and scalable practical experience for the industry's transition to commercial operations.

Hong Kong is a key gateway connecting with the Greater Bay Area and global markets, and an ideal testing ground for low-altitude economy innovation and development. EHang will deepen the collaboration with its Hong Kong partners to explore advanced air mobility applications, support Hong Kong's low-altitude economy innovation, and contribute to the development of low-altitude economy ecosystem across the Greater Bay Area.

AURA AERO ACQUIRES VOLTAERO AND ACCELERATES THE DECARBONIZATION OF AVIATION



This alliance combines AURA AERO's industrial ambition and international reach with VOLTAERO's expertise in hybrid-electric propulsion systems. This transaction immediately strengthens AURA AERO's capabilities through the integration of 2,400 sq. m of industrial facilities and proven hybrid-electric technologies. The acquisition provides AURA AERO with rare experience in hybrid-electric architectures and experimental aeronautical development, including design, system integration, testing, flight operations and data analysis. This expertise, accumulated by VOLTAERO over several years of work, finds its most concrete expression in the Cassio S, a hybrid-electric flying demonstrator. Since the start of its flight testing in 2019, it has completed 270 flights and covered approximately 25,000 kilometers under a variety of operating conditions. It therefore stands as tangible proof of technological maturity and a direct catalyst for AURA AERO's electric and hybrid-electric developments. Together, we are strengthening the French low-carbon aviation industry, accelerating the development of concrete solutions for the market and reaffirming our ambition: to make France a global leader in sustainable aviation.

Together, let's accelerate the decarbonization of aviation.

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



Droneradar has been selected by the City of Tallinn innovation fund to support the integration between Droneradar's flight logging capabilities and the Estonian Air Navigation Services (EANS) UTM platform.

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.

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.

FRENCH PROJECT COMPLETES DAY AND NIGHT BVLOS DRONE TRIAL OVER MOTORWAY



Delair, Egis, and Alicorne have successfully carried out a nighttime beyond visual line of sight (BVLOS) trial in France. The 9 June trial tested the use of long-range drones operating at night for monitoring and risk detection purposes along the A88 motorway. This marked the first time such an operation has been conducted in France.

Two two-hour experimental flights were conducted both during the day and at night, under live traffic conditions and based on real-life operational scenarios, along sections of the 45-kilometre A88 motorway. During each mission, the Delair DT46 vertical take-off drone covered 120 kilometres. Data was transmitted in real time to the A88 motorway control centre based in Fontenai-sur-Orne.

WING AND WALMART BRING DRONE DELIVERY OPERATIONS TO SEVEN NEW U.S. CITIES



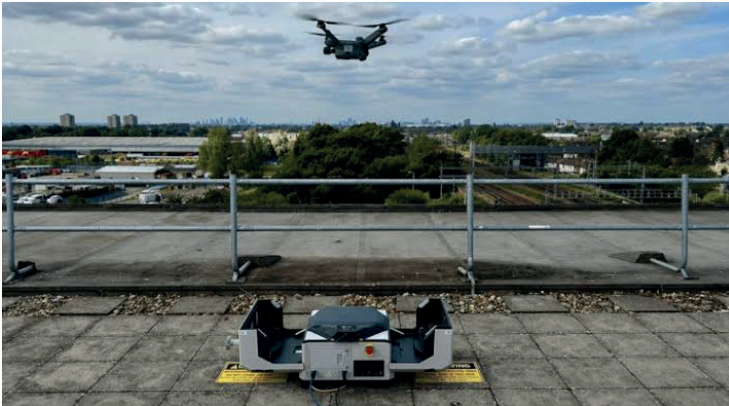
Wing and Walmart have announced seven new major metro drone delivery areas: Memphis, New Orleans, Philadelphia, Phoenix, San Diego, the San Francisco Bay Area, and Salt Lake City.

This planned expansion will bring Wing and Walmart's total service footprint to nearly 20 U.S. markets across the country, leading the industry and advancing efforts to build a nationwide drone delivery network.

Heather Rivera, Wing's Chief Business Officer, stated: "Our work with Walmart has shown that drone delivery isn't just a novelty — it's a service many customers count on multiple times per week. We are already working with many communities in the seven new markets, as we accelerate our progress to bring ultra-fast delivery to 40 million residents throughout the United States."

Residents in these new markets will soon join those with access to this service in Dallas-Fort Worth, Metro Atlanta, and Greater Houston. This latest phase builds upon the company's previous announcements in Orlando, Tampa, Charlotte, St. Louis, Cincinnati, Los Angeles, and Miami.

BVLOS TRIAL TO MONITOR RAIL INFRASTRUCTURE IN EAST LONDON THIS SUMMER



UK rail operator GBR Anglia will begin trials of a new beyond visual line of sight (BVLOS) drone service in Romford, east London this summer. The project aims to support faster response times to trespass incidents and early identification of infrastructure issues across the region of East Anglia. The trial has been approved by the UK Civil Aviation Authority. Following sixteen months of development work, the BVLOS drones will be operated on Network Rail's behalf by heliguy. The trial will enable Network Rail teams to access live aerial coverage up to 400 metres from Romford Rail Operating Centre, providing faster access to information compared with standard drone systems and reducing the need for staff to enter higher-risk areas.

The aim is to expand the use of BVLOS drone operations across strategic locations in Anglia, with flights extending up to four kilometres. A parallel trial will also take place on Network Rail's Western route in Gloucester. Together, the trials will help Network Rail assess how BVLOS drone technology could support faster incident response and more efficient inspections.

XPLORATE AUTHORISED FOR MULTI-YEAR BVLOS OPERATIONS ACROSS AUSTRALIA'S COOPER BASIN



Xplorate Pacific Pty Ltd has received a beyond visual line of sight (BVLOS) approval from the Civil Aviation Safety Authority of Australia (CASA). The near-three-year authorisation establishes a continuous aerial monitoring framework over one of Australia's most critical energy corridors.

Effective immediately through 31 March 2029, the approval clears Xplorate Pacific to operate its SwissDrones SDO 50 V3 uncrewed helicopter around the clock. Operations will span non-controlled airspace up to 500 feet (152.4 metres) above ground level under the company's Remote Operator's Certificate. The authorised area covers an active grid roughly 560 kilometres north-south by 740 kilometres east-west, straddling the South Australia-Queensland border.

HUMAN ORGANS TRANSPORTED BY DRONE IN NASA BVLOS TRIAL



Teams from the United Network for Organ Sharing (UNOS), NASA Langley Research Center, and LifeNet Health have successfully transported human kidneys by drone beyond visual line of sight (BVLOS). The June 5 flights highlight the potential for drone technology to support future innovations in organ transportation, with the goal of improving reliability, reducing transit times, and helping save more lives through transplantation.

During the study, research kidneys were biopsied and placed on preservation pumps before and after the flights to assess whether drone transportation affected organ integrity. Temperature, pressure, and altitude were monitored throughout the approximately 15-minute flights. Preliminary findings showed no evidence that the flights negatively affected the organs. The kidneys used in the study were donated for research by a donor family working with LifeNet Health after it was determined the organs would not be transplanted.

UNOS, NASA, and LifeNet Health will work together to further evaluate drone transportation in operational environments, including transporting research organs between hospitals and airports.

SAFESKY AIRSPACE AWARENESS APP NOW INTEGRATES NORWAY'S DRONEFLYKART

SafeSky, developer of the SafeSky app which provides pilots in Europe and beyond with a heads-up view of potential converging traffic, has announced its collaboration with Droneflykart, a drone planning platform. The partnership enables drone operations published through Droneflykart to be shared through the SafeSky network, helping improve situational awareness between unmanned and manned aviation.

By bringing together relevant operational, regulatory, and airspace information into a single interface, Droneflykart helps pilots plan their flights with greater confidence and awareness. Beyond flight planning, the platform also provides tools to support operational compliance and risk assessment, contributing to safer and more informed drone operations throughout Norway. Through the integration with SafeSky, active drone operations published through Droneflykart can now be shared with the wider aviation ecosystem. This allows participating operators to make their activities visible beyond the drone community itself, helping other airspace users better understand ongoing operations and contributing to a more complete picture of airspace activity. The integration supports SafeSky's vision of creating a connected environment where relevant airspace information can be shared efficiently between different stakeholders, regardless of the platform they use.

The news comes shortly after SafeSky and RigiTech agreed to integrate the SafeSky Network directly into RigiCloud. RigiCloud users can see nearby crewed and uncrewed traffic, including aircraft, helicopters, gliders, ultralights, paragliders, paramotors, and connected drone operations. Live drone position from RigiCloud is also visible to aviation pilots through the SafeSky Network. The integration supports advanced BVLOS operations and contributes to SORA air-risk mitigation by improving situational awareness and cooperative visibility.

MILREM ROBOTICS AND FRANKENBURG TECHNOLOGIES PARTNER ON UNMANNED MOBILE COUNTER-UAS MISSILE DEFENCE CAPABILITY



Milrem Robotics, the world's leading developer of robotics and autonomous systems, and Frankenburg Technologies, a European missile technology company building affordable guided interceptor systems, signed a Memorandum of Understanding (MoU) at Eurosatory 2026 to cooperate on next-generation unmanned counter-uncrewed aerial systems (C-UAS) capabilities.

The cooperation will focus on integrating Frankenburg's Mark I missile – a compact precision-guided interceptor designed specifically for affordable and scalable counter-UAS operations – onto Milrem's unmanned ground platforms.

By combining affordable guided interceptors with unmanned mobile platforms, the companies aim to create a new category of distributed short-range air defence solutions designed to protect critical national infrastructure and military installations against increasingly large-scale drone threats. Such systems would be capable of autonomously repositioning, rapidly engaging aerial threats, and sustaining distributed short-range air defence coverage at significantly lower cost than conventional air defence solutions.

Frankenburg's Mark I is the world's first cost-effective, mass-manufacturable guided interceptor missile, addressing a rapidly growing market need driven by the proliferation of low-cost aerial threats. Built for scalable industrial production using commercially available components, Mark I reduces short-range intercept costs by more than 10 times compared to conventional systems.

Milrem Robotics brings extensive experience in unmanned ground systems and modular platforms capable of hosting and integrating advanced defence payloads and is seeking to enhance its systems with next-generation air defence capabilities.

"The era of scarce air defence is ending," said Kusti Salm, CEO of Frankenburg Technologies. "Together with Milrem Robotics, we are putting affordable guided missiles on robotic combat platforms, enabling mobile short-range air defence at a scale and cost that was previously economically impossible."

Additionally, the Memorandum of Understanding establishes a framework for conducting joint trials and demonstrations, exploring industrial cooperation, including the localisation of capabilities and potential production pathways, and joint marketing and promotion of the combined capability to defence and security customers.

The companies aim to conduct a joint system demonstration within approximately twelve months.

"Unmanned and distributed systems are becoming increasingly important in modern defence," said Kuldar Väärsi, CEO of Milrem Robotics. "This cooperation allows us to explore how advanced C-UAS effectors can be integrated onto our platforms to enhance force protection and air defence while reducing risk to personnel. Frankenburg's approach aligns well with our vision of modular, scalable and mission-adaptable unmanned solutions."

By combining Frankenburg's effector technology with Milrem's unmanned platforms, the parties aim to enhance force protection and air defence options while reducing risk to personnel through unmanned solutions tailored to modern operational environments.

L3HARRIS AND SKYDAGGER SIGN AGREEMENT TO COLLABORATE ON DRONE INTERCEPTOR TECHNOLOGY



L3Harris Technologies and Skydagger Technologies signed a memorandum of understanding (MOU) for wider collaboration in supporting advanced C-UAS technology.

Under the agreement, the companies will work in close collaboration to identify new capabilities for L3Harris' VAMPIRE™ C-UAS system, including drone-on-drone interception. The new VAMPIRE drone capability would be manufactured in the United States for allied operations. The MOU provides L3Harris with a strong partner to support the acceleration of delivery timelines, strengthen industrial resilience and enhance mission adaptability across contested environments.

"This MOU brings together Skydagger's new and affordable C-UAS drone technology with L3Harris' proven capabilities in drone detection and defeat," said Tom Kirkland, President, Targeting & Sensor Systems, Communications & Spectrum Dominance, L3Harris. "The VAMPIRE system's modularity allows it to integrate with new kinetic and non-kinetic effectors and adapt to the rapidly evolving C-UAS mission."

Together, VAMPIRE and Skydagger provide flexible cost-effective solutions to engage drone threats globally. The MOU is designed to encourage collaboration on a new drone integration for the benefit of both L3Harris' and Skydagger's customers.

"L3Harris' combat-proven system is the perfect conduit to showcase our C-UAS drone innovation," said Mehmet Oztekin, General Manager, Skydagger Technologies. "L3Harris' manufacturing and integration expertise will help us deliver new drone interceptor technology to meet growing operational needs worldwide."

In 2026, L3Harris initiated high-volume production of the VAMPIRE system in Huntsville, Alabama. The new production line is a direct response to the United States and its allies' need to combat the persistent drone threat.

SAFRAN SUPPORTS A EUROPEAN COUNTRY IN STRENGTHENING PROTECTION AGAINST DRONE THREATS

Safran Electronics & Defense has signed a contract with a European Country for the delivery of its Skyjacker Advanced counter-drone solution, reinforcing the country's capabilities to protect critical infrastructure, strategic sites and military assets against evolving unmanned aerial threats.

Designed around a modular and scalable architecture, Skyjacker Advanced combines a command-and-control system with the ability to integrate a wide range of detection and identification sensors and effectors. This open architecture enables seamless integration into existing defense networks and across multiple platforms, providing armed forces with a flexible and adaptable counter-drone capability.

Leveraging advanced GNSS spoofing technology, Skyjacker is in particular capable of neutralizing hostile swarm drones by altering their trajectory through the simulation of navigation signals.

"We are proud to contribute to technological and defense sovereignty by delivering a solution that offers operational effectiveness, scalability, resilience, and open



architecture. This contract confirms our role as a leading provider of critical counter-drone equipment, strengthening

Europe's defense capabilities", said Alexandre Ziegler, Head of Defense Global Business Unit at Safran Electronics & Defense.

SHIELD AI AND DESTINUS DEMO AUTONOMOUS STRIKE AND TEAMING CAPABILITIES ON AN INTERCEPTOR SYSTEM IN FULL-MISSION FLIGHT EXERCISE

Shield AI and Destinus have successfully demonstrated autonomous collaborative strike capabilities on the Destinus Hornet, an interceptor system designed for counter-UAS missions against loitering munitions, drone swarms, and hostile uncrewed threats at scale. The tests, conducted in Segovia, Spain, validated Shield AI's Hivemind AI piloting abilities to support autonomy-enabled coordination and in-flight adaptation in contested airspace and demonstrated how this capability can help operators respond more quickly to large-scale unmanned threats.

The milestone builds on two prior phases of integration: Phase 1 established Hivemind platform control on the Hornet in under two months and Phase 2 demonstrated V-BAT and Hornet multi-platform teaming in flight. For this phase, the Segovia campaign executed a complete operational concept developed for the Destinus Ruta, a low-cost turbojet strike platform designed for terrain-following penetration in GNSS-denied and contested environments. Hornet served as the initial integration baseline across the Destinus family due to a shared flight control architecture. This is intended to accelerate Hivemind integration across additional Destinus systems and reduce the technical



risk ahead of the planned transition to Ruta.

"Autonomous systems must be able to sense threats, adapt, and act at the edge — especially in contested environments where direct command and control is degraded or denied," said Christian Gutierrez, senior vice president of Hivemind at Shield AI. "What we demonstrated in Segovia is a repeatable, fieldable autonomous capability that closes the reconnaissance-to-strike loop at the speed the threat demands."

Phase 3 exercised the full mission sequence aligned to the Ruta operational concept, including autonomy-assisted mission planning via ground control station, radio testing, autonomous terrain following, in-flight target updates, and autonomous terminal maneuver execution on operator command. The next phase will transition these capabilities to the Destinus Ruta platform in Ukraine, enabling coordinated strike

behaviors between V-BAT and multiple Ruta systems. This follow-on evaluation will focus on repeatability, reliability, and integration with existing operator command-and-control architectures.

"Destinus platforms operate on our own flight control architecture, and Hivemind validated that we can integrate third-party autonomy without surrendering system design authority," said Tim Moser, chief technology officer at Destinus. "Repeatable integration, clear command authority, fieldable capability — that is how autonomy moves from a demonstration to something operators can rely on in the field." The Destinus Hornet is a multi-role autonomous platform capable of counter-UAS, strike, reconnaissance, data relay, and security operations. Hornet systems form part of a broader layered air-defense architecture designed to protect high-value sites and critical infrastructure. The Hivemind AI pilot enables platforms to sense, decide, and act independently, within operator-defined parameters under established command authority. Unlike traditional autopilots that cannot deviate from preplanned routes, Hivemind dynamically reroutes mission plans, responds to unexpected conditions, avoids obstacles, and executes complex tasks safely and effectively.

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EOS COMPLETES ACQUISITION OF MARSS, CREATING AN INTEGRATED GLOBAL COUNTER-DRONE POWERHOUSE



The acquisition of AI-enabled command and control leader, MARSS, represents a strategic step change, enabling EOS to provide integrated counter-drone systems EOS and MARSS will showcase the strength of their combined offering at EUROSATORY 2026

Electro Optic Systems (ASX: EOS) has completed the acquisition of MARSS' defence business, uniting EOS's world-leading effectors with MARSS's battle proven, AI-enabled command and control to create a global, integrated counter-drone solutions provider. The combined businesses are showcasing the strength of their combined offering at the EUROSATORY 2026 show in Paris 15 through 19 June. EOS and MARSS are longstanding partners, having worked together for several years on counter-drone and security programmes across multiple theatres. Bringing MARSS into EOS is the natural next step in that relationship, combining EOS's scale, reach and engineering depth with MARSS's battle proven technology.

The benefit to customers is integration and simplicity. One company now delivers a full counter-drone capability, from detect and identify through to decide and defeat, accountable for the whole system and able to scale it from a single site to a nationwide programme.

At the heart of the deal is MARSS' is NiDAR, the AI-enabled command and control and sensor-fusion platform. NiDAR delivers complete situational awareness, detecting and identifying threats and supporting the decision to act across all domains (air, land, surface and sub-surface), drawing inputs from multiple sources into a single, clear operating picture so operators can make faster, better-informed decisions. As the platform is open and modular, it can also integrate a customer's existing and third party sensors, effectors and command systems, protecting prior investment rather than demanding wholesale replacement.

Integrated into NiDAR and to benefit of customers are EOS' counter-drone solutions including the various suite of remote weapon systems and new high-energy laser weapon systems. The result is a single, seamless capability, delivered by one group, that carries a customer from the first detection of a threat through to its defeat, be it a lone drone or a coordinated swarm.

Dr Andreas Schwer, EOS Managing Director and Chief Executive Officer, commented: "Bringing MARSS into EOS transforms what we can offer our customers. We move from supplying best in-class effectors to delivering complete, AI-enabled counter-drone systems that are designed, integrated and supported by one company. "NiDAR is operationally proven in some of the most demanding environments in the world and combining it with our remote weapon systems and high-energy laser capability gives customers a layered, intelligent response to drone threats across every domain. We are delighted to welcome the MARSS team to EOS, and to be showcasing our combined strengths together at Eurosatory."

Johannes Pinl, MARSS Founder and Chief Executive Officer, added: "I am proud of what the MARSS team has built with NiDAR, and of the trust our customers place in us to protect their most critical assets. Joining EOS is an exciting step that does not change who we are: the same team, the same focus and the same commitment to our customers, now with the strength of a global group behind us."

OPENWORKS AND HGH ANNOUNCE COLLABORATION FOR ENHANCED COUNTER-UAS CAPABILITIES



HGH, a leading provider of electro-optical and infrared surveillance solutions, and OpenWorks Engineering, a globally recognized specialist in Counter-UAS, kinetic effectors and surveillance technologies, announce a new operational collaboration aimed at strengthening passive air surveillance and drone identification capabilities.

Building on several years of parallel deployment within the same Counter-UAS ecosystem, both companies have identified the strong complementarity of their respective technologies. Following successful large-scale field trials conducted last summer, HGH and OpenWorks Engineering are now combining their capabilities to deliver enhanced performance for end-users operating in complex airspace environments.

At the core of this collaboration are two fully passive and complementary sensor systems, operating independently in terms of hardware architecture. HGH provides its SPYNEL-X panoramic IR surveillance camera, delivering long-range wide-area passive detection of low-altitude aerial targets, together with its advanced CYCLOPE video analysis software and GAIA Artificial Intelligence. OpenWorks Engineering contributes its intelligent and autonomous VISION FLEX® pan-tilt optical system, designed for high-resolution visual identification through advanced zoom capabilities.

By merging SPYNEL's wide-area infrared coverage with OpenWorks' very long-range optical identification capabilities, the system increases significantly the operational range for classification and identification, extending the detection-to-identification chain and improving overall situational awareness.

In addition, a high degree of automation in target classification reduces operator workload and increases system autonomy, enabling more efficient and continuous surveillance in high-pressure operational environments.

"We are proud to collaborate with OpenWorks Engineering on this complementary passive Counter-UAS approach. By combining our expertise, we are delivering enhanced operational capabilities and greater efficiency for end-users facing increasingly complex air threats." Cyril Marchebout, Sales Director, HGH

"Collaboration with HGH brings additional flexibility to Vision Flex and the opportunity to deploy a fully passive system. Our design architecture prioritises modularity to allow adaptability to mission requirements." Graham Beall, Chief Business Development Officer, OpenWorks Engineering

DEFENTURE AND DRONESHIELD ANNOUNCE STRATEGIC PARTNERSHIP



DroneShield, a global leader in counter-drone technology solutions, along with Defenture, an innovation-driven company specialising in tactical mobility solutions, announce a strategic partnership to accelerate joint commercial opportunities for mobile counter-UAS capability. A Memorandum of Understanding (MOU) signing ceremony was held at Eurosatory 2026, a global tradeshow for defence and safety that brings together key stakeholders from the international ecosystem.

The MOU will combine DroneShield's counter-UAS hardware, software, command-and-control, and operational support capabilities with Defenture's on-the-move vehicle platform expertise. Together, the companies aim to progress a coordinated market deployment roadmap for an air defence and counter-UAS command-and-control solution suited to modern operational environments.

Under the MOU, the parties intend to jointly define, prioritise, and pursue commercial activities, including coordinated go-to-market initiatives, customer engagement, testing activities, interoperability milestones, and selected joint opportunities. This includes offering DroneShield's current and next generation counter-UAS systems across Defenture platforms, such as the Mammoth and GRF, as well as the development of layered on-the-move counter-UAS concepts for future customer engagement.

The collaboration reflects growing demand for highly mobile, mission-ready counter-drone systems that can support military and safety operators in increasingly complex threat environments.

Louis Gamarra, Chief Commercial Officer at DroneShield said, "Many military customers are looking for scalable and mobile counter-UAS solutions, that can be deployed quickly and operate effectively in dynamic environments. DroneShield's new partnership with Defenture brings together complementary strengths to support that requirement and create a pathway for joint opportunities in key markets."

Roderick Toutenhoofd, board member at Defenture said "By combining Defenture's mobile platform capability with DroneShield's proven counter-UAS technologies, we are better placed to support customers seeking agile, layered protection against evolving drone threats. The evolution of modern drone warfare has made clear that traditional platforms now require UAS protection, and partnering with DroneShield allows us to bring that capability to market in a way that is practical, mobile, and operationally relevant."

As military and safety operators across Europe continue to prioritise counter-UAS capabilities, this MOU provides a pathway for DroneShield and Defenture to pursue joint opportunities that bring together mobility, interoperability, and operational effectiveness in response to evolving drone threats.

SAFRAN LAUNCHES ITS LAND OMNIGUARD SOLUTION TO COUNTER DRONE THREATS IN OPERATIONAL ENVIRONMENTS

Safran Electronics & Defense opens a new chapter in counter-drone operations with the launch of Land OmniGuard, an integrated solution that leverages all of its expertise in optronics, resilient navigation, and embedded artificial intelligence. Thanks to its stabilized long-range sensors, the system delivers passive surveillance and tracking capabilities on the move while ensuring high image quality.

Land OmniGuard integrates VAMPIR NG, PASEO, and GEONYX technologies, along with an embedded artificial intelligence suite, delivering a completely passive and seamless chain from detection to neutralization. The system, mounted on a land vehicle, allows:

Discreet threat detection : The VAMPIR NG sensor, originally developed for long-range naval surveillance and now enhanced with AI, enables the detection of potential threats without emitting any signal. This technology ensures continuous, passive vigilance even in hostile environments.

Target identification, classification, and



tracking : Once a threat is detected by VAMPIR NG, the PASEO system takes over. With its advanced optronic capabilities and AI-driven image processing, PASEO identifies and tracks the target, while artificial intelligence optimizes threat classification. PASEO can then designate the target for kinetic or electronic response as appropriate. By automating these processes, operator cognitive load is significantly reduced, enabling faster and more effective decision-making in the field.

Resilient positioning and navigation : To provide precise, real-time positioning of both LAND OMNIGUARD and the target, and to ensure flawless synchronization of actions—even without GNSS

signals or in jamming conditions—the GEONYX inertial navigation system is seamlessly integrated into the solution. Production of GEONYX has increased sevenfold between 2022 and 2026, reflecting its growing importance in demanding environments.

This technological advance has already convinced a globally recognized European leader in air defense, which has awarded Safran a first contract for Land OmniGuard.

Alexandre Ziegler, Head of the Defense Global Business Unit at Safran Electronics & Defense, states: “With Land OmniGuard, we are reaching a new milestone in protecting deployed forces: our system offers a fully integrated, end-to-end solution, from passive threat detection to neutralization. By combining our critical technologies, Land OmniGuard precisely detects and tracks hostile drones, while guiding neutralization measures—whether kinetic or jamming—in real time, directly to the target. This sovereign, high-performance, and responsive solution effectively addresses the diversity and unpredictability of today’s threats.”

PARAZERO RECEIVES ADDITIONAL DEFENDAIR NET POD ORDER FROM 2ND BUSINESS UNIT OF TIER-1 ISRAELI-BASED GLOBAL DEFENSE COMPANY

ParaZero Technologies Ltd. an aerospace defense technology company pioneering smart, autonomous solutions for the global manned and unmanned aerial systems industry announced that it has received an additional order for its DefendAir Net Pod system from a second business unit within a Tier-1 Israeli-based global defense company.

The order is intended to support the integration of ParaZero’s DefendAir Net Pod into the customer’s autonomous ground-based Counter-UAS platform and also includes dedicated ParaZero engineering integration hours. The engagement reflects the growing development of autonomous Counter-UAS platforms and the increasing demand for practical, deployable kinetic interception capabilities that can be integrated into advanced defense systems.

ParaZero’s DefendAir Net Pod is designed to provide a non-explosive, net-based interception layer against hostile drones, offering a controlled method of neutralization in operational environments where precision, mobility, and reduced collateral damage



are critical.

“This additional order from a second business unit within this Tier-1 Israeli-based global defense company further reinforces the expanding role of the DefendAir as a deployable physical interception layer for autonomous Counter-UAS applications,” said Ariel Alon, CEO of ParaZero. “As defense customers accelerate the development of autonomous ground systems, we believe the DefendAir will play a pivotal role in the future of active protection systems (APS)

C-UAS. This order highlights both the flexibility of our Net Pod architecture and ParaZero’s ability to support customers through engineering integration toward operational deployment.”

The Company believes this order represents another step in ParaZero’s broader strategy to position DefendAir as a modular interception solution for autonomous, mobile, fixed, and personal Counter-UAS defense applications. As drone threats continue to evolve, autonomous Counter-UAS platforms are increasingly expected to play a critical role in layered defense architectures, requiring effective end-effectors that can stop hostile drones at the final stage of engagement.

DefendAir’s Net Pod configuration is designed for integration flexibility and can be adapted across multiple platform types and mission profiles. By combining physical net-based interception with autonomous platforms, ParaZero aims to support the transition of Counter-UAS systems from detection and tracking to active, controlled drone neutralization.

MILREM ROBOTICS DEMOS ROBOTIC C-UAS AND COMBAT SYSTEMS FOR EASTERN FLANK DEFENCE



Milrem Robotics, the world's leading robotics and autonomous systems developer, is showcasing systems designed to counter drone threats and support a layered, unmanned-first approach to modern warfare.

Building on its Robotised Eastern Flank Deterrence Initiative (EFDI), the company highlights that unmanned ground systems with integrated sensors and Counter-UAS capabilities can form a persistent defensive network in which robotic platforms assume the most dangerous roles.

"At Eurosatory 2026, we are showcasing how robotic and autonomous systems are becoming a central element of modern layered defence. Integrated unmanned platforms equipped with Counter-UAS, surveillance, and combat capabilities enable armed forces to extend operational reach, sustain high-readiness operations, and reduce soldiers' exposure to frontline threats," said Stefan Behre, Chief Sales Officer at Milrem Robotics.

At the centre of the display is ARCOS, the Autonomous & Robotic Control Suite, Milrem Robotics' modular command-and-control system enabling the coordinated operation of unmanned systems and payloads. ARCOS is designed to integrate into broader battle management architectures, enabling synchronised operations across unmanned and manned forces.

Connected through ARCOS, the showcased systems demonstrate how autonomous platforms can operate as part of a coordinated defensive network. Among them is the TheMIS unmanned ground vehicle, which, since its deployment to Ukraine in 2022, has been updated with lessons learned. TheMIS is available in multiple combat configurations, including a dual-Burra remote weapon station configuration developed by Ukraine's Frontline Robotics for remote fire support, delivering enhanced combat effectiveness while keeping operators at a safe distance.

The system provides mobile, protected fire support to engage enemy positions, support manoeuvre forces, and strengthen defensive operations.

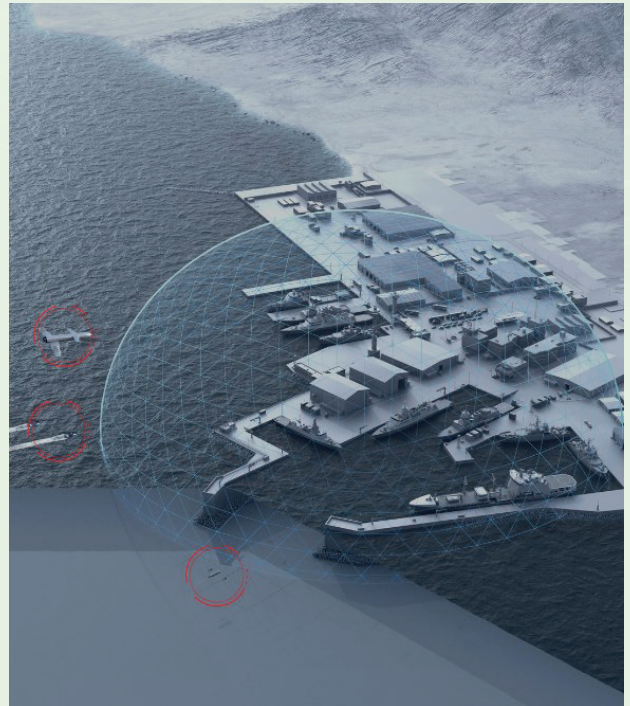
Additionally, Milrem is showcasing TheMIS integrated with EOS' R400 Slinger Counter-UAS Remote Weapon Station. Equipped with a 30×113 mm cannon and specialised ammunition designed to minimise collateral damage, the system can detect, track, and engage hostile drones at ranges beyond 1,000 metres.

Milrem Robotics is also presenting the HAVOC Robotic Combat Vehicle (RCV), an 8×8 hybrid-electric platform combining mobility, firepower, and advanced mission systems. Equipped with a 30×113 mm cannon with proximity-fused ammunition, SHORAD missile options, and electronic warfare systems, HAVOC is designed to address both aerial and ground threats in contested environments. The platform can also integrate counter-UAS capabilities to support layered air defence operations.

An integrated Elistair Khronos tethered UAV provides persistent overwatch and enhanced situational awareness, enabling continuous surveillance and target acquisition from an elevated position. Additional integrations showcased at Eurosatory include the TerraHawk RWS by MSI, the Flexible Mission Platform (FMP™) by Moog and KNDS' modular payload module for ISR, in cooperation with Thales France.

Together, these capabilities demonstrate how robotic systems can deliver sustained surveillance, immediate response, and combat power—supporting a defence model where unmanned platforms absorb risk and extend operational reach.

EOS TO ESTABLISH EUROPEAN C2 AI HUB IN FRANCE



Electro Optic Systems (EOS) (ASX: EOS) confirmed an investment of more than €10 million to establish France as its European hub for AI-enabled counter-drone command and control ("C2") systems.

The hub will be anchored by the headquarters of MARSS, the AI-enabled command-and-control specialist recently acquired by EOS, and will be located in Nice. The investment is expected to create up to 150 jobs over three years, including high value-added engineering and software development roles.

The new hub will strengthen France's defence industrial ecosystem through sovereign technologies and build on EOS's existing cooperation with KNDS. EOS will also explore the production of high-energy laser systems and the development of space domain capabilities for France and the wider European market.

"France is making a decisive commitment to its defence sovereignty, and EOS is proud to support that ambition," said Dr. Andreas Schwer, Chief Executive Officer of EOS. "Establishing our European hub in France allows us to deliver counter-drone and command-and-control capability that partner nations own, produce, and sustain on their own terms. This is what genuine industrial sovereignty looks like."

The announcement comes as European governments accelerate investment in air defence in response to the rapid proliferation of low-cost drones. EOS is one of a few specialised companies outside the United States able to offer high-energy laser weapons, and its model is built around full technology transfer and local production, allowing partner nations to manufacture and maintain capability without dependency on foreign export controls.

The France hub reinforces EOS's growing European presence. The company has secured the first export order for a 100kW-class laser weapon system from the Netherlands, and has held advanced discussions with Germany following a visit by the German Federal Minister of Defence to EOS facilities.

EOS will exhibit at Eurosatory in Paris from 15 to 19 June 2026 in Hall 5A, Stand H335. Visitors can meet the team and experience live demonstrations of EOS' AI-enabled command and control capability alongside displays of its kinetic and high-energy laser technologies.

UAV NAVIGATION-GRUPO OESIA AND EOS TECHNOLOGIE STRENGTHEN COLLABORATION ON ADVANCED C-UAS INTERCEPTOR CAPABILITIES

UAV Navigation-Grupo Oesia and EOS Technologie announce the strengthening of their collaboration in the integration of advanced capabilities for Counter UAS (C-UAS) missions, supporting the evolution of high performance interceptor platforms for modern defence scenarios.

This collaboration combines UAV Navigation Grupo Oesia's expertise in guidance, navigation and control (GNC) systems with EOS Technologie's high performance unmanned platforms, including the VELOCE-330, designed for high speed engagement scenarios.

Within this framework, UAV Navigation Grupo Oesia's autopilots enable EOS platforms to execute autonomous interception missions, supporting all mission phases from target approach to terminal engagement. Advanced guidance algorithms continuously adapt to the interceptor trajectory in real time, ensuring effective engagement against fast and maneuvering targets.

Unlike traditional approaches, interception is not about predicting where the target will be, but about continuously adapting the trajectory in real time. This requires high dynamic performance, onboard autonomy, and a control system capable of operating under uncertainty with minimal response time across the entire engagement chain from



detection to effective target engagement. In this context, the GNC system becomes the core enabler, transforming sensor data into decisive action and ultimately determining interception mission success.

The system integrates AI based visual data processing for target detection and tracking, remaining agnostic to the optical system or seeker employed, within a broader sensor agnostic architecture. Combined with inertial navigation, multi sensor fusion, and AI based visual navigation, this approach ensures accurate positioning and mission continuity even under jamming or spoofing conditions, while advanced optical terminal guidance and high dynamic trajectory control enable

precise engagement in demanding operational environments.

The solution is also designed for coordinated multi platform operations, with capabilities enabled by UAV Navigation Grupo Oesia's autopilots, incorporating swarm ready guidance and distributed engagement concepts to address saturation scenarios with multiple simultaneous threats.

This collaboration contributes to strengthening European industrial cooperation in defence by bringing together complementary capabilities from Spain and France, while supporting allied nations with enhanced technological sovereignty, resilience, and operational independence.

ARMY ARMAMENTS CENTER DEVELOPS NEW COUNTER-UAS CAPABILITY

A new effort led by the U.S. Army Combat Capabilities Development Command Armaments Center demonstrated advancements developed for fire control, enabling the ability to engage and defeat drones with a common remotely operated weapon station while shooting on the move.

The fire control project is a Science and Technology Integration Office software effort that is designing, developing and demonstrating advanced counter-drone fire control capabilities. The project underwent testing in April at the Aberdeen Proving Ground in Aberdeen, Maryland.

According to Nick Cascia, project officer, the initiative began as a mission-driven response to the emerging small unmanned aerial system threat after leadership directed the team to pursue an advanced fire control capability to defeat small drones.



The effort integrated the Armaments Center's Gunslinger fire control, originally developed under the Future Attack Reconnaissance Aircraft program, and adapted it for ground-to-air targeting. The remote weapon station is able to defeat small moving targets while the vehicle is in motion by using the Gunslinger's fire control, as well as various vehicle sensor feeds, to provide real-time data, ensuring the weapon is accurately aimed at the target drone.

This fire control solution uses a modular open system approach, so the developed software as well as any future enhancements can be shared across the Army. Once matured, the software will improve system accuracy against drones, reducing the number of rounds needed to defeat the threat.

According to James Little, deputy project lead, the development team received promising results from their April tests and will iterate and build upon these results in subsequent tests to improve system performance. With these tests, developers will continue to increase the speed of both the vehicle and drone.

"It's a great start to the effort," Cascia explained. "The [project] team has put considerable time and effort into developing our advanced fire control algorithms and preparing for this test. Once we started destroying drones, it showed the hard work was paying off."

DRONESHIELD EXPANDS EUROPEAN SOVEREIGN MANUFACTURING CAPABILITY WITH 1ST EU-PRODUCED COUNTER-UAS UNITS



DroneShield is pleased to announce that its first European-produced Counter-Unmanned Aerial System (CUAS) has successfully come off the production line, marking a significant milestone in the company's global manufacturing and supply chain strategy.

The announcement was made on the opening day of Eurosatory 2026 in Paris, where military and security end-users can visit DroneShield's stand (Hall 6 - B120) and experience demonstrations of its drone detection and counter-measure systems.

The newly manufactured European system delivers the same proven performance, capability and design as DroneShield's Australian-built systems. While the Australian manufactured product continues to be supported by a predominantly Australian supply chain, the European manufactured product has been produced through a contract manufacturing arrangement with a primarily European supply chain, strengthening regional resilience and sovereign capability.

Louis Gamarra, Chief Commercial Officer of DroneShield said, "This milestone reflects our commitment to supporting allied nations with locally produced, highly capable counter-UAS systems. Customers in Europe can now access the same trusted DroneShield technology, built with a supply chain aligned to regional industrial priorities."

"This is just the beginning, as DroneShield expands its production capabilities into Europe. With a strong pipeline of next-generation products coming online, European customers can have confidence that these capabilities will be built and supported within the EU."

Image: DroneShield's RfPatrol Mk2 provides airspace awareness for military, law enforcement, and executive security personnel

The delivery of the pilot batch comes amid increased investment across Europe to bolster defence industrial capacity, including initiatives such as the European Union's Readiness 2030 framework, which is focused on strengthening industrial capability and accelerating defence readiness across member states. DroneShield's European manufacturing capability directly supports these objectives, enabling faster delivery timelines, improved supply assurance and enhanced operational alignment with European defence customers.

The announcement builds on DroneShield's expansion into Europe, including the official opening of its European headquarters in Amsterdam, The Netherlands. Together, these milestones reinforce the company's long-term commitment to the region and its growing customer base across NATO and partner nations.

The European-produced system provides AI-powered detection of a wide variety of unmanned aerial threats across the military and civilian sectors. DroneShield expects further expansion of its European manufacturing operations to meet growing regional demand.

OPENWORKS PROVIDES VISION GUARD TO AUSTRALIAN DEFENCE FORCE C-UAS PROGRAMME



OpenWorks has been contracted by Australia's Department of Defence to provide capability to counter small uncrewed aerial systems (UAS) as part of the fast-tracked Land 156 programme.

The smallest and lightest intelligent optics system from OpenWorks, Vision Guard, has been selected for evaluation within the Australian Defence Force's \$1.3 billion programme to act as an early warning system, or 'trip wire', for dismounted close combatants.

Vision Guard provides rapidly deployable panoramic staring capability for forward observation and covert surveillance, including in low light. It integrates OpenWorks' proprietary artificial intelligence and data fusion software to detect, track and identify class 1 UAS at long range. Systems can be configured with combinations of active and/or passive wide area sensors, including radar and acoustic panels, to suit mission requirements.

Designed for minimal Size, Weight and Power (SWaP) requirements, Vision Guard and ancillary sensors can be carried in a standard military backpack and deployed in under 2 minutes to provide distributed C-UAS capability, minimising reliance on strategic assets and enabling freedom of manoeuvre.

Vision Guard has been proven among a number of European and U.S. customers, as well as part of Project Vanaheim, a joint UK and U.S. experimentation programme to explore the future of interoperable C-UAS in the face of what is rapidly evolving into one of today's most prolific battlefield threats.

"We don't take lightly the trust placed in us by the Australian Defence Force to support enhanced situational awareness and operational intelligence as part of their Land 156 programme. Vision Guard is a small but mighty system that makes a real difference to dispersed troops and we're proud to support the Commonwealth in their fast-tracked efforts to enhance C-UAS capability." James Cross, Chief Commercial Officer at OpenWorks

MOOG LAUNCHES VENGEANCE COUNTER-UAS SYSTEM

Moog Inc. a worldwide designer, manufacturer and systems integrator of high-performance precision motion and fluid controls and control systems announces the launch of a counter-unmanned aerial system (C-UAS) capability, Vengeance™. Building upon Moog's proven legacy of scalable air defense solutions, Vengeance is a next-generation C-UAS capability developed to address the realities of modern, rapidly evolving aerial threats.

Complementing Moog's fielded Reconfigurable Integrated-weapons Platform (RIWP®), Vengeance enables operators to detect, track, and respond with speed and precision in dynamic operational environments. Designed for agility, accuracy, and mission adaptability, the system delivers critical solutions where it matters most: supporting expeditionary forces, including the Special Operations Forces community, facing increasingly sophisticated low-altitude threats.

Vengeance is a modular C-UAS and precision engagement solution engineered to defeat Group 1-3 unmanned aircraft systems and other low-altitude aerial targets. Built around Moog's Flexible Mission Platform (FMPTM) and proven fire control system, Vengeance enables rapid decision-making and response in fast-changing battlefield conditions. This capability is modular, Military Occupational Specialty (MOS)-agnostic, and weapon-agnostic supporting



both C-UAS and precision strike missions, allowing operators to scale capabilities based on mission requirements.

"Vengeance represents a significant milestone in our commitment to delivering adaptable, mission-ready defense solutions," said Mike Gruver, Moog Senior Vice President. "This system equips operators with the speed, precision, and flexibility to address today's increasingly complex and rapidly evolving threat landscape."

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engagement solution engineered to defeat Group 1-3 unmanned aircraft systems and other low-altitude aerial targets. Built around Moog's Flexible Mission Platform (FMPTM) and proven fire control system, Vengeance enables rapid decision-making and response in fast-changing battlefield conditions. This capability is modular, Military Occupational Specialty (MOS)-agnostic, and weapon-agnostic supporting both C-UAS and precision strike missions, allowing operators to scale capabilities based on mission requirements.

THALES LAUNCHES NEXT-GEN 70MM LASER-GUIDED ROCKET DEDICATED FOR COUNTER-DRONE OPERATIONS

Thales unveils the LGR275 Proxy, a 70mm laser-guided rocket specifically designed to effectively neutralize the threat posed by Unmanned Aerial Systems (UAS), one of the most dynamic and fastest evolving challenges facing modern armed forces.

In active conflict zones, Class 1 and 2 drones have fundamentally changed the nature of warfare, exposing the limitations of traditional air defence systems. The LGR275 Proxy addresses the urgent need to restore cost-effectiveness in counter-drone operations.

Built on Thales already proven laser guided rocket to counter-drone, this new solution helps resolve the growing imbalance between interception costs and operational efficiency, a challenge that can rapidly deplete stockpiles, strain defence budgets, and undermine the sustainability of high-intensity drone warfare operations. The



LGR275 Proxy is equipped with a proximity sensor and a military-grade warhead optimised for aerial targets.

Suitable for both air-to-air and surface-to-air applications, the laser-guided rocket, also demonstrates Thales Belgium's innovative capabilities and industrial agility with a tripling

of production planned between 2026 and 2028. In response to growing international demand, Thales Belgium is strengthening its industrial footprint and proximity to strategic customers, to ensure reliable, high-performance supply, in response to increasing international needs.

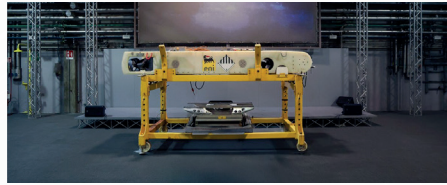
This new system further confirms Thales' position as a trusted partner supporting customers in protecting their territories against evolving threats.

"Building on our already proven laser-guided rocket solutions, Thales provides a solution to strengthen nations' defence readiness against drone threat, one of the key challenges of our times. Thales Belgium is the leader in NATO standard rockets and our solid production ramp-up allows us to meet the needs of the armed forces" Alain Quevrin, Country Director Thales Belgium and Luxembourg, Thales.

ENI AND FINCANTIERI GROUP SIGN A STRATEGIC AGREEMENT TO ENHANCE INNOVATIVE UNDERWATER MONITORING TECHNOLOGIES

Eni S.p.A and Fincantieri, through its subsidiary IDS - Ingegneria dei Sistemi, a company specialized in the development of unmanned systems for the underwater market and related command-and-control systems and in the industrialization of advanced sensors and radar technologies, announce the signing of a strategic agreement concerning Clean Sea, Eni's proprietary technology. Clean Sea is the underwater robotic system developed by Eni and designed for monitoring marine ecosystems and subsea infrastructure, including the verification of their in-service integrity.

The agreement grants IDS an exclusive license for the worldwide commercialization and industrial development of the Clean Sea technology, which will be deployed for underwater inspection activities and initiatives related to the offshore market's energy transition objectives, with particular focus on Carbon Capture and Storage (CCS) projects in marine environments. This license will enable IDS to use Clean Sea to support Eni's operational requirements and those of third-party customers. Clean Sea is based on hybrid ROV/AUV (Remotely Operated Vehicle/Autonomous Underwater Vehicle) architecture, that allows it to be used in remote-controlled form, from a support vessel or in fully autonomous mode. The technology incorporates interchangeable modular payloads, known as e-pods, which combine instruments and sensors tailored to specific monitoring and inspection tasks—including



water sampling, detailed visual analysis, and 3D acoustic reconstructions—ensuring advanced data acquisition and processing capabilities even in complex offshore environments. The technology will be integrated with various autonomous platforms and unmanned systems developed by the Fincantieri Group, enabling scalable applications both in terms of operational volumes and new use cases. Following the agreement, Eni and IDS could also collaborate on the further technological evolution of the platform and on the development of complementary innovative solutions, fostering the growth of Italian industrial expertise in strategic sectors such as robotics and underwater technologies. The agreement is in line with Eni's innovation model, which aims to accelerate deployment on the market of proprietary technologies through technological and commercial partnerships. Licensing such technologies to qualified operators further enhances such technologies' innovation potential and their operational efficiency, while promoting their industrialization and commercialization across broader national and international markets. In addition, the agreement strengthens Fincantieri Group's position in the underwater domain, while further consolidating the

role of the Underwater Technology Hub. The Hub serves as the Group's coordinating center for competencies and technologies across civil, defense, and dual-use systems, as well as a strategic enabler for the development of advanced technologies for the security, monitoring, and protection of critical subsea infrastructure. Lorenzo Fiorillo, Director Technology, R&D & Digital of Eni, commented: "The agreement with Fincantieri confirms the value of Eni's innovation activities and the relevance of the resulting products, particularly in a field where we have achieved excellence such as industrial robotics. Our proprietary Clean Sea technology, operational since 2016 and continuously enhanced over time, has earned recognition from a leading and forward-looking operator in the sector, which will enable us to further raise its operational performance standards."

"This agreement further strengthens Fincantieri Group's capabilities in the underwater domain and consolidates IDS's role in the development and integration of advanced solutions for underwater monitoring and inspection," stated Matteo Marchiori, CEO of IDS. "The combination of IDS's expertise in unmanned systems, command-and-control technologies and advanced sensing solutions with Eni's innovation embodied in the Clean Sea technology will accelerate its industrialization and deployment across international markets, expanding its applications in environmental monitoring, the protection of critical offshore infrastructure, and support for emerging energy transition scenarios."

USV "KRAKEN K3 SCOUT" AT EUROSATORY 2026

At this year's Eurosatory exhibition, visitors will have the opportunity to experience the Kraken K3 Scout, an unmanned surface vessel (USV) jointly developed by Rheinmetall Naval Systems and the UK-based technology company Kraken Technology Group.

Measuring approximately 8.5 metres in length, the USV offers a payload capacity of 600 kilograms. Depending on its configuration, it can be deployed for maritime surveillance, the protection of critical infrastructure or as a weapons platform for military operations.

The Kraken K3 Scout can reach speeds of up to 55 knots and addresses the growing global demand for commercially available unmanned platforms of various sizes for both military and civilian applications.

Series production of the Kraken K3 Scout commenced in April at Blohm+Voss, Rheinmetall's



Hamburg-based shipyard, which the Düsseldorf-based technology group is developing into Germany's leading test and technology centre for unmanned and autonomous maritime systems.

The joint venture established last year between Rheinmetall Naval Systems and Kraken

Technology Group operates under the name "Rheinmetall Kraken GmbH". The company serves the increasing worldwide demand for market-ready unmanned platforms across a range of operational requirements and platform sizes.

THAYERMAHAN'S OUTPOST ACOUSTIC INTELLIGENCE PAYLOADS SELECTED FOR LARGE-SCALE DEPLOYMENT



ThayerMahan, Inc. has been awarded a contract to deliver dozens of Outpost® acoustic intelligence payloads, along with TransparenSea® processing software, to an international defense customer. The award represents one of the largest fielded deployments of unmanned acoustic sensing systems supporting persistent undersea surveillance and USW (Undersea Warfare) missions.

ThayerMahan to deliver dozens of Outpost acoustic intelligence payloads to international defense customer.

The selection followed a rigorous, multi-phase evaluation that included controlled validation, extended at-sea deployments, and head-to-head comparative trials against multiple payloads under representative mission conditions. Testing focused on detection performance, tracking reliability, system endurance, power efficiency, and integration with unmanned platforms.

During multi-month deployments, Outpost® and TransparenSea® demonstrated continuous wide-area acoustic surveillance, detecting, classifying, and tracking targets of interest at operationally relevant ranges, with near-real-time delivery of actionable acoustic intelligence to shore-based Maritime Operations Centers. The systems met or exceeded performance expectations for both surveillance and USW missions while operating within constrained power and size profiles typical of small, unmanned platforms.

Key factors supporting selection included:

Persistent coverage: Continuous operation over extended deployment periods

Detection and tracking performance: Reliable target hold and classification at range

Low power consumption: Enabling long-duration unmanned operations

Ease of integration: Minimal platform modification required

Near-real-time data delivery: Actionable data landed in shore-based Maritime Operations Centers for rapid decision making

Analyst usability: Intuitive interface reducing operator workload and training burden "Persistent, wide area acoustic sensing requires consistent performance over time, which is why we spent the last decade perfecting our capability," said Mike Varney, President Products & Engineering, ThayerMahan. "ThayerMahan sets the global benchmark for unmanned acoustic intelligence. Outpost and TransparenSea have been repeatedly validated under operational conditions, which was a key factor in this selection." The contract reflects increasing demand for scalable, unmanned acoustic sensing solutions that can rapidly be deployed to extend maritime domain awareness without reliance on traditional crewed assets.

"This award aligns with the need for operationally relevant, fielded capability that delivers consistent surveillance and USW performance," said Mike Connor, Chairman and CEO. "The focus is on systems that work as deployed – reliably, at scale, and with immediate mission impact."

PATRIA AND RENK PRESENT NEXT-GENERATION UNMANNED GROUND VEHICLE (UGV) CONCEPT AT EUROSATORY 2026



Patria and RENK Group AG (RENK) have presented a next-generation heavy unmanned ground vehicle (UGV) concept mock-up at Eurosatory 2026 in Paris, France. Together, the companies demonstrate how advanced drivetrain solutions and modular vehicle platforms can accelerate the transition towards remotely operated and future autonomous land systems. The showcase model combines Patria's modular TRACKX vehicle platform with RENK's HSWL 076 transmission and drive-by-wire mobility architecture.

"Patria TRACKX is an exceptional all-terrain armoured tracked vehicle, offering an optimal solution for various applications that demand high mobility standards for military units," says Patria's President and CEO Panu Routila. "The war in Ukraine shows what modern and future warfare looks like. Today, unmanned systems are essential and are a battlefield necessity. Patria provides the platform expertise, and RENK digitalized transmission HSWL 076 with drive by wire capability, bringing greater commonality between Patria's uncrewed and crewed vehicles for end users."

"The future of land operations will depend on digitally enabled, and scalable vehicle architectures," says Dr. Alexander Sagel, CEO of RENK Group AG. "Together with Patria, we are demonstrating how European defence cooperation can rapidly translate innovation into scalable and future-ready unmanned ground capabilities."

Recent conflicts and particularly the war in Ukraine have reinforced the importance of unmanned and optionally manned capabilities for operations in highly contested environments. Armed forces across NATO are increasingly seeking solutions that reduce crew exposure while maintaining mobility, protection, and mission effectiveness. The jointly developed concept vehicle reflects this operational shift.

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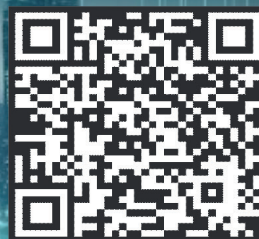


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