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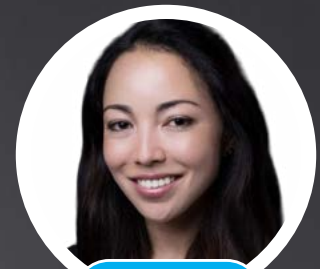
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SCHIEBEL 
INDIA



**UNMANNED.
UNMATCHED.**

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DRONES WORLD

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B. KARTIKEYA

Hello Readers,

The unmanned aviation industry is entering a defining era where artificial intelligence, digital engineering, autonomy, and scalable manufacturing are transforming the future of aerospace and defence. From collaborative combat aircraft and AI-enabled swarming to resilient navigation and next-generation propulsion, innovation is moving from concept to operational deployment faster than ever before. In this edition of Drones World, we bring together global leaders, pioneering technologies, and strategic developments that are shaping the future of unmanned systems.

Our exclusive interviews offer unique perspectives from industry leaders driving this transformation. Jan-Hendrik Boelens, Founder & CEO of Alpine Eagle, explains how AI-driven counter-UAS technologies and Sentinel-OS are strengthening Europe's air defence capabilities. Anthony Venetz, CEO of Venetz Aerospace, discusses the importance of certified electric propulsion systems for enabling safe and scalable commercial drone operations. Sean Hehir, CEO of BrainChip, highlights the growing role of neuromorphic edge AI in delivering intelligent, low-power autonomy for future UAVs, while Schuyler ("Sky") Moore of Saab UK and BlueBear shares insights into AI-enabled swarming, autonomous defence, and rapid military capability development.

We are equally pleased to feature Ben Sheath, Vice President & Managing Director, UK & Ireland, Siemens Digital Industries Software, who explains how Digital Twin technology, Industrial AI, and the Siemens Xcelerator portfolio are accelerating UAV design, certification, digital manufacturing, predictive maintenance, and lifecycle management. Rounding out our interview section, Mark Ingram, Technical Director at Hewland Engineering, discusses how advanced transmission technologies will support the next generation of hybrid-electric aircraft, eVTOLs, and heavy-lift unmanned platforms. Together, these conversations provide a comprehensive outlook on the technologies defining the next chapter of autonomous aviation.

Beyond the interviews, this edition covers major global developments including AI-powered combat drones, collaborative combat aircraft, NATO and defence partnerships, autonomous logistics, counter-drone innovations, resilient navigation systems, heavy-lift UAVs, advanced manufacturing expansion, BVLOS operations, defence investments, and emerging aerospace technologies from leading companies worldwide. Every story reflects one common theme: autonomy is becoming smarter, more connected, and increasingly mission-critical across defence, commercial, and industrial applications.

As always, Drones World remains committed to bringing you credible reporting, exclusive executive perspectives, and the latest technological advancements shaping the future of unmanned aviation. Thank you for your continued trust and support. We hope this edition provides valuable insights, fresh perspectives, and inspiration as we continue to explore the rapidly evolving world of drones and autonomous systems together.

Kartikeya

NGC POWERS US AND ALLIED FORCES AT VALIANT SHIELD 2026



Northrop Grumman systems played a crucial role in sensing, connecting, and commanding an evolving battlefield with data-driven decisions during Valiant Shield 2026.

Northrop Grumman's advanced sensors, command and control assets, and connected weapons allow U.S. and allied forces to see further and act faster.

Northrop Grumman continues to invest in developing advanced capabilities that outpace the threat, delivering them at speed and scale to the United States and its allies.

U.S. and allied forces operated with a clear and complete view of the Valiant Shield 2026 exercise battlespace thanks to Northrop Grumman Corporation (NYSE: NOC) connected sensors, command and control systems and weapons.

The biennial, U.S. Pacific Command-led exercise was held across the Commonwealth of the Northern Mariana Islands, Palau, Hawaii, Guam and Japan, June 22 – July 1. The field-training exercise focused on enhancing force readiness across the region by having multi-national forces practice operating together across sea, air, space, land and cyber domains.

Northrop Grumman's proven systems integrate to create a multi-domain, networked infrastructure. This network enables faster, data-driven decision making for commanders and their forces.

Steve O'Bryan, corporate vice president, Northrop Grumman: "Northrop Grumman systems are battle tested and ready now. They are relied upon in combat because they consistently deliver the capabilities and options warfighters need to win. Our team is developing capabilities to outmatch emerging threats, too. Our investments to develop new capabilities help to ensure continued success for the Joint Force."

Featured Programs in Valiant Shield 2026:

B-2 Spirit: The Pacific Air Forces successfully conducted a live-fire Sinking Exercise using the B-2 Spirit north of the Mariana Islands. The B-2 deployed the Long Range Anti-Ship Missile, demonstrating enhanced ability to achieve strategic objectives within range of potential threats.

E-2D Advanced Hawkeye: An international virtual E-2D performed airborne command and control (C2) for the live virtual portion of Valiant Shield, in coordination with other ground based C2 nodes, demonstrating the value of international interoperability for INDOPACOM.

F-35: In addition to traditional strike-fighter mission sets, F-35 squadrons equipped with advanced Northrop Grumman systems and sensors, provided situational awareness and electronic warfare support to suppress enemy air defenses. Acting as the aircraft's eyes and ears in the sky, F-35 sensors collected information and shared with joint command and control networks, enabling faster, more coordinated responses across the battlespace.

Integrated Battle Command System (IBCS): IBCS – a command and fire control system – successfully integrated with Standard Missile-6 and Standard Missile-3 to support the defense of Guam. This integration ensures continued defense capabilities if primary options are unavailable and builds on recent live fire and simulated exercises.

Maritime Targeting Cell (MTC): The MTC system integrated and fused data from multiple sources to support Over-The-Horizon targeting, enabling engagement of targets at range well beyond the visible horizon.

MQ-4C Triton: Triton provided high altitude, long-endurance maritime intelligence, surveillance and reconnaissance for U.S. Navy and Royal Australian Air Forces, overseeing entire maritime theaters over its 24-hour missions.

KONGSBERG AND DEVDROID OF UKRAINE ANNOUNCE STRATEGIC COOPERATION



KONGSBERG and Ukrainian defence technology company DevDroid have signed a Memorandum of Understanding, paving the way for large-scale, long-term cooperation in the production of existing and development of new remotely operated robotic combat systems.

"Ukraine is shaping the future of robotic warfare. Our solutions are tested daily in real combat conditions, and our partnership with KONGSBERG creates opportunities to scale this experience and develop new robotic systems capable of meeting the challenges of the modern battlefield," said Yuriy Poritskyi, CEO of DevDroid.

"Together, we will work on solutions that strengthen the capabilities of the Ukrainian Defence Forces and enhance the security of our partners. For us, this partnership is not only about technology but also about creating a new model of international defence cooperation, where Ukrainian innovations become part of the global security ecosystem."

"The speed of defence technology development in Ukraine today has no equal. This is why partnerships with Ukrainian companies are an important element in building the defence capabilities of the future," said Jørgen Bull, Senior Vice President, Land Systems, KONGSBERG.

"Cooperation with DevDroid combines battle-proven solutions with KONGSBERG's decades of experience in developing advanced defence systems and establishes a foundation for the joint development and production of robotic systems for Ukraine and international markets."

The signing of the Memorandum during the Ukraine Recovery Conference highlights the growing interest of international defence companies in partnering with Ukraine's defence technology industry and developing joint technological solutions to strengthen the security of Ukraine and Europe.

KRATOS EXPANDS OKLAHOMA CITY MANUFACTURING FACILITY TO ACCELERATE PRODUCTION OF VALKYRIE, FIREJET AND OTHER JET DRONE SYSTEMS

Kratos Defense & Security Solutions, Inc. technology company in the defense, national security and global markets announced a major expansion of its Oklahoma City manufacturing campus with the addition of over 100,000 square feet of manufacturing and production space. The expansion supports increasing customer demand for the company's family of high-performance, affordable jet-powered drone systems, including the Valkyrie collaborative combat aircraft, the Firejet/Mighty Hornet IV and others.

The facility expansion represents Kratos' continued investment in strengthening the United States defense industrial base through scalable, efficient manufacturing capacity capable of producing affordable, mission-ready systems at quantity and at speed. Today, Kratos produces approximately 165 high-performance jet drones annually, and this expansion will enable the company to further increase production to meet growing demand from the U.S. Department of War and allied customers.

"The future fight demands the ability to rapidly produce affordable, high-performance systems at scale," said Steve Fendley, President of Kratos Unmanned Systems Division. "This expansion in Oklahoma City reflects our long-term commitment to investing ahead of customer demand and building the industrial capacity needed to support the Department of War's modernization priorities. As autonomous systems become increasingly central to the future force, manufacturing readiness and producing at scale will be just as important as technology readiness,



maybe more."

The expanded facility will provide additional manufacturing, assembly, integration and test capacity for multiple Kratos tactical jet aircraft programs. Production will support Valkyrie, the affordable, runway-flexible collaborative combat aircraft selected by the U.S. Marine Corps as the foundation of its Collaborative Combat Aircraft (CCA) program of record. Designed to operate solo, in swarms, or alongside crewed aircraft while providing additional mass, reach and mission capability, Valkyrie represents a new generation of affordable autonomous airpower. The expanded facility will also manufacture the Mighty Hornet IV, which is expected to serve as a key tactical capability supporting Taiwan's defense requirements, reflecting growing international demand for affordable, high-performance unmanned systems.

The expanded facility will also support increased

production capacity for Kratos' family of high-performance aerial target systems, including the Firejet. Kratos' Firejet system supports realistic operational test, evaluation and weapons training across the U.S. military and allied nations, with demand for advanced target capabilities continuing to grow, including for the test and training of missile, radar, air defense, C-UAS and directed energy weapon systems, and their crews.

Kratos has consistently invested in manufacturing infrastructure, production technologies, and workforce development to ensure the company can deliver affordable systems at the pace and scale required by evolving national security needs. The Oklahoma City expansion is the latest in a series of investments focused on expanding domestic production capacity and strengthening the resilience of the U.S. defense industrial base.

UK ARMED FORCES TRIAL BRITISH STRIKE DRONE ACROSS LAND AND SEA

The Royal Navy and British Army have extensively tested a domestically produced One-Way Effector (OWE) Uncrewed Air System (UAS), designed for use in both maritime and land operations, for the first time.

The Nyan OWE, designed and built by BAE Systems' entity Callen-Lenz, is a small uncrewed aircraft with a 2.9-metre wingspan, designed to provide a precision strike capability.

Earlier this month, it was launched from the Navy's experimentation ship XV Patrick Blackett off the south coast of England during Exercise Neptune Reach which saw the Royal Navy, British Army and Royal Air Force working together under Project Vantage - a programme focused on accelerating the test and evaluation of maritime attack drones. In May, the army put Nyan through its paces during Exercise Spring Storm in Estonia, as part of the UK's deep fire capability in support of NATO allies.

"Britain is serious about the transition to a Hybrid



Navy with new, powerful drones at the heart of the Royal Navy. By bringing together Army and Navy expertise to field strike drones from a ship at sea, we are accelerating the capabilities our forces need to stay ahead of our adversaries." Luke Pollard MP, Minister for Defence Readiness and Industry

"Nyan is already operationally proven on land, with more than 1,000 units produced. Now it has successfully demonstrated its ability to add real value in a maritime environment too. These trials reflect strong collaboration across the services and industry, highlighting the pace at which we can deliver innovation to advance the UK's integrated, multi-domain defence capability." Matt Foster, CEO of BAE Systems' Callen-Lenz

The most recent trials saw a launcher system capable of launching OWE drones at up to 55 metres a second fitted to the ship's deck to test how Nyan could best be operated from a moving naval platform.

The Royal Navy capability team and the Air and Space Warfare Centre are now analysing the results, with the potential for further trials aboard HMS Queen Elizabeth.

"This trial makes a significant step forward in delivering Maritime One-Way Effectors at pace. Under Project Vantage we are planning to integrate these capabilities into the Hybrid Navy, combining crewed platforms with uncrewed systems to expand reach, increase tempo and enhance lethality. Working closely with our army colleagues, this activity demonstrates how we are accelerating Atlantic Strike concepts into practical, deployable capabilities of the fleet. "Lieutenant Commander David Burton, Maritime One Way Effectors Capability Sponsor, Royal Navy

HONEYWELL AEROSPACE AND ENIGMA AEROSPACE ANNOUNCE COLLABORATION ON MISSION SYSTEMS INTEGRATION FOR PHOENIX AUTONOMOUS UAS



Honeywell Aerospace and Enigma Aerospace, Inc. announced a Memorandum of Understanding (MOU) to explore integrating advanced mission systems onto Enigma's Phoenix Series Unmanned Aircraft System (UAS) — a runway-independent, autonomous logistics aircraft designed to operate in GPS-denied, communications-degraded and otherwise contested environments.

The collaboration will explore Honeywell Aerospace's navigation, mission systems and electronic warfare capabilities for integration onto the Phoenix platform.

The MOU identifies a set of focus areas the companies intend to explore together, including resilient positioning, navigation and timing (PNT) and alternative navigation systems; defensive electronic warfare; secure command, control and communications; defensive cyber; and small form-factor mission systems and payloads for unmanned platforms.

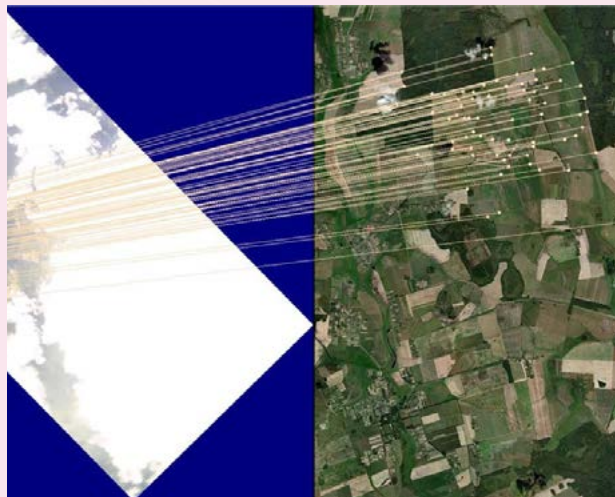
As an initial step, the companies plan to evaluate Honeywell Aerospace's VersaWave SATCOM unit, Ground Control Station, and ONEBOX flight controller on Enigma's Phoenix aircraft, with additional Honeywell Aerospace products to be explored as the collaboration progresses.

"Autonomous systems operating in contested environments live or die by the quality of their navigation, communications and electronic warfare capabilities. Without the ability to survive and operate in these environments, you're just throwing metal down range — and that's precisely where Honeywell Aerospace has decades of proven performance, from the most demanding crewed missions flown today to the unmanned platforms defining tomorrow's battlespace," said Matt Milas, President, Defense and Space, Honeywell Aerospace.

"We're proud to be a mission systems partner that helps Phoenix get to the warfighter faster. This collaboration reflects how we think about the autonomous systems market: find the right platforms, go deep, and build toward scale." Matt Milas, President, Defense and Space, Honeywell Aerospace

"Operating in contested environments means assuming traditional navigation aids and communications will be denied, degraded, or disrupted, with a threat picture that can change by the minute," said Reese Mozer, Chief Executive Officer of Enigma Aerospace. "Honeywell Aerospace brings deep aerospace and defense experience across exactly the systems that enable autonomous logistics to survive at the edge. We're looking forward to exploring how their navigation and mission systems capabilities could support Phoenix as we work toward fielding platforms for warfighters and, eventually, commercial logistics providers."

UAVOS INTRODUCES NAVAİ VISION-BASED NAVIGATION MODULE FOR GNSS-DEGRADED UAS OPERATIONS



UAVOS has successfully tested NAVAİ, a vision-based navigation module for unmanned aircraft systems designed to improve flight resilience when GNSS signals are degraded or temporarily unavailable. NAVAİ uses neural networks to match real-time camera imagery with pre-loaded terrain maps, helping unmanned aircraft estimate their position by matching real-time camera imagery with pre-loaded terrain maps when satellite navigation cannot be relied upon.

The module runs on embedded computing platforms and external mission computers and integrates with the APS Ground Control Station (GCS), providing operators with real-time visualization of terrain matches, navigation confidence, and system diagnostics.

Key features of the NAVAİ system include:

GPS-Independent Positioning: The system is designed to provide an additional navigation input based on camera imagery.

AI-Driven Resilience: Advanced AI algorithms filter visual noise to recognize ground features despite cloud cover, haze, low light, or seasonal changes in the landscape.

Dynamic Motion Correction: NAVAİ automatically compensates for aircraft tilt (pitch and roll), converting tilted camera angles into a stable, top-down view for precise map matching.

Intelligent Data Verification: A diagnostic layer monitors image quality in real-time, assigning confidence scores and rejecting poor data to image matches and rejecting unreliable data.

Operational Transparency for the Operator:

For the operator on the ground, NAVAİ provides additional situational awareness. Through a dedicated interface, pilots can see a live overlay of what the drone "sees" matched directly onto the mission map.

"Vision-based navigation is becoming a defining capability for UAS operations in GNSS-degraded environments. As operating conditions become more complex, the ability to navigate safely and autonomously without relying exclusively on satellite signals will move from a technical advantage to a mission-critical requirement," said Aliaksei Stratsilatau, Founder and CEO of UAVOS.

Designed as an additional navigation layer for fixed-wing UAVs and unmanned helicopters, NAVAİ is intended for autonomous operations across commercial and industrial applications, as well as approved specialized programs where applicable.

HELSING EXPANDS US MARKET, SELECTING WEST VIRGINIA FOR ITS 1ST US RESILIENCE FACTORY

Helsing, Europe's leading defence technology company, has announced that West Virginia will become the company's first U.S. manufacturing base. The announcement was made alongside the West Virginia Governor, Patrick Morrisey, and extends Helsing's presence in the U.S. strongly.

The new West Virginia facility, designed as part of Helsing's global network of Resilience Factories, will produce the HX-2, an advanced, AI-enabled strike drone. The HX-2 is already combat-proven in Ukraine, where thousands of systems are successfully deployed to the front lines. The platform has also undergone extensive testing by allied armed forces, including by the U.S. Army during the exercise Flytrap in Lithuania.

Designed for high-volume production and rapid deployment, the HX-2 represents a new generation of affordable precision capabilities built for the challenges of modern combat.

Once fully operational, the West Virginia manufacturing base will be capable of producing



more than 2000 HX-2 drones per month and have the ability to scale further according to demand.

Governor Patrick Morrisey said: "Helsing's decision to establish its first U.S. manufacturing facility in West Virginia is another signal that our state is becoming a destination for advanced manufacturing and defense technology. This investment will create high-skilled jobs, strengthen America's defense industrial base, and demonstrate

that West Virginia has the workforce, energy resources, and manufacturing heritage to help lead the next generation of industrial innovation. We're proud to welcome Helsing to the Mountain State."

Dr. Jennifer McArdle, the General Manager of Helsing US, added: "Modern deterrence requires advanced technology and the ability to produce it at speed, at scale, and in sustained volumes. The conflicts of today demonstrate that industrial capacity is a critical strategic advantage. With its commitment to innovation, skilled local workforce and competitive infrastructure, West Virginia is the right place for Helsing to start building this industrial capacity in the U.S."

The announcement comes as the U.S. moves to strengthen its defence industrial base and increase production capacity for military systems. West Virginia was selected by Helsing following a competitive nationwide evaluation of potential locations, reflecting the state's industrial heritage, skilled workforce, and commitment to rebuilding America's manufacturing capacity.

KRATOS OPENS NEW 167,000-SQUARE-FOOT MANUFACTURING FACILITY IN PENNSYLVANIA, EXPANDING EXISTING FOOTPRINT IN THE STATE

Kratos Defense & Security Solutions, Inc. a technology company specializing in defense, national security and global markets announced the opening of a 167,000-square-foot advanced manufacturing facility in York, Pennsylvania. The plant expands Kratos' existing Pennsylvania operations, which now span three facilities and employ more than 440 people, supporting a growing portfolio of critical national security programs. Additionally, Kratos announced plans to purchase new state-of-the-art equipment, totaling over \$7 Million, to further expand production capability.

The new facility and planned investments in manufacturing equipment significantly increase Kratos' production capacity to meet accelerating customer demand for advanced defense systems while reinforcing the company's commitment to strengthening the U.S. defense industrial base through rapid innovation and mission-speed production.

Kratos' Pennsylvania operations engineer, manufacture and test mission-critical, military-

grade hardware supporting certain of the nation's highest-priority air defense, missile, radar and counter-unmanned aircraft system (C-UAS) initiatives. Including the new facility, Kratos' Pennsylvania operations actively support C-UAS initiatives by delivering complex equipment for directed energy weapons, missile transporters, mobile missile launcher systems, hypersonic systems and strategic system radar platforms.

Tom Mills, President of Kratos CSISR Division, said, "Leveraging proven manufacturing methodologies and advanced production technologies, Kratos' Pennsylvania operations recently completed delivery of highly engineered solutions for both High Power Microwave (HPM) and High Energy Laser (HEL) programs. These efforts included the design, manufacture and testing of specialty structures and components that enhance system mobility and survivability, along with system integration involving custom mechanical assemblies, actuators, thermal management and electrical subsystems. This new Kratos facility and investment will both expand and accelerate our

capabilities in additional mission critical national security programs, including strategic systems".

"Kratos is committed to building the Arsenal of Freedom by investing in the people, facilities and manufacturing capabilities needed to deliver critical systems, at scale, to our customers faster than ever before," said Eric DeMarco, President and CEO of Kratos. "This expansion marks another important milestone in continuing to grow Kratos' capability to provide mil-spec hardware for national defense and mission critical programs.

Pennsylvania has proven to be an exceptional manufacturing hub, including a highly skilled workforce, and this investment positions Kratos to continue delivering affordable, high-performance, leading technology systems that address our nation's most pressing security challenges. Kratos' ability to manufacture highly complex hardware at production scale—where quality, precision and reliability are mission-critical—continues to differentiate our Company as a trusted partner to the U.S. Department of War and allied customers."

MBDA REAFFIRMS PARTNERSHIP WITH HYBRID DRONES LIMITED WITH 2ND INVESTMENT

MBDA invested in Hybrid Drones Ltd, a UK SME that produces the pioneering hybrid Jet-Electric HYDRA-400 uncrewed aerial vehicle (UAV). This was one of the first investments by MBDA in a UK SME, demonstrating commitment to supporting national cutting-edge defence technologies.

In a second funding round this year, MBDA opted to follow-on its investment, retaining its stake as a shareholder of Hybrid Drones Limited.

MBDA's support for Hybrid Drones Ltd is not just financial – it is underpinned by a much more collaborative approach. Leveraging decades of experience within the defence sector, MBDA is working in partnership with Hybrid Drones Ltd to develop the business, navigating the complex defence ecosystem to achieve long term growth. This support has included sharing expertise from across MBDA's business, including, technical and engineering, commercial support, legal, and finance.

The summer of 2026 coincides with exciting developments in the partnership, not least the prominence of the platform as the backdrop for new Secretary of State for Defence, Dan Jarvis' speech at the Uncrewed Systems Centre on 12 June.

With a history of collaboration, MBDA is seeking to demonstrate the model by which it can support UK SMEs as they develop innovative new technologies.

Vote of confidence : Suzanne Jude, Senior Vice President - Sales & Business Development at MBDA, said: "Sustaining MBDA's investment in Hybrid Drones Limited is a clear vote of confidence in the way this partnership is developing. As a shareholder in the company, our commitment goes far beyond just financial support – it means sharing our expertise and developing a thriving SME who can deliver innovative technologies for our armed forces."

Innovative new technology : The HYDRA-400 drone marked its first flight in March 2026, and MBDA is working with Hybrid Drones Limited on weaponizing the platform. With a modular design and a payload capacity of up to 400kg, the HYDRA-400 has a myriad of military, operational, and dual use functions.

EDA WILL WORK WITH THE 1ST GROUP OF INNOVATORS UNDER BRAVETECH EU PHASE II



European Commission, the European Defence Agency (EDA) and the Minister of Defence of Ukraine announced in Kyiv six winners of the first-ever BraveTech EU Phase I. EDA will now work with them to experiment with their solutions in realistic operational conditions under the BraveTech EU Phase II.

The winners successfully passed the BraveTech EU Phase I – intensive technology testing bootcamps that helped them progress with their innovative solutions. During the next phase, EDA will guide the companies to develop their technologies further, and experiment in a battlefield-like environment. The operational experimentation will take place in parallel to the EU OPEX in Portugal and will generate evidence to support further maturation of the technologies and potential military adoption.

"Innovation alone is not enough – it must be tested, trusted and rapidly turned into military capability," said EDA's Chief Executive André Denk at the award ceremony in Kyiv. "Through BraveTech EU, the European Defence Agency offers faster experimentation with operational rigour. By connecting innovation with real operational needs, we generate the trusted evidence that military users need to strengthen both Ukraine's immediate defence requirements and Europe's long-term defence readiness."

The companies selected for the BraveTech EU

Phase II dedicated to experimentation are:

Soracel (France) - developer of complete multi-UAV systems, based on hierarchical drone swarms

EdgeX Robotics (Poland) - modular unmanned ground vehicle (UGV) platform multi-role 4x4

Smaesh GmbH (Germany) - multi-radio mesh, combining LoRa, Wi-Fi HaLow, Wi-Fi and BLE for resilient robotic and tactical connectivity

Kova Labs (Finland) - cost-effective fully autonomous systems for complex low-altitude environments

Tempterno Defence (Estonia) - multi-rocket launcher concept for counter UAS and land target engagement

Rannon (Latvia) - rocket-propelled ammunition for drone-to-drone air combat

During Phase II, each company will demonstrate its solution against scenarios refined together with EDA and Portuguese Army experts. These include, for example, multi-drone reconnaissance missions, unmanned ground vehicle support tasks, or maintaining connectivity under deliberately degraded conditions. The companies will have the opportunity to operate their systems alongside EU OPEX participants.

After the campaign in Portugal, four most advanced technologies from BraveTech Phase II will continue the experimentation in 2027.

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TEKEVER AND ICOMAT EXPAND INDUSTRIAL PARTNERSHIP TO SUPPORT AR5 MANUFACTURING IN THE UK

TEKEVER, Europe's leading provider of AI-enabled autonomous systems, and iCOMAT, the advanced composites manufacturer and inventor of Rapid Tow Shearing (RTS), today announced the expansion of their partnership supporting the production and industrialisation of the AR5 unmanned aerial system.

As part of OVERMATCH — TEKEVER's £400 million industrial expansion programme to scale manufacturing capacity, accelerate the development of next-generation autonomous capabilities and strengthen the UK's sovereign defence industrial base — TEKEVER has today signed a MoU with iCOMAT to further explore opportunities for collaboration and partnership in relation to advanced composite manufacturing.

The partnership forms part of TEKEVER's strategy to build a resilient, high-performance UK supply chain by working with specialist British manufacturers, strengthening local industrial capability while supporting the company's continued growth.



The collaboration leverages iCOMAT's manufacturing operations in Gloucester and Swindon, further reinforcing the UK's defence manufacturing ecosystem.

The programme demonstrates how collaboration between a European leader in AI-enabled autonomous systems and innovative UK manufacturing partners can accelerate the industrialisation of advanced defence technologies, helping strengthen the defence industrial base of the UK, Europe and NATO.

Scott McClelland, Deputy Director, TEKEVER Defence Unit, said: "Delivering autonomous capability

at scale requires a resilient industrial ecosystem. As we continue to expand production through our OVERMATCH initiative, partnerships with companies like iCOMAT help us strengthen the UK supply chain and ensure we can deliver operational capability to our customers at pace. Their expertise in advanced composites makes them a valuable partner as TEKEVER continues to grow.

Evangelos Zympeloudis, CEO of iCOMAT, said: "TEKEVER and iCOMAT share a common vision for strengthening defence capability through innovation, scalability and sovereign manufacturing. As two NATO Innovation Fund portfolio companies, we are uniquely positioned to demonstrate how world-class technology developers and advanced manufacturers can work together to accelerate capability into the hands of end users. We are proud to support the AR5 programme and look forward to deepening our collaboration as production volumes increase and future generations of autonomous systems are developed."

TEKEVER UNVEILS AR6, A NEW FAMILY OF AUTONOMOUS SYSTEMS FOR HEAVY LIFT

TEKEVER revealed the latest expansion of its growing product offering with the launch of the AR6 family into the autonomous heavy lift market. TEKEVER, widely recognised as the European leader for ISR platforms, aims to address a core market gap in the heavy lift drone segment – delivering a platform that can 'lift more and fly further'.

TEKEVER's solution provides a significant step-change to a market that is dominated by electric VTOL platforms typically capable of lifting up to 100kg only over very short distances (1-5km). By leveraging specialist advances in hydraulic and propulsion technology, TEKEVER AR6 aims to set a new standard – delivering 200kg over 500km. Built for harsh environments, the platforms will be able to operate in both very hot and cold conditions with minimum maintenance and sustainment costs.

The AR6 family will serve both civil and military markets and open up a wide variety of new use cases previously unavailable to heavy lift electric quadcopters. Civil use cases include logistics, offshore operations, medical support, search and rescue and disaster relief. Military use cases include casualty evacuation, forward logistics, and combat wingman concepts – such the UK Apache teaming concept under Project Nyx.

The AR6 combines novel technology with TEKEVER's



core suite of competences – its 'as a service' operations, rapid design iteration, proprietary autonomy stack and lessons from Ukraine. The military variant of AR6 will be able to fully operate without any GNSS reliance and include advanced 'Mission Autonomy' features for multi-platform swarming, crewed teaming and survivability.

"AR6 represents the next evolution of our autonomous capability," said Ricardo Mendes, CEO of TEKEVER. "For years, we've helped customers move

information. Today, we're extending that capability to moving what matters most. Autonomous Lift opens a new category of missions for TEKEVER and, more importantly, for our customers."

"The future of autonomy is about delivering operational outcomes," said Karl Brew, Head of TEKEVER UK. "AR6 expands the envelope enabling us to leverage all of the experience we have built up in Ukraine and around the world into a whole new set of use cases."

HONEYWELL AEROSPACE, SHIELD AI COLLABORATE TO ADVANCE DEVELOPMENT OF AUTONOMOUS AIRCRAFT



Honeywell Aerospace and Shield AI, a leader in AI-powered mission autonomy announced a Memorandum of Understanding under which Honeywell Aerospace will develop a trusted autonomy software stack on Shield AI's Hivemind Software Development Kit, integrating Honeywell Aerospace's Anthem™ avionics, navigation, and sensing portfolio.

The collaboration aims to help defense operators move from demonstration to deployment faster across a wider range of operational environments, without having to rebuild confidence in each new system every time. In parallel, the companies will explore the architecture required to bring trusted, AI-piloted autonomy to commercial aviation and other transportation applications. Shield AI will also evaluate the use of Honeywell Aerospace's high-integrity, safety-critical products on its own uncrewed aircraft platforms.

The central challenge in mission autonomy is no longer whether software can fly an aircraft — it is whether that aircraft can be certified and trusted to fly without direct human control. Regulators, defense customers, and commercial operators each require confidence in the underlying system before it can be fielded. Closing that gap is the objective of this collaboration.

"Autonomy software can fly an aircraft — but trust has to be engineered into the architecture, not bolted on after," said Matt Milas, president, Defense & Space, Honeywell Aerospace. "Our role is to build the certified, design-assured foundation that lets a warfighter, a regulator and a fleet operator all trust the same platform. That's the layer we bring to this collaboration — the one that turns intelligence like Hivemind into something that can be deployed safely and at scale anywhere in the world."

"Honeywell Aerospace's certified avionics, navigation, and sensing systems paired with Hivemind, which delivers mission autonomy for intelligent, collaborative operations, create a trusted foundation for AI-piloted flight," said Gary Steele, CEO, Shield AI. "This collaboration reflects how the aerospace and defense ecosystem is evolving — bringing the best of autonomy and certified hardware to address transportation and national security challenges."

Under the collaboration, the companies will evaluate joint pursuits of defense Unmanned Aerial System programs globally — and explore how Honeywell Aerospace's certified systems can extend Hivemind's reach into both U.S. and international markets, supporting allied nations seeking domestic autonomy capability.

CAE TO LEAD DESIGN OF YMX DRONE CONTROL CENTRE



CAE and ADM Aéroports de Montréal announced the signing of an agreement to advance the development of the YMX Control Centre. The centre will be a key element of the Uncrewed Systems Defence Innovation Secure Hub (UXS DISH), recently announced by the Government of Canada at the Espace Aero Aerospace Innovation Zone in YMX.

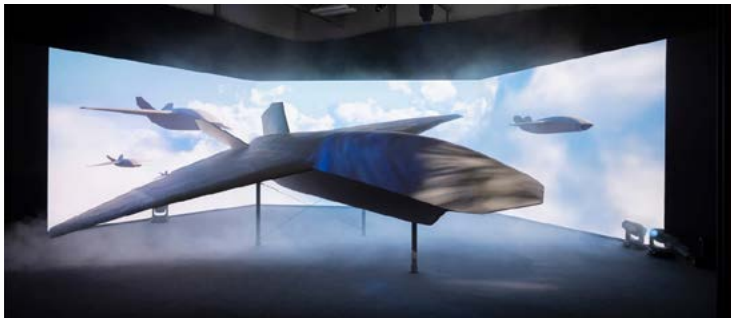
Under the agreement, CAE will collaborate in the design of the YMX Control Centre, helping define the digital infrastructure and operational framework required for the facility. Through this collaboration with ADM, CAE is applying its systems integration expertise and proven technologies to lay the foundation for an environment where advanced technologies can be developed, tested, integrated, and transitioned to operational use, strengthening mission readiness. Aircraft and drones typically operate in separate airspace due to safety and regulatory constraints. The YMX Control Centre is designed to help bridge the gap by enabling testing and validation in a real airport environment at operational scale. The hub will provide a secure setting where government, industry, and other stakeholders can advance emerging autonomous systems technologies and help move them from concept to practical application. Supporting applications across defence, aerospace, and advanced air mobility, the facility will help accelerate the adoption of new capabilities in operational environments. As autonomous technologies evolve, training and simulation will play a critical role in their safe adoption. The YMX Control Centre will help lay the foundation for future training and mission readiness needs as these systems become more integrated into civil and defence operations.

"Increasingly sophisticated autonomous systems create the need for environments that reflect real operational conditions and help shape how these capabilities will be integrated," said Pascal Grenier, President, CAE Defense & Security. "The Espace Aero Aerospace Innovation Zone, DISH and its partners will bring together the expertise, infrastructure, and partnerships needed to strengthen Canada's defence capabilities. The project highlights the important role of systems integration in enabling the next generation of mission-critical capabilities while strengthening growth, investment, and technology development domestically."

"YMX is built for this kind of ambition," said Yves Beauchamp, President and CEO, ADM Aéroports de Montréal. "With its unique airport infrastructure, vast development potential, and strategic position within Québec's aerospace ecosystem, our Tech Park offers an ideal environment to test, validate, and accelerate the next generation of aerospace technologies. By combining our infrastructure with CAE's expertise, we are creating the conditions for industry to come together, drive innovation, and bring these technologies closer to deployment in operating environments."

"This partnership illustrates how the Espace Aero Innovation zone fosters great collaboration between stakeholders. We already see great momentum building, ensuring a bright future for Quebec's aerospace industry," added Melanie Lussier, President Aero Montreal & Espace Aero.

FIRST BRITISH DESIGNED COLLABORATIVE COMBAT AIRCRAFT UNVEILED



BAE Systems has unveiled the UK's first uncrewed autonomous Collaborative Combat Aircraft (CCA) at the Farnborough International Airshow. It is designed to extend combat mass for armed forces by complementing existing and future crewed aircraft, delivering additional frontline capability at a lower cost.

The prototype aircraft was designed and built by engineers at BAE Systems in Warton, Lancashire, home of the UK's sovereign combat air industrial capability. More than 500 BAE Systems employees have been involved in the aircraft's development to date, working with over 75 large companies and SMEs from across Britain's world leading aerospace sector. The first-of-its class CCA - named Brontanax - is intended to provide electronic warfare and precision strike capabilities against airborne and ground targets. Operating with frontline combat aircraft such as Typhoon it will enhance combat mass and operational effectiveness, with planned availability to enter service before the end of the decade.

"The unveiling of Brontanax, the UK's first uncrewed autonomous Collaborative Combat Aircraft, is a testament to the extraordinary talent and innovation across our sovereign defence industry."

"Built at BAE Systems in Warton by British engineers, backed by British businesses large and small, this aircraft demonstrates that the UK has the skills, the technology and the determination to lead the world in combat air power."

"We're investing £300 million in our Storm Fighter programme to develop an autonomous combat aircraft here in the UK. This launch shows the depth of industrial capability we have here in Britain to help deliver our ambition to become Europe's first sixth generation air force." Said Wes Streeting, Defence Secretary

"The RAF is determined to become Europe's first 6th Generation Air Force, driving innovation and accelerating the adoption of cutting-edge technology to stay ahead in an increasingly complex and contested battlespace. Working alongside BAE Systems, we are taking a major step towards that ambition, with a prototype expected to fly next year. Backed by £300 million through the Defence Investment Plan, our Storm Fighter programme is transforming future capability, while the launch of Brontanax, the UK's first autonomous uncrewed Collaborative Combat Aircraft, shows how sovereign defence industry is delivering at pace to support us in being Agile, integrated and ready to fly fight and win." Said Sir Harv Smyth, Chief Of The Air Staff Air Marshal

"We recognise armed forces are being challenged to meet the demands of speed, adaptability and scale. Our Collaborative Combat Aircraft will provide the ability to extend the reach of crewed aircraft, generating greater combat mass at lower cost, while keeping pilots out of harm's way."

"This capability represents a significant company investment in the UK's future of air power and builds on our long-standing commitment to innovation. Alongside supporting defence priorities, it will strengthen the UK's sovereign defence ecosystem by creating opportunities for SMEs, suppliers and partners across the country." Said Simon Barnes, Group Managing Director, BAE Systems Air sector

NGC AND ALLIES BOOST NATO'S ISR FORCE FLEET WITH MQ-4C TRITON



Northrop Grumman and Airbus Defence and Space formed a multinational collaboration to expand NATO's ISR Force Fleet with MQ-4C Triton, enhancing transatlantic maritime surveillance and integrating European industry for rapid capability deployment.

Key Takeaways: The MOU enables NATO's ISR Force fleet expansion with MQ-4C Triton, improving alliance-wide maritime surveillance and operational integration.

Collaboration with European partners accelerates advanced ISR deployment and strengthens NATO's regional security posture.

Northrop Grumman Corporation (NYSE: NOC) has signed a Memorandum of Understanding (MOU) with Airbus Defence and Space as a step toward bringing the Triton uncrewed aircraft system to NATO operations. Signed during the NATO Summit Defence Industry Forum, this collaboration will explore a transatlantic solution for the recently announced Letter of Intent to expand the NATO Intelligence, Surveillance and Reconnaissance (ISR) Force with the addition of MQ-4C Triton systems.

The strategic industrial MOU covers key cooperation areas between the two companies. In addition to this cooperation, the companies are working with a wider group of European industry to propose a full spectrum of services and enable a more rapid implementation of the capability. Coordination is ongoing with KONGSBERG Defence & Aerospace AS (Norway), Insta Advance Oy (Finland), Terma A/S (Denmark) and Exence S.A. (Poland) to build upon their existing work for the NATO ISR Force.

Jane Bishop, vice president & GM, Global Surveillance, Northrop Grumman: "Our collaboration with Alliance members on the expansion of NATO's ISR Force will bring the most advanced ISR capabilities to the Alliance, bolstering its regional security and enhancing Europe's defense industrial base."

Northrop Grumman will work closely with Airbus to assess their complementary capabilities and opportunities to provide technology and services in support of the airborne platforms (MQ-4C Triton) and related ground systems. These services could include airborne and ground segment communications; data processing; exploitation and dissemination capabilities; and command and control services.

Collaboration with Terma, KONGSBERG, Insta, and Exence will foster wider industrial cooperation across the Alliance, building upon existing relationships, leveraging complementary competencies and fostering new opportunities.

These industrial partnerships build directly upon the existing cooperation and robust capabilities established over the last decade with the current NATO ISR Force's RQ-40 Phoenix fleet, thereby leveraging proven expertise and industrial relationships to meet the challenging schedule.

This cooperative effort reflects the strong commitment of participating nations and industry collaborators to ensure that the NATO ISR Force retains the modern, reliable and responsive capabilities in support of Alliance operations and decision-making.

PALLADYNE AI ANNOUNCES USAF EXERCISE OF ADDITIONAL \$2.9M STRATFI CONTRACT OPTION

Palladyne AI, a U.S.-based defense and industrial technology company delivering embodied AI-powered collaborative autonomy solutions, advanced avionics, precision-manufactured components, UAVs, and advanced aerospace engineering services, today announced that the U.S. Air Force has exercised a contractual option on its STRATFI (Strategic Funding Increase) contract, adding \$2.9 million in new funding and increasing the total contract value to over \$10.6 million. The option exercise reflects the Air Force's continued satisfaction with the performance and progress of Palladyne AI's Palladyne IQ™ embodied AI architecture for autonomous robotic systems.

Ben Wolff, President and Chief Executive Officer of Palladyne AI, commented: "This option exercise is exactly the kind of milestone we set out to achieve. When a customer like the U.S. Air Force commits nearly \$3 million more after seeing your technology perform, that is an unambiguous signal. Palladyne IQ's AI architecture is working. The Air Force is a demanding customer operating in complex, real-world environments, and it has extended the contract. We believe this program is the proof point for what Palladyne IQ and its architecture can do at scale, and



for the enormous market opportunity that lies ahead in autonomous defense robotics."

The STRATFI program, formally titled "Cybernetic Training for Autonomous Robots - Human Augmentation via Generalizable Mobile Autonomous Robot Dexterity (C-H)," was originally awarded in September 2023. Since then, the Air Force has increased its investment as the technology has matured and demonstrated results, including completion of the first phase in October 2024 and additional funding in April 2025. This latest option exercise continues that pattern of performance-driven reinvestment.

The newly obligated funding covers a set of advanced demonstration milestones, including:

Human-guided machine learning on real robotic platforms, enabling robots to learn complex manipulation tasks autonomously with minimal demonstrations.

Mixed-reality teleoperation enabling seamless collaboration between human operators and remote subject matter experts.

Autonomous task execution on robotic platforms in Air Force-relevant mission scenarios.

Palladyne IQ is Palladyne AI's flagship embodied AI platform, purpose-built to deliver closed-loop autonomy for robotic systems operating in dynamic, unstructured, and contested environments. Unlike conventional automation, Palladyne IQ enables robots to learn from as few as one to five human demonstrations, generalize that learning across variations in environment and task, and execute autonomously without cloud connectivity, a critical capability for defense applications where communications may be degraded or denied.

The platform is hardware-agnostic, integrating across robotic systems and sensor suites, and supports real-time sensor fusion and adaptive AI at the edge. These characteristics make Palladyne IQ well-suited not only for the Air Force's evolving requirements in autonomous robotics, but for a broad range of defense and industrial applications.

GA-ASI AND KONGSBERG ADVANCE JSM INTEGRATION FOR MQ-9B

General Atomics Aeronautical Systems, Inc. and KONGSBERG Gruppen ASA (KONGSBERG) completed the System Requirements Review (SRR) and Preliminary Design Review (PDR) for the integration of the Joint Strike Missile (JSM) weapon system onto MQ-9B. This design and integration effort is a jointly funded project by both companies aimed at providing long-range strike capability for MQ-9B and its customers. These reviews were successfully completed in Kongsberg, Norway, on June 30.

MQ-9B is an industry-leading uncrewed aircraft system (UAS) manufactured by GA-ASI and includes the SkyGuardian® and SeaGuardian® models. KONGSBERG produces the JSM, a best-in-class weapon system for use against high-priority targets.

"We recognize the value JSM brings to our MQ-9B platform," said Niki Johnson, GA-ASI Vice President, International Capture and Government Affairs. "This integration effort shows how industry can effectively collaborate to integrate new capabilities and make them available quickly to our warfighters."

MQ-9B is a long-endurance uncrewed platform that can conduct missions over land and over water. JSM is a fifth-generation stealth air-to-surface missile for use against high-priority targets.



"Having JSM integrated onto an uncrewed air platform - the MQ-9B - enables a highly capable strike mission set that can be employed in conjunction with or independently of piloted aircraft. This is an operational capability that we're seeing greater interest in across the defence sector," said Jens Gjestvang, Senior Vice President, Missiles and Aerostructures.

MQ-9Bs are multi-mission, multi-domain UAS that can

operate in all weather conditions. MQ-9B aircraft are being flown by the United Kingdom's Royal Air Force, Belgian Defence, and the Japan Coast Guard. In addition, MQ-9B has been selected by Canada, Denmark, Poland, Germany, Qatar, Taiwan, India, and the U.S. Air Force in support of the Special Operations Command. MQ-9B has also been featured in various U.S. Navy exercises, including Northern Edge, Integrated Battle Problem, RIMPAC, and Group Sail.

LEONARDO AND BAYKAR'S LBA SYSTEMS JV ACHIEVES FULL OPERATIONAL READINESS

Farnborough International Airshow, Leonardo and Baykar announced the full operational readiness of their LBA Systems Joint Venture (JV), with the regulatory authorizations now in place and the new company's Lead appointed, thus completing the establishment of a new player in uncrewed technologies. Leonardo and Baykar are equal shareholders (50% each) in the JV, which has its legal and operational headquarters in Italy.

The JV leverages complementary strengths in the design, development, production, and maintenance of uncrewed aerial systems (UAS). LBA Systems combines Leonardo's cutting edge electronics systems, integration of payload and effectors and strong capabilities in EU approval and certification with Baykar's design and development of advanced UAS platforms, extensive portfolio covering all relevant UAS segments and advanced and efficient manufacturing processes and capabilities. The set-up of a dedicated Unmanned Business Unit within the Leonardo's Aeronautics Division will allow an efficient coordination and execution of the business and industrial actions.

Lorenzo Mariani, CEO and General Manager of Leonardo, said: "LBA Systems enters the rapidly growing uncrewed system sector with a complete and competitive offer. It leverages a comprehensive range of Leonardo proprietary payloads which can be integrated into several different Baykar platforms, in



order to meet the demanding mission requirements dictated by today's operational challenges. The start of operations at LBA Systems also epitomizes drivers which are core to our strategy: execution and production acceleration, stronger and larger industrial base, partnerships to deliver the critical mass required to respond to the European and global markets evolving demand, growth and value creation."

Haluk Bayraktar, CEO of Baykar said "LBA Systems is a significant initiative that combines Baykar's field-proven, high-tech autonomous architecture and manufacturing power with Leonardo's advanced payload and avionics capabilities. The success of KIZILELMA's recent CUC-T tests with the M-346 has demonstrated the global maturity our autonomy has achieved per NATO standards, and has been a direct response to the demanding operational requirements of the battlefield. With LBA Systems, we will offer the global market ready and reliable solutions – from Astore Levante to KIZILELMA –

beyond concepts on paper. This partnership is a strategic step that will strengthen the defense industrial base of both Europe and allied nations."

LBA Systems will act to co-develop next generation uncrewed systems, empowered by advanced AI, cyber resilience and multi-domain interoperability, and pursue opportunities in both the European and international market. The JV's product range, based on the harmonized expertise of both partners, already includes six different systems, spanning from the 80kg class KALKAN designed primarily for ISR (Intelligence, Surveillance and Reconnaissance) missions, up to the TB2 Medium Altitude Long Endurance (MALE) in two different variants and the Astore Levante, which is capable of taking off and landing on short-runway aircraft carrier vessels, to the AKINCI High Altitude Long Endurance (HALE) platform and the KIZILELMA Unmanned Combat Fighter Jet. The KIZILELMA uncrewed fighter aircraft successfully demonstrated advanced crewed-uncrewed teaming capabilities in recent tests with the Leonardo M-346 F light fighter. At the Farnborough International Airshow, the partners are also showcasing the first LBA Systems product, the Astore Levante, which integrates the proven Bayraktar TB3 platform with an extensive range of Leonardo's integrated advanced technologies in including sensors, mission systems and ground control station.

GBP708M TO ACCELERATE UK NEXT-GEN AIR COMBAT TECHNOLOGY

The contract extends the existing programme with BAE Systems, accelerating development of the advanced technologies needed for the UK's Future Combat Air System (FCAS). That technology includes pioneering dual-use capabilities, from first-in-the-UK digital engineering to artificial intelligence, and advanced manufacturing capabilities, such as augmented reality, additive manufacturing, and robotics.

The previous phase of investment delivered significant progress across the UK's future combat air capability, including the expansion of digital engineering capabilities, development of critical physical infrastructure, and maturation of advanced technologies required for future combat air systems.

In part, today's contract will provide vital UK national infrastructure and technology as a critical contribution to the Global Combat Air Programme (GCAP), as well as supporting the UK's wider future



combat air system.

The work will be led by BAE Systems, alongside Team Tempest partners Leonardo UK, MBDA UK and Rolls-Royce, with approximately 90% of the jobs based outside of London and the south-east. Around 600 companies and academic institutions across the UK form the programme's supply chain, supporting thousands of skilled jobs and making defence an engine for growth.

Defence Secretary, Wes Streeting MP said: "This is a clear vote of confidence in British industry,

and the thousands of highly skilled workers who are helping to keep our country safe."

"This investment in advanced combat air technology for the UK Armed Forces will strengthen our defence and deterrence and shows our clear commitment to backing British workers with our defence investment, creating jobs and supporting communities across the UK."

Simon Barnes, BAE Systems Group Managing Director said: "The Future Combat Air System (FCAS) programme represents the UK's ambition to shape the future of combat air and secure a leading role in the technologies, skills and capabilities that will define air power for decades to come.

This additional investment will enable us, as Team Tempest partners, to continue pushing the boundaries of digital engineering, advanced systems and next-generation combat air technologies, helping sustain the UK's position at the forefront of combat air innovation."

TELEDYNE FLIR DEFENSE PARTNERS WITH STORM TO EXTEND BLACK RECON MISSIONS ACROSS MORE VEHICLE PLATFORMS



Teledyne FLIR Defense, part of Teledyne Technologies Incorporated and STORM have announced a partnership that will bring Teledyne FLIR's Black Recon™ vehicle reconnaissance system to RADS™, the Rapid Adapt and Deploy System. As a RADS Application Partner, Teledyne FLIR gains a standardised route to field Black Recon across many more vehicle types, while joining STORM's growing ecosystem of certified technology partners. The partnership was signed at Eurosatory 2026 in Paris.

Black Recon lets crews autonomously launch, operate and recover up to three small reconnaissance UAVs from fixed sites or from inside a vehicle, providing persistent situational awareness ahead of advancing forces and beyond line of sight. Each UAV carries both electro-optical and thermal cameras and is controlled from the safety of the cabin, extending a crew's reach well beyond the vehicle itself.

RADS adds a new dimension to that capability. Its open, modular architecture standardises how technology integrates onto vehicles, so Black Recon can be mounted, upgraded or moved between vehicles in minutes rather than through bespoke engineering. Because RADS spans platforms from standard pickups to the RADS Trailer and lighter platforms such as ATVs, UGVs, snowmobiles and boats, the same reconnaissance capability can be adapted and integrated to whichever platform an operator fields and repurposed as missions change. It can even be taken off the vehicle entirely and operated as a standalone, personal reconnaissance system, deployed wherever it is needed by a single operator in minutes.

For Teledyne FLIR Defense, the partnership also opens a commercial channel onto RADS-equipped fleets and STORM's growing distributor network. As development progresses, the partners will explore additional Teledyne FLIR products and systems suited to RADS.

"Our customers operate in environments where mission requirements change quickly, and they need to add and update capability without taking vehicles out of service," said Harald Sørensen, Vice President of Norway Operations at Teledyne FLIR Defense. "RADS gives us a standardised way to put Black Recon onto the platforms our customers already field and to do it at scale. We see RADS as a natural foundation for bringing more of our drone portfolio to vehicle fleets over time."

"It is a real vote of confidence to have a company of Teledyne FLIR Defense's standing build on RADS," said Andreas Rist, Founder, STORM. "Black Recon is genuinely exciting technology and having a global leader in sensing and unmanned systems choose our platform means a great deal to us. We are proud to have them as a partner."

"With RADS you have a whole fleet where every vehicle can run any task and be repurposed as needs change, and a capability like Black Recon can be added, moved between vehicles, or deployed on its own in minutes. That's exactly what this partnership is built to deliver," Rist added.

RED CAT'S TEAL DRONES ADVANCES TO GAUNTLET II OF DRONE DOMINANCE PROGRAM



Red Cat Holdings, Inc. a U.S.-based provider of advanced all-domain drone and robotic solutions for defense and national security announced that Teal Drones Inc. has advanced to Gauntlet II of the Drone Dominance Program. According to the program's Phase 2 participant list, Teal is among 19 companies invited to participate in Gauntlet II at Fort Carson, Colorado, in August 2026, following the Phase 2 Qualifier.

The Phase 2 Qualifier was held at Camp Grayling, Michigan, where 49 companies were invited to compete and approximately 79 unique drones were tested across Long Range Strike and Tactical Assault in Close Quarters mission areas. Teal's advancement reflects Red Cat's continued focus on delivering trusted, mission-ready drone and robotic solutions that support the warfighter with critical situational awareness and operational advantage.

"Advancing to Gauntlet II is an honor and a meaningful validation of the work our Teal team is doing to deliver trusted, mission-ready systems for the warfighter," said Jeff Thompson, CEO of Red Cat. "The Drone Dominance Program is focused on rapidly identifying proven drone technologies that can provide a decisive advantage on the modern battlefield, and we are proud to continue competing in support of that mission."

AV AWARDED \$500M IDIQ FOR SUPPORT OF JIATF-401 DOMESTIC SHIELD PROGRAM

AeroVironment, Inc. a global defense technology leader announced it has been awarded a three-year, \$500 million Indefinite Delivery, Indefinite Quantity (IDIQ) contract in support of Joint Interagency Task Force 401's (JIATF-401) Domestic Shield Program.

Under this sole-source contract, AV will provide a range of Counter-Unmanned Aircraft Systems (C-UAS) and Counter-Small Unmanned Aircraft Systems (C-sUAS) capabilities for use by the Department of War (DoW) for force protection, base defense and counter-UAS operations in support of the Domestic Shield Program. The DoW announced the award on July 1. "Domestic Shield is about protecting Americans where they live and work, and safeguarding the critical infrastructure that underpins our economy and national security," said Wahid Nawabi, Chairman, President and Chief Executive Officer at AV. "This award reflects strong confidence in AV, our people and our technology and it reinforces the shared obligation we have to stay ahead of rapidly evolving drone threats, not only in contested theaters abroad, but in the skies over our own communities."

The Domestic Shield Program, is a JIATF-401 initiative that advances a more proactive, scalable domestic counter-UAS posture by expanding defensive perimeters, streamlining threat identification, strengthening interagency data sharing and operational coordination, enabling trained contractor support, and delegating protection authorities to better defend high-risk facilities and critical assets against evolving drone threats.

In April, the Department of War announced that JIATF-401 has committed over \$600 million at a record pace to strengthen counter-unmanned aircraft systems capabilities in support of Operation Epic Fury and homeland defense.

"JIATF-401's single measure of effectiveness is to rapidly deliver counter drone capabilities to our warfighters at home and abroad," said Brig. Gen. Matt Ross, Director of JIATF-401. "By investing in the latest technology, we are adding another tool in a layered defense so we can respond swiftly and effectively to any illicit drone threats."

AV delivers an integrated, layered counter-UAS architecture that provides persistent detection, tracking,

identification, and defeat capabilities across the full spectrum of operational environments. At the core of this architecture is AV_Halo™, which serves as the integration layer connecting sensors, platforms, and operators while enabling seamless interoperability with third-party technologies, command-and-control systems, and emergency response networks. With proven systems in the field, scalable domestic manufacturing, and a robust innovation pipeline, AV is uniquely positioned to deliver operational advantage today while shaping the future of autonomous warfare. AV offers a layered, mission-ready counter-UAS portfolio designed to detect, track, identify, and defeat drone threats across military installations, critical infrastructure, and contested environments. At the core of these technologies lies AV_Halo™, a modular, mission-ready suite of AI-powered software tools that empowers warfighters and enables full-battlefield dominance: detect, decide, deliver. With a national manufacturing footprint and a deep innovation pipeline, AV delivers proven systems and future-defining capabilities at speed, scale, and operational relevance.

DUTCH MOD INVESTS IN PARTNERSHIP WITH INTELIC WORTH MORE THAN 30M EUROS

The Dutch Ministry of Defence has signed a strategic partnership worth more than 30 million euros with Intelic to build the software foundation for its future unmanned systems ecosystem, making the Netherlands the first country in the world to formally invest in a Software-First approach to military interoperability.

The three-year agreement marks a shift in how defence capabilities are developed. Rather than acquiring platforms first and addressing integration challenges later, the Dutch Ministry of Defence is making interoperability the starting point of its strategy.

Under the partnership, Intelic will work closely with the Ministry over the next three years to develop and evolve the software architecture required to connect unmanned aerial and ground systems into a single operational ecosystem. Central to this partnership is Intelic's Command-and-Control software NEXUS, that enables unmanned systems from different manufacturers to operate together within a single mission environment. This greatly reduces deployment times and training for operators, and ensures that different unmanned systems work together reliably.

Interoperability First : The rapid evolution of drone warfare and autonomous systems has exposed a growing challenge for military organisations: fragmented technologies that struggle to work together.

By adopting a Software-First strategy, the Netherlands aims to ensure that new technologies, sensors and capabilities can be integrated quickly and effectively, regardless of platform or manufacturer.



"Ukraine teaches us that not only the hardware, but also the software is of great importance. Making different drone systems work together makes the fight easier. I am proud that a Dutch company can now meet this demand. We are entering into a partnership together, leaving the classic customer-supplier relationship behind us and committing to each other for a longer period of time." Derk Boswijk, Minister for Arms Procurement and Personnel of the Netherlands (Staatssecretaris van Defensie)

This approach is greatly informed by the Ukrainian frontline which is demonstrating the necessity of interoperable systems in enabling superior surveillance, supply chain management and defence. NEXUS has been used on the battlefield in Ukraine since 2025, allowing drone operators to respond rapidly to changing conditions.

Building the Software Foundation for Future Defence : The partnership builds on Intelic's vision of software-defined interoperability. Earlier this year, the company launched Intelic BASE, a procurement platform connecting

European drone manufacturers with Ministries of Defence, helping governments explore and identify unmanned systems that are already integrated with NEXUS across the European defence industrial base.

By focusing on interoperability before procurement decisions are made, the Dutch Ministry of Defence aims to reduce integration risks, accelerate deployment timelines and remain flexible as new technologies emerge.

"Europe now has more than 700 drone manufacturers, and that number continues to grow. For defence organisations, the challenge is no longer access to technology, but ensuring those technologies can operate together. Military advantage increasingly depends on software that connects platforms rather than locking governments into individual systems. This partnership reflects a fundamental shift from platform-centric procurement to software-defined defence capabilities built around interoperability," Maurits Korthals Altes, CEO of Intelic

PALLADYNE AI EXECUTES \$4.2M USAF CONTRACT TO ADVANCE SWARMING CAPABILITIES FOR INTEGRATED CROSS-DOMAIN OPERATIONS



Palladyne AI Corp. a developer of artificial intelligence software for robotic platforms in the defense and commercial sectors announced that it has executed the previously announced contract awarded by the Air Force Research Laboratory (AFRL) to solve one of the most persistent challenges in modern defense operations—how to make different autonomous systems work together as one coordinated team. The “Hierarchical Adaptive Networked Game-Theoretic Integration of Multiple Echelons (HANGTIME)” contract will address this need.

Today, drones, ships, and satellites often operate largely independently, limiting how quickly warfighters can see and respond to threats. HANGTIME will utilize Palladyne AI’s patented SwarmOS™ software platform—the defense variant of the Palladyne™ Pilot embodied AI software—as the baseline technology to bridge that gap, connecting disparate systems so they can share intelligence, adapt to changing conditions, and act in sync across domains, including space, air, maritime, and land.

By integrating satellites for the first time, this project also extends Palladyne AI’s technology from the ground to orbit, enabling faster, more informed decision-making and coordinated mission execution, turning tactical commanders into strategic commanders by giving them more cross-domain intelligence, surveillance, and reconnaissance (ISR) capabilities than ever before.

“Our collaboration with AFRL showcases what’s next for autonomous operations,” said Ben Wolff, President and CEO, Palladyne AI. “This isn’t about replacing humans—it’s about giving them sharper, faster insight. By connecting satellite, aerial, and ground systems using the patented SwarmOS embodied AI platform as a foundational technology, we’re helping the warfighter make better decisions in real time and stay one step ahead on the battlefield.”

“The HANGTIME project is a breakthrough that unites high-altitude assets and situational unmanned systems into one coordinated sensor network—delivering a major advantage for the defense industry,” said Dr. Denis Garagic, Chief Technology Officer, Palladyne AI. “For the first time, a single AI framework can coordinate assets across multiple domains, including satellites. That means these systems can now think and act together as a team, sharing what they see and learning as conditions change.”

“The HANGTIME effort represents a critical step in multi-domain autonomy for coordinated execution in challenging environments,” said Caleb Williams, Program Manager, AFRL/RIEA.

FORTERRA REVEALS IT RAPIDLY MANUFACTURED AND DEPLOYED AUTONOMOUS SYSTEMS TO UKRAINE AT SCALE IN RUSSO-UKRAINIAN WAR



Forterra, the leader in autonomous mission systems revealed for the first time that it produced and deployed 105 autonomous Lancer vehicles, in support of Ukrainian forces in the Russo-Ukrainian War. Completing full delivery in under six months, the company designed and built, and deployed the Lancer, a multi-mission autonomous ground vehicle, to provide logistical and combat support on the battlefield. This effort was developed under a U.S. government program in 2024 and was on contract by March of 2025.

Since Russia’s full-scale invasion in February 2022, the battlefield has been rapidly reshaped by the widespread use of autonomous and semi-autonomous systems, particularly drones, which are now responsible for a significant share of daily casualties. As autonomy becomes central to how wars are fought, the ability to remove soldiers from these high-risk, repeatable missions is no longer optional. Lancer is built for this reality, taking on missions that can be executed autonomously and keeping soldiers out of the most dangerous parts of the battlefield.

Based on the Polaris Ranger 1500 platform and outfitted with Forterra’s AutoDrive autonomy platform and Vektor communications system the Lancer is a poster child for modern defense development, low-cost and attributable, rapidly scalable, and built by integrating proven commercial platforms with advanced autonomy to deliver capability at speed and scale.

The entire project went from a multi-vendor effort to a fielded and operational capability through rapid integration of autonomy, communications, and payload systems. It progressed from intent-to-deploy to its first integrated field exercise in less than 40 days, prioritizing real-world use over isolated testing.

Lancer’s presence in Ukraine has had a tremendous operational impact. So far, the vehicles have traveled more than 2,500 miles across more than 1,100 missions, carrying 777,440 pounds of total weight and completing 52 CASEVAC operations.

“Lancer is the No. 1 choice for critical logistics missions,” said a Ukrainian Commander. “In fact, we urgently need more Lancers to be shipped over immediately.”

“Demos validate a proof of concept, combat deployments validate an operational capability to project force,” said Forterra’s Chief Growth Officer Scott Sanders. “The ability to rapidly produce, deploy and then iterate on an operating concept with both the U.S. government program and our Ukrainian partners validates how this capability enables the warfighter today.”

“We proved these systems work in real operational conditions,” said Forterra’s Vice President of Defense Pat Acox. “What matters now is continuing to deliver in those environments, iterating quickly, staying tightly integrated with operators and sustaining capability at the pace the mission demands.”

INSTA CONTRIBUTES TO BOOSTING NATO'S ISR FORCE FLEET WITH MQ-4C TRITON SYSTEMS

Northrop Grumman and Airbus Defence & Space have agreed on cooperation aimed at industry support for strengthening NATO's Intelligence, Surveillance and Reconnaissance Force (NISRF) Fleet with MQ-4C Triton systems.

NATO ISR refers to capabilities that support intelligence gathering, surveillance, situational awareness and decision-making across the Alliance. A Memorandum of Understanding of the collaboration between the two companies was signed during the NATO Summit Defence Industry Forum.

Finnish technology company Insta is part of an



international industry team supporting the deployment of advanced ISR capabilities, strengthening NATO's surveillance capability and improving operational readiness.

The MQ-4C Triton is a high-altitude, long-endurance unmanned aircraft system designed for surveillance missions and for providing situational awareness across wide operational areas.

As a command, control and situational awareness systems expert and systems integrator, Insta's role on the industry team is to bring together technologies, systems and capabilities into effective operational solutions.

AV AWARDED \$30M CONTRACT TO PROVIDE PUMA SYSTEMS STACK FOR GERMANY'S LARUS PROGRAM

AeroVironment, Inc. a global defense technology leader announced that the German Bundeswehr, through the NATO Support and Procurement Agency (NSPA) under the UAS Partnership, has selected AV's next-generation Puma™ family of unmanned aircraft systems (UAS) for the Luftgestützte Aufklärung mit Unbemannten Systemen (LARUS) airborne reconnaissance program.

The purchase order, valued at \$30.9 million, provides Germany with a comprehensive portfolio of advanced Puma AE (All Environment) and Puma LE (Long Endurance) capabilities in a single, integrated package, marking one of the most significant European Puma procurements to date.

"Germany has been a long-standing Puma operator, and this award represents a decisive step into the fully modernized Puma family," said Wahid Nawabi, Chairman, President and Chief Executive Officer at AV. "By acquiring the full spectrum of Puma capabilities at once, from advanced sensors and Signal Intelligence payloads to Vertical Take-off and Landing systems as well as autonomy kits, the Bundeswehr is effectively moving straight to a highly-integrated, multi-mission, all-domain reconnaissance solution built on a proven platform."

Under the NSPA purchase order, AV will deliver a full suite of advanced payloads, ground control technologies, communications, and autonomy kits to support Germany's small tactical UAS requirements for LARUS. The order includes new equipment training and specialized payload training, with deliveries required no later than late 2026.

The portfolio being delivered under this award incorporates nearly every major enhancement developed for the Puma family to date, including:

High-definition, laser designating electro-optical/infrared payloads – HD59 LD kits for Puma LE, enabling true laser target designation capability for precision engagements.



Signal Intelligence (SIGINT) payloads – for both Puma 3 AE and Puma LE configurations, supporting advanced signals collection and sensing missions.

Vertical Take-off and Landing (VTOL) kits – Puma VTOL systems enabling flexible operations in constrained environments.

Next-generation ground control stations – Tomahawk Kinesis™-enabled Ground Control Station (GCS) configurations, including controllers and ultralight/tactical GCS variants to support mobile, dismounted, and vehicle-based operations.

Mobile Ad hoc Network (MANET) communications relays – Puma 3 AE and Puma LE MANET relay kits to provide extended, robust, and resilient communications including beyond-line-of-sight connectivity.

Autonomy Retrofit Kits (ARK) – Enabling advanced autonomous capabilities and AV's latest autonomy software to be installed across the applicable Puma hardware.

Comprehensive support package – Field repair kits, bungee launch systems, smart battery assemblies, mounting and retrofit kits, and formal training to ensure full operational readiness and sustainment.

"This is the first time a customer has taken essentially the entire Puma capability stack in a single program, which sends a strong signal to our global user community," said Trace Stevenson, President of Autonomous Systems at AV. "It's a powerful validation that our continuous

investment in sensors, autonomy, communications, and ground control has transformed Puma from a legacy tactical UAS into a modern, networked reconnaissance node that can plug seamlessly into joint and allied operations."

The LARUS program is managed by the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBw) and focuses on procuring and deploying small, tactical unmanned systems for airborne reconnaissance. Germany has previously fielded Puma AE, but this effort significantly expands both capacity and capability by layering in the latest payloads, communications and autonomy enhancements across the extended Puma family.

The award further underscores AV's expanding role and presence in Europe. Working closely with the LQ NSPA Programme, AV is supporting multiple allied nations with interoperable, NATO-compliant small UAS solutions that can be deployed rapidly and sustained reliably across the continent.

"Europe is a critical growth market for AV, and our collaboration with NSPA and Germany on LARUS is a clear example of how we're deepening our partnerships across the region," said Chris Black, Senior Director of Business Development for AV Europe. "By delivering a fully modernized Puma fleet tailored for European missions and infrastructure, we're not only supporting Germany's operational needs, we're also helping to strengthen allied interoperability and resilience across NATO's eastern and central theaters."

RHEINMETALL TAKES OVER INTERROC VII - NEW IMPULSES FOR AUTONOMOUS MILITARY CONVOYS



Rheinmetall MAN Military Vehicles has taken over full responsibility for the InterRoC VII (Interoperable Robotic Convoy VII) research project on behalf of the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBW). With this project, Rheinmetall is further expanding its leading role in the development of highly automated military logistics systems and setting another milestone on the path towards the digitalisation of military mobility.

Project responsibility was taken on shortly before Rheinmetall secured top ranking in the "Convoy Scenarios" category at the 2026 European Land Robot Trial (ELROB) at the Thun military training area in Switzerland. This international testing event is regarded as Europe's most important demonstration platform for unmanned ground systems and autonomous robotics under realistic military operational conditions. There, Rheinmetall demonstrated the capabilities of its autonomous logistics solutions in challenging convoy and transport scenarios.

Further Development of Interoperable Convoys : InterRoC VII is the latest addition to the successful Interoperable Robotic Convoy research series. The project aims to further develop highly automated convoy control and to test interoperable vehicle formations in which different vehicle platforms operate safely and autonomously together. The focus is on efficient automation, perception and decision-making functions, as well as robust route planning for heterogeneous vehicle formations. These technologies must ensure reliable and safe convoy management even under demanding military operational conditions.

The HX Vehicle Family Serves as the Technological Basis : For InterRoC VII, Rheinmetall is based on vehicles from the proven HX family. These military logistics vehicles are equipped with Rheinmetall's modular PATH sensor kit and a drive-by-wire kit, fully integrated into the vehicle architecture. The open system architecture enables the continuous integration of additional sensors, AI-based software functions, and mission-specific algorithms, creating a scalable autonomy platform adaptable to future requirements.

Autonomy Even Without Satellite Navigation : The systems developed build on Rheinmetall's long-standing research in autonomous land vehicles. A key technological focus is on operating safely in GNSS-denied environments. Even if satellite-based navigation fails, the vehicles can reliably map their surroundings, determine their position, and conduct complex convoy operations autonomously, providing decisive operational benefit in electronically contested environments.

Contribution to the Digitalisation of Military Logistics : With InterRoC VII, Rheinmetall underlines its position as a leading global supplier of autonomous military logistics systems. Automating logistics tasks increases efficiency and sustainability while reducing risks to personnel. The research project significantly contributes to the digitalisation of the battlefield and the development of next-generation networked military mobility solutions for the Bundeswehr.

Future Cooperation with Technology Specialists : As a specialist software and AI provider in object classification and environmental awareness, Driveblocks GmbH plays a key role. The company develops modular autonomy and perception systems that combine sensor fusion of camera and LIDAR data with AI-based models. The technology is designed for challenging off-road conditions and is already being used in defence, construction, and agriculture applications.

TEKEVER AND SKELETON TECHNOLOGIES JOIN FORCES TO STRENGTHEN EUROPE'S DEFENCE TECHNOLOGY AND AEROSPACE INNOVATION

TEKEVER, a leading multinational technology company specialising in AI-centric autonomous systems, and Skeleton Technologies, a European leader in high-performance power systems, have signed a Memorandum of Understanding at Eurosatory 2026 to explore strategic cooperation across defence, aerospace and advanced technology applications.

The MoU establishes a framework for the two companies to assess potential areas of collaboration, including advanced power architectures for autonomous systems, sensing and space-related capabilities, as well as future opportunities linked to sovereign European defence and dual-use technologies. The cooperation may also explore opportunities related to edge computing, defence AI training and inference infrastructure, and AI-enabled defence systems.

The cooperation brings together two European technology companies with complementary capabilities and a shared ambition to contribute to a more sovereign, resilient and innovative European defence and aerospace ecosystem.

It also reinforces TEKEVER's growing commitment to Estonia as a strategic defence and technology ecosystem. TEKEVER has recently opened its first office in Tallinn, marking an important step in its engagement with Estonian industry and allied defence priorities in the Baltic region. The cooperation with Skeleton Technologies, one of the region's leading industrial technology companies, supports this positioning and reflects the increasing strategic importance of NATO's Eastern flank for Europe's long-term security and technological sovereignty.

At the same time, the MoU strengthens multi-lateral cooperation between Estonia, France, Portugal and the UK. In France, where TEKEVER has recently doubled its investment plan and where Skeleton Technologies also has its defense hub, plans include expanding joint projects within the Toulouse aerospace ecosystem. Together, the companies aim to leverage these complementary European footprints to support future programmes and opportunities across allied nations.

The announcement reinforces the growing role of European technology companies in developing sovereign, high-performance solutions that contribute to Europe's security, industrial resilience and technological leadership.

Ricardo Mendes, CEO of TEKEVER, said: "Europe's security and technological leadership depend on our ability to bring together the continent's most innovative companies and capabilities. By combining TEKEVER's expertise in autonomous systems, AI and operationally proven defence technologies with Skeleton's leadership in advanced power systems, we are creating new opportunities to support the next generation of European defence and aerospace capabilities for NATO and beyond." Taavi Madiberk, CEO of Skeleton Technologies, said: "TEKEVER is building exactly the kind of mission-critical autonomous defense and space systems that require a new class of power. Our partnership aims to deliver on Europe's needs future-proof systems to meet the demands of high-intensity conflict and aerospace technologies that reinforce European sovereignty."

Hanno Pevkur, Minister of Defence of Estonia, said: "Estonia and France's partnership extends far beyond military cooperation. Increasingly, it also encompasses the defence industry, procurement, innovation, and capability development. I am pleased that, during Eurosatory, several agreements between French and Estonian companies will further strengthen this cooperation."



REDWIRE RECEIVES \$21.5M FOLLOW-ON ORDER FROM PPAE RAS TO DELIVER STALKER UAS ADVANCED NAVIGATION AND STANDARD SYSTEMS

Redwire Corporation a global leader in space and defense technology solutions announced it has received follow-on awards totaling \$21.5 million in Purchase Orders (POs) supporting the Portfolio Acquisition Executive Robotic Autonomous Systems (PAE RAS) Aircraft Program Management Office (AIR PMO) Family of Small UAS (FoSUAS) Team. The follow-on awards were received in Q2 2026.

These latest awards follow \$20 million in awards by AIR PMO received in Q1 2026, which included the Marine Corps' first acquisition of Redwire's Advanced Navigation version of the Stalker Block 30 uncrewed aircraft system (UAS). The latest awards include a second order for an Advanced Stalker Block 30, along with standard systems.

"Redwire is honored to continue to support PAE RAS as they modernize small UAS capabilities for the Marine Corps and strengthen readiness across critical mission areas," said Joshua Stinson, Co-President and Chief Growth Officer of Redwire Defense Tech. "For more than two



decades, Redwire's Stalker UAS has delivered dependable performance, operational flexibility, and proven results in demanding environments."

These new acquisitions continue the Marine Corps' commitment to significantly increase capability and upgrade their existing fleet, which includes hundreds

of existing Stalker platforms currently in service. Each Advanced Navigation system consists of air vehicles; ISR camera payloads; short, medium, and long-range ground control stations; and all associated support kits.

The transition of the U.S. Marine Corps' Stalker UAS fleet from the existing Stalker Block 30 to Advanced Navigation configurations ensures the Marine Corp stays on the cutting edge of technology to support its mission on quickly evolving modern battlefield. The Advance Navigation Stalker enables enhanced situational awareness, improved target tracking, and greater operational flexibility for intelligence, surveillance, and reconnaissance (ISR) missions under diverse and challenging operational conditions.

This procurement was completed through the Defense Logistics Agency (DLA) Tailored Logistics Support (TLS) contract, an indefinite delivery/indefinite quantity (IDIQ) multi-award contract (MAC). Atlantic Diving Supply (ADS) served as the prime contractor for this award.

L3HARRIS AND SHIELD AI COMPLETE AUTONOMOUS EW FLIGHT TEST

The flight demonstration, performed on an L3Harris Green Wolf, marks a significant milestone in autonomous electronic warfare following a simulated test in February 2026. Unmanned aircraft systems (UAS) detected, analyzed and responded to electromagnetic threats without human intervention on a live flight test range. Hivemind, on board the Green Wolf, commanded the aircraft based on threat data from DISCO, autonomously rerouting follow-on unmanned systems through a safe operating zone without human input.

"This successful demonstration shows how quickly we can transform concepts into operational capability for the joint force," said Lauren Barnes, President, Spectrum Superiority, Communications & Spectrum Dominance, L3Harris. "By pairing autonomous decision-making with advanced spectrum battle management, we're giving warfighters the resilience and speed they need to stay ahead of rapidly evolving threats."

The flight test featured the compact, software-defined Deceptor™ electronic warfare payload deployed on multiple UAS. The mission scenario validated the ability for a UAS to sense and characterize unknown threats, share data through DISCO and leverage Hivemind to autonomously route follow-on UAS through a safe operating zone in real time.

"L3Harris brings some of the most advanced electronic warfare capabilities in the world, and pairing



DISCO with Hivemind onboard Green Wolf produced something neither system could deliver alone," said Christian Gutierrez, Senior Vice President, Hivemind, Shield AI. "This flight test proved Hivemind can compress the sensor-to-decision cycle in real time, enabling autonomous systems to sense, share, and act on spectrum threats faster than ever before. We are proud to be expanding that capability alongside L3Harris."

The test integrated an L3Harris Green Wolf launched effects system equipped with electronic attack and advanced detection. This demonstration further validated Green Wolf's role as a multi-mission platform, supporting distributed and networked electronic warfare operations.

L3Harris and Shield AI will continue to expand mission applications and autonomy through open architecture for electronic warfare at the tactical edge.

WB GROUP AS PART OF THE EU-UKRAINE DRONE ALLIANCE



WB GROUP has been selected by the European Commission as a founding member of the EU-Ukraine Drone Alliance – the first cooperation platform bringing together European and Ukrainian industry. WB GROUP contributes decades of experience in the design and production of unmanned systems, as well as a long-standing industrial presence in Ukraine.

WB GROUP is among the leading developers of multidomain reconnaissance-strike systems based on a network-centric C4ISR UxS architecture. The company's solutions integrate unmanned platforms, battlefield management systems, sensors, and effectors into a unified operational environment, shortening the sensor-to-shooter cycle and increasing target engagement effectiveness.

The EU-Ukraine Drone Alliance has been established by the European Commission's Directorate-General for Defence Industry and Space (DG DEFIS) under the Drone Deal initiative. The platform responds to the need to accelerate the development of the European Union's unmanned and counter-UAS capabilities by leveraging industrial expertise and the lessons learned from the war in Ukraine.

– The war in Ukraine has demonstrated that the development of unmanned systems must be driven by close cooperation and knowledge exchange between industry and end users. The EU-Ukraine Drone Alliance creates a framework for bringing these lessons to the European level. We are pleased to have been part of this initiative from the very beginning – said Piotr Wojciechowski, President of WB GROUP.

Members of the EU-Ukraine Drone Alliance will jointly shape the future direction of unmanned technologies, develop recommendations for future European programmes, and contribute solutions supporting the growth of shared industrial and operational capabilities.

The founding members include Europe's and Ukraine's leading companies developing unmanned technologies and actively contributing to the European drone ecosystem. The European Commission selected a limited group of just nine unmanned systems manufacturers from the European Union and nine from Ukraine.

WB GROUP's inclusion among the founding members reflects the company's position as one of Europe's leading manufacturers of unmanned systems. For more than 30 years, the Polish company has been designing and manufacturing advanced reconnaissance, command-and-control, and strike systems used by the armed forces of NATO member states and Ukraine.

One of the foundations of these capabilities is WB GROUP's long-standing presence in Ukraine. This includes equipment deliveries, close cooperation with the Ukrainian Armed Forces and government agencies, as well as industrial collaboration encompassing the joint development of advanced unmanned systems and their production through the company's Ukrainian operations.

GA-ASI COMPLETES QUALIFICATION TESTING FOR UK PROTECTOR WEAPONS



General Atomics Aeronautical Systems, Inc. (GA-ASI) has completed weapons testing for the Royal Air Force's (RAF) Protector RG Mk1 Remotely Piloted Aircraft, qualifying both the Paveway IV laser-guided bomb and the Brimstone 3 air-to-surface missile for launch from GA-ASI's MQ-9B aircraft. Testing was completed on June 18 at GA-ASI's facilities in Southern California and marked the first time that GA-ASI has taken the lead role in completing weapons qualification for a customer. The qualification testing was conducted under UK Ministry of Defence approval and met all requirements for certification of the safe carriage and release of weapons.

"The Royal Air Force is our MQ-9B launch customer and we're here to support them in any way we can," said GA-ASI President David R. Alexander. "Leading the qualification test was a unique experience and we're excited to complete the process so successfully for the RAF."

The RAF Protector is based on GA-ASI's MQ-9B SkyGuardian®. The Royal Air Force continues to take delivery of new Protector aircraft at their home at RAF Waddington.

"The completion of U.S.-based safe-separation weapons testing is a landmark achievement for the Protector RG Mk1. It demonstrates not only the maturity of the platform, but also the ability of the programme to integrate advanced weapons with a cutting-edge, certified remotely piloted air system, delivering benefits to both the UK and our partners," said RAF Programme Director, Group Captain Rob Evans. "Protector will provide operational commanders with persistent intelligence, surveillance and reconnaissance, combined with highly precise strike capability, ensuring that the United Kingdom remains equipped to meet evolving security challenges in an increasingly complex security environment."

In 2025, the Protector earned a Military Type Certificate from the UK's Military Aviation Authority, making Protector the first large, unmanned aircraft system to receive that distinction and enabling Protector to have the ability to operate without geographic restrictions, including over populous areas.

MQ-9B is the world's most advanced medium altitude, long endurance Uncrewed Aerial System, and includes the SkyGuardian and SeaGuardian® models, as well as the Protector. In addition to the RAF, the MQ-9B is being operated by Belgian Defence, and the Japan Coast Guard, with orders from Canada, Denmark, Poland, Germany, India, Qatar, Taiwan, and the U.S. Air Force in support of the Special Operations Command. MQ-9B has also been featured in various U.S. Navy exercises, including Northern Edge, Integrated Battle Problem, RIMPAC, and Group Sail.

SIKORSKY NOMAD 100 COMPLETES INITIAL FLIGHT TEST PHASE FOR DARPA'S EVADE PROGRAM

Sikorsky, a Lockheed Martin company has completed initial ground and flight testing of its Nomad 100 uncrewed aerial system (UAS) in collaboration with the Defense Advanced Research Projects Agency (DARPA) Early VTOL Aircraft Demonstration (EVADE) program.

Why It Matters: The milestone marks another step forward in delivering high-performing uncrewed systems to servicemembers operating in rapidly evolving contested environments. Lockheed Martin's innovation investments are accelerating next-generation autonomy and crewed-uncrewed teaming capabilities that provide operators at the tactical edge with decisive advantages: speed, precision and mission-critical reliability in the most demanding conditions.

"Nomad 100's ongoing flight testing reflects our commitment to advancing autonomous technology while delivering safe and reliable mission capabilities that equip customers to fill critical operational gaps," said Rich Benton, vice president and general manager, Sikorsky. "Nomad will serve as part of a crewed-uncrewed team complementing missions anywhere from austere forward operating bases to



ship decks and unimproved landing zones."

Next, Sikorsky will advance Nomad 100 through an intensive flight test campaign at a government facility, replicating a host of multirole Nomad 100 missions.

At a Glance: The Nomad 100 is a variant of Sikorsky's novel rotor blown wing architecture, delivering the vertical lift and hover capabilities of a helicopter with the speed, range, and endurance of a fixed-wing aircraft.

The twin prop-rotor system enables vertical takeoff and landing (VTOL), hover, cruise on the wing, and runway independent operations in all weather conditions across land and sea.

Nomad aircraft function as part of a team of crewed and uncrewed platforms to deliver integrated, full-spectrum mission solutions.

Nomad represents Sikorsky's entry into the UAS market, marrying decades of advanced rotorcraft and autonomy expertise with AI, advanced manufacturing, and electric propulsion to deliver a high-performance, lower-cost, scalable VTOL platform that extends the company's legacy into the next generation of uncrewed aerial solutions.

DARPA selected Sikorsky's MATRIX™ autonomous technology to be the autonomy solution integrated into all five platforms performing under the EVADE program.

Sikorsky's other fully-autonomous platforms include the S-70UAS™ U-Hawk™ and the hybrid electric demonstrator (HEX), which are also enabled by MATRIX autonomous technology. MATRIX is the industry standard for safe and reliable autonomy, representing 1,000+ flight hours logged, 500+ successful tests and demonstrations, 100+ operators trained from the Department of War and firefighting communities, and 20+ different platforms integrated to date.

AIRBUS SPEARHEADS NEW E2D EUROPEAN DEFENCE TECH FUND

Airbus Defence and Space signed an agreement to become the anchor investor in the new E2D dual-use and defence technology growth fund. This strategic investment aims to bolster the European defence ecosystem by providing growth capital to high-tech companies across the continent, thereby strengthening European sovereignty and closing critical capability gaps.

E2D was launched in June 2026 by AVP and Earlybird, two leading European venture and growth capital firms. With a target size of €500 million, the fund represents one of the most significant Franco-German investment collaborations in the European technology sector.

"European defence faces a reality requiring scale and speed, therefore, we must actively build and expand a future tech ecosystem of suppliers and partners," said Michael Schoellhorn, CEO of Airbus Defence and Space. "Investing into E2D is adding to our internal and direct M&A steps to scale European deep-tech, keeping critical capital, talent, and intellectual property on the continent."

The growth-stage fund targets approximately 20 companies with an average investment size of €25 million. Its focus spans critical domains including space, air, land, maritime, and subsurface, backing businesses with modern operating models and clear mission focus across both defence-native and dual-use applications.



Prash Sharma
Head of M&A
Airbus Defence and Space

Mike Schoellhorn
CEO
Airbus Defence and Space

Benoit Fosseprez
General Partner
AVP

Roland Manger
Co-founder
Earlybird

E2D has also announced its first investment in French-headquartered Alta Ares, a company developing AI-powered hardware and agnostic software for intelligence, surveillance, reconnaissance (ISR) and counter-unmanned aerial systems (UAS) missions. This follows a recently signed Memorandum of Understanding between Airbus Defence and Space and Alta Ares to co-develop and integrate next-generation European counter-drone solutions into Airbus' battle

management suite.

Since its establishment in 2016 in Paris, AVP has operated as an independent global investment platform dedicated to high-growth tech companies, managing more than €2.5 billion of assets. Founded in 1997, pan-European Earlybird also manages €2.5 billion, supporting early-stage companies through their growth phases with financial resources and strategic network access.

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One of the foundations of these capabilities is WB GROUP's long-standing presence in Ukraine. This includes equipment deliveries, close cooperation with the Ukrainian Armed Forces and government agencies, as well as industrial collaboration encompassing the joint development of advanced unmanned systems and their production through the company's Ukrainian operations.

AV AWARDED \$117.3M US ARMY PRODUCTION CONTRACT FOR P550



AeroVironment, Inc. a global leader in intelligent, multi-domain autonomous systems, announced it has been awarded a \$117.3 million contract by the U.S. Army for its P550™ electric vertical take-off and landing (eVTOL) unmanned aerial system in support of the Army's Long Range Reconnaissance program, advancing the Army's push to field scalable, adaptable capabilities for modern warfare.

The award was issued under a Basic Ordering Agreement (BOA) through a competitive Call for Solutions (C4S) under the U.S. Army's Unmanned Aircraft Systems (UAS) Marketplace initiative, a centralized digital platform designed to accelerate the procurement of vetted drone technologies.

Through this award, AV will provide 82 P550 uncrewed aircraft systems in support of the Army's Battalion Reconnaissance (UAS) effort, a move that represents the initial full-rate procurement of the P550 system and reflects the Army's commitment to rapidly fielding proven commercial capabilities that enhance long-range reconnaissance, autonomy, and distributed operations.

The award further reinforces AV's role in delivering scalable, mission-ready solutions aligned with the Army's modernization priorities.

"In today's battlespace, adaptability is no longer an advantage, it's a requirement," said Wahid Nawabi, Chairman, President and Chief Executive Officer at AV. "The P550 gives maneuver forces the ability to rapidly reconfigure, extend their reach, and deliver effects across domains, all while operating in contested environments where speed and autonomy are decisive."

An autonomous Group 2 eVTOL UAS, AV's P550 has become a staple of reliability for America's armed forces and allies by enabling smarter and safer operations through its modular open systems approach (MOSA), which supports seamless integration of third-party payloads, datalinks, and mission planning software to adapt to evolving mission requirements.

With a multi-sensor payload capacity of up to 15 pounds, including enhanced lethality options, and up to five hours of all-battery endurance, the P550 delivers sustained, mission-tailored performance across intelligence, surveillance and reconnaissance (ISR), precision strike, electronic warfare, and communications relay missions in air, ground, and maritime operations. The system can be reconfigured in the field in less than five minutes, allowing operators to hot-swap payloads and batteries without tools.

"What operators consistently tell us is that they need systems that can adapt at the speed of the mission, not hours or days later," said Trace Stevenson, President of Autonomous Systems at AV. "AV's P550 delivers that advantage, enabling units to reconfigure in minutes. It reduces the burden on operators while expanding what a single platform can achieve."

SHIELD AI AND GE AEROSPACE LIGHT OFF X-BAT ENGINE, COMPLETING THRUST VECTORING NOZZLE INTEGRATION AND CLEARING PATH TO VERTICAL FLIGHT

GE Aerospace and Shield AI have successfully completed integration, actuation, and engine light-off testing of the advanced Axisymmetric Vectoring Exhaust Nozzle (AVEN) for Shield AI's X-BAT aircraft, a critical milestone in the program's path to vertical flight.

Engineers from both companies modified and integrated the AVEN into GE Aerospace's F110-GE-129F engine, then completed functional checkouts and engine light-off to verify system performance at GE Aerospace's test operations site in Peebles, Ohio. This is the first fully integrated test campaign of its kind since the 1990s, bringing AVEN's hardware, controls, and engine systems together to execute coordinated nozzle movement sequences using defined test protocols.

"X-BAT is designed to take off and land vertically from anywhere — no airbase, no runway — and that capability lives or dies with propulsion," said Armor Harris, senior vice president of aircraft engineering at Shield AI. "The AVEN is



what makes vertical flight possible on a platform this size and this capable. We're applying it differently than it was ever used before. Vertical flight requires fast gimballing to maintain attitude control, a demand the original program never had to meet. Taking hardware with a flight-proven track record and adapting it for that mission has let us move through development at an incredible pace instead of starting from zero. Completing this integration in a short timeframe shows what these combined teams can do. The next step is iterating on our propulsion approach to make future versions faster, lighter, and more capable."

The AVEN provides thrust vectoring capability for vertical flight, launch, and landing. Originally designed for a multi-axis thrust vectoring program that flew on an F-16 in the 1990s, the nozzle accumulated 73 hours of ground testing and 135 flight hours across 95 flights during its original development program. As part of the X-BAT program, the hardware was refurbished and returned to operation. Following refurbishment, AVEN is now undergoing ground testing in preparation for flight test aboard the X-BAT prototype.

"The integration of AVEN into our F110-GE-129F engine and a successful light off represents a full-circle moment for our GE Aerospace team. By combining our proven experience in developing propulsion systems with Shield AI's next-generation vehicle development, we are integrating the best of past, present, and future products to create a revolutionary aircraft," said Doogie Russell, vice president of Edison Works at GE Aerospace.

SRC RECEIVES ADDITIONAL ORDERS FOR SR HAWK RADARS TO SUPPORT EXPANDED US BORDER SURVEILLANCE OPERATIONS

SRC Inc., a global, not-for-profit, defense research and development company announced that additional SR Hawk™ radar systems have been ordered to support autonomous surveillance operations along the southern border.

The radar systems are being procured by multiple prime contractors supporting advanced border surveillance technologies for both mobile and fixed-site operational deployments. The systems are designed to enhance situational awareness and support persistent monitoring operations across remote and complex terrain environments.

The deployments support ongoing efforts by the Trump administration to modernize border security infrastructure through the use of autonomous surveillance technologies, artificial intelligence-enabled systems and layered sensor networks.

"Securing the border requires advanced sensing technologies capable of delivering persistent situational awareness across large and often challenging operational environments," said Kevin Hair, president and CEO of SRC. "SR Hawk was designed to provide highly reliable detection and tracking capabilities in support of mobile and fixed surveillance missions where operators need actionable information in real time. These additional orders reflect the growing need for scalable surveillance technologies capable of supporting evolving homeland security missions."



The SR Hawk ground surveillance radar provides continuous 360-degree surveillance of ground environments, ports and harbors, and low-altitude airspace in a single integrated system. The radar is capable of detecting personnel, land vehicles, and marine vessels, operating in complex environments.

Designed as a small, lightweight and portable platform, SR Hawk supports tower, vehicle-mounted and tripod deployment configurations, allowing operators to rapidly establish surveillance coverage

across a wide range of mission environments. Advanced anti-clutter processing, automated target tracking and electro-optical/infrared camera cueing capabilities help operators quickly identify and respond to potential threats while minimizing false alarms. To date, more than 700 SR Hawk radars have been deployed around the world. SRC has decades of experience developing advanced radar, electronic warfare and counter-UAS technologies supporting U.S. defense and homeland security missions.

RED CAT AND C3A ADVANCE BLACK WIDOW INTEGRATION INTO OBERON-ENABLED FIRES NETWORKS



Red Cat Holdings, Inc. a U.S.-based provider of advanced all-domain drone and robotic solutions for defense and national security announced that it has completed integration work with C3A Solutions ("C3A") to connect Red Cat's Black Widow™ small unmanned aircraft system with OBERON-enabled tactical fires networks.

C3A is a tactical systems integration company specializing in digital fires, tactical communications, and operational network integration for Army units at the tactical edge. Through the integration, Black Widow can serve as a forward ISR sensor within connected fires architectures, helping move sensor data, including video and targeting information, into tactical fires workflows.

"Modern battlefield advantage depends on how quickly intelligence can move from detection to decision," said Jason Gunter, Vice President of Technology and Innovation at Red Cat. "Our work with C3A supports Red Cat's broader vision of moving beyond standalone platforms toward integrated capabilities that connect sensors, systems and operators at the tactical edge. This is where small unmanned systems are headed, and where we believe Red Cat can play a critical role for the warfighter."

C3A's tactical integration portfolio includes support for fire control systems, operational targeting systems, precision fires platforms, tactical radios, laser designators, positioning, navigation and timing devices, and unmanned aerial vehicles. The company's materials identify Black Widow and OBERON integration across fires and tactical networks as part of its unmanned aerial vehicle integration capabilities.

"C3A's strength is translating emerging technology into field-ready capability," said Dan Morgan, Founder and Chief Executive Officer of C3A Solutions. "Our work with Red Cat helps ensure Black Widow can integrate into the digital fires environment in a way that is practical for soldiers and useful to commanders. By connecting sensors, radios and fires systems in the field, we can help units reduce friction, move information with greater confidence, and keep pace with the speed of modern operations."

The collaboration reflects Red Cat's continued focus on interoperability and mission-driven integration across its Family of Systems. By working with field-focused integration partners like C3A, Red Cat is helping ensure its systems can connect into existing and emerging tactical architectures used by military customers.

GA-ASI AND MBDA COMMIT TO WEAPONS COLLABORATION



General Atomics Aeronautical Systems, Inc. (GA-ASI) and MBDA have announced a commitment to integrate the European missile-maker's SPEAR precision strike weapons onto new aircraft built by the American uncrewed aircraft manufacturer.

GA-ASI President David R. Alexander and MBDA UK Managing Director Chris Allam signed a memorandum of understanding that outlined the agreement at the Farnborough International Airshow 2026. The companies will work together to ensure the MQ-9B remotely piloted aircraft and Gambit 6 collaborative combat aircraft (CCA) can carry and use the SPEAR weapons.

"We've built an excellent business relationship with MBDA as part of the integration of the Brimstone missile onto the UK's Protector," said Mr. Alexander. "So, working with MBDA to enable SPEAR on our broader MQ-9B line, and our Gambit CCA, feels like a very natural extension of our partnership."

Protector RG Mk1 is the version of MQ-9B in operation for the UK Royal Air Force.

"The consolidation of MBDA's relationship with GA-ASI is a testament to the strength of our long history of cooperation, most recently with Brimstone and Protector," said Mr. Allam. "Remotely piloted aircraft and autonomous/collaborative platforms, such as MQ-9B and Gambit, are revolutionizing modern air combat. Integrating the innovative capability of SPEAR multiplies the effect these platforms provide into decisive operational advantage."

SPEAR is MBDA's miniature cruise missile, a next-generation air-launched surface attack weapon that provides a low collateral damage precision effect, with a high load out for persistence. SPEAR reaches beyond the horizon to ensure that the launch aircraft remains safely away from hostile air defenses, but with an engagement capability across a broad threat set.

GA-ASI's long range, high endurance MQ-9B platform is in operation or on order by close to a dozen nations, including the UK, Germany, Denmark, Belgium, and Poland. The Gambit CCA is an uncrewed combat aircraft 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 and MBDA company leaders believe that the combination of these ready aircraft with the latest weapons will yield a highly relevant and quick-to-field new capability for global militaries.

A close-up portrait of Jan-Hendrik Boelens, a man with short brown hair, a light beard, and black-rimmed glasses. He is wearing a white collared shirt under a dark grey suit jacket. He is looking slightly to the left of the camera with a gentle smile.

**BUILDING EUROPE'S
COUNTER-DRONE SHIELD:
JAN-HENDRIK BOELENS ON AI,
SENTINEL-OS AND THE FUTURE
OF AIR DEFENCE**

JAN-HENDRIK BOELENS
FOUNDER AND CEO, ALPINE EAGLE



Q Alpine Eagle has rapidly emerged as one of Europe's leading counter-drone innovators. What market gap did you identify, and how is your Sentinel system redefining modern air defence against evolving drone threats?

A Modern drone threats demand an integrated approach. Effective air defence now depends on bringing together sensing, decision-making and interception into a single operational system that gives operators the information and time they need to respond.

Most legacy air-defence systems were designed around larger, higher-value threats, but today's operational environment is very different. Low-cost drones are deployed in large numbers, fly at low altitude and evolve continuously. Countering that requires much earlier detection, better situational awareness and faster decision-making.

That's why we've built Sentinel as a software-defined system-of-systems. Sentinel-OS connects airborne and ground-based radar, distributed sensors and multiple effectors into a single operational picture, helping operators detect, classify, prioritise and respond to threats more effectively. Rather than replacing existing systems, we integrate with them, giving customers a flexible foundation that can evolve as operational requirements and technologies change.

Q Operational trials in Ukraine have provided invaluable real-world insights into drone warfare. What are the most significant lessons Alpine Eagle has learned, and how have

"No single company will solve the counter-drone challenge alone."

they influenced your technology development?

A Ukraine has reinforced something many in defence already suspected: innovation cycles have been fundamentally transformed. Capabilities are being tested, adapted and improved in weeks rather than years because the threat changes so quickly. As a result, this has changed how we develop products.

It's also reinforced the importance of adaptability. Technologies that perform well today may need to evolve within weeks as adversaries change their tactics. That means developing software and hardware that can be updated rapidly, tested continuously and refined using operational feedback.

Ultimately, the biggest lesson is that systems must perform in real conditions, not just during controlled demonstrations.

Q The proliferation of low-cost drones is forcing militaries to rethink traditional air-defence architectures. How do you see counter-UAS strategies evolving over the next five years?

A We're already seeing a shift from standalone products towards integrated architectures. Future counter-drone capability will be layered, distributed and software-defined.

Different sensors and effectors will work together across multiple domains, allowing operators to select the most appropriate response depending on the threat.

Equally important is defence economics. Ukraine has shown that low-cost drones can have a disproportionate operational impact, while recent events in the Middle East have highlighted the cost of defending against mass drone attacks with expensive interceptor missiles. Those lessons reinforce the need for layered defence, earlier detection and a broader range of response options, allowing operators to match the right effect to the right threat rather than relying on a single, high-cost interceptor.

Over the next few years, the emphasis will increasingly be on decision superiority, giving operators more time, better information and greater flexibility.

Q Defence procurement cycles have traditionally been lengthy, yet drone threats evolve almost daily. How can governments accelerate the adoption of innovative counter-drone solutions while maintaining rigorous standards and interoperability?

A Governments need procurement models that support iterative development, continuous testing and faster operational feedback. That means engaging innovative companies earlier, evaluating systems in realistic operational environments and adopting capabilities that can evolve alongside the threat.

Interoperability is equally important. Systems designed around open standards are much easier to upgrade over time, allowing governments to introduce new sensors, effectors and software capabilities without replacing entire programmes every time the threat evolves.

If institutions want to get ahead of threats, they need to treat capability development as a continuous process, working closely with innovative companies and operational users to rapidly test, refine and deploy new technology.

Q **Alpine Eagle has expanded into the UK, secured customers across Europe, and formed strategic partnerships with DeltaQuad and Origin Robotics. How important are international collaborations in building an integrated European counter-UAS ecosystem?**

A They're absolutely essential.

No single company will solve the counter-drone challenge alone. The pace of technological change means the industry needs to combine specialist capabilities rather than build everything independently.

Our partnerships reflect that philosophy. DeltaQuad provides proven airborne platforms, Origin Robotics brings autonomous interception through BLAZE, and we've expanded our sensing capability with ground-based radar alongside our airborne systems.

Working with specialist partners allows us to bring complementary technologies together much faster than any one company could develop them independently. That's good for our customers, but it's also good for Europe's defence industrial base because it strengthens sovereign capability across multiple countries.

Q **Scaling production is becoming as important as technological innovation. What are the biggest challenges in rapidly manufacturing and deploying counter-drone systems to meet growing defence demand?**

"Success increasingly depends on the ability to move rapidly from development to deployment while maintaining the quality and reliability that defence customers expect."

A The biggest challenge is maintaining speed without sacrificing quality or interoperability. Defence customers need reliable systems, but they also need them delivered at a pace that matches the constantly evolving threat.

That's why collaboration has become so important. Companies that can integrate proven technologies from across the defence ecosystem will be far better placed to scale than those trying to develop every component independently.

Rather than trying to manufacture every component ourselves, we've focused on integrating best-in-class technologies from trusted partners. That allows us to scale more quickly while remaining flexible as new capabilities emerge.

Equally important is ensuring that manufacturing keeps pace with operational demand. Success increasingly depends on the ability to move rapidly from development to deployment while maintaining the quality and reliability that defence customers expect.

Q **Artificial intelligence is increasingly central to drone detection, tracking, and interception. How is Alpine Eagle leveraging AI to improve decision-making, reduce operator workload, and counter increasingly autonomous aerial threats?**

A AI is fundamental to helping operators manage increasingly complex airspace. Our

goal is always to support human decision-making with AI, not replace it. Sentinel-OS uses AI to fuse data from multiple sensors, classify potential threats, reduce false positives and present operators with a much clearer operational picture.

As drone numbers continue to increase, no operator will be able to manually process every piece of information. AI helps prioritise threats, automate routine tasks and accelerate decision-making while keeping humans firmly in control of the engagement. As autonomous systems become more prevalent, AI will play an increasingly important role in helping operators maintain situational awareness and respond at the speed modern operations demand.

Q **As the counter-UAS market continues to evolve, what is Alpine Eagle's long-term vision, and where do you see the company contributing to the future of European and global air defence?**

A Our long-term vision is to help build a more connected and resilient approach to air defence across Europe and its allies.

We see software as the enabler that allows new sensing technologies, autonomous systems and effectors to work together without locking customers into a single vendor or capability.

More broadly, we want to help strengthen Europe's sovereign defence capability by working alongside governments and industry partners to build deployable, scalable systems that can evolve as quickly as the threats they are designed to counter.

The future of air defence will be defined by how quickly new technologies can be integrated, deployed and adapted in response to changing threats. We want Alpine Eagle to be at the centre of that evolution, helping armed forces build capabilities that remain effective not just today, but for the conflicts of tomorrow.

GULF AIR SIGNS LOI FOR JETZERO Z4 AIRCRAFT

Gulf Air, the national carrier of the Kingdom of Bahrain, has signed a letter of intent with JetZero for an undisclosed number of Z4 aircraft with preferential delivery positions in the early 2030s, to support their growing network throughout Europe and Asia.

For more than seven decades, Gulf Air has served as a key connector from the Kingdom of Bahrain to a network of destinations across Europe, Asia, Africa and the Middle East. As part of its ongoing fleet modernization and network expansion strategy, Gulf Air continues to invest in next-generation aircraft technology to enhance efficiency, sustainability and the passenger experience across its long-haul operations.

JetZero's Z4 offers airlines a solution for the unserved middle market – 250 passenger capacity at up to 5,000 nautical mile range – combined with best in class fuel efficiency with up to 50% lower fuel burn compared to



tube & wing airliners in service today on these routes. With wider boarding doors, direct access to six interior cabins and dedicated overhead bin space per seat, the Z4 offers an elevated passenger experience.

Martin Gauss, Chief Executive Officer of Gulf Air stated: "At Gulf Air, we are always looking for ways to innovate and shape the future of air travel for our passengers and our airline. The Z4 represents a significant step change in

aircraft efficiency, combining up to 50% lower fuel burn with a completely new passenger experience. We share JetZero's vision for a more sustainable and more efficient future for aviation, and we are excited to be among the first airlines to bring this groundbreaking aircraft into service as we continue expanding our network across Europe and Asia."

"Gulf Air is building for its future as a premium key connector, and we believe the Z4 will help power that future," said Tom O'Leary, JetZero CEO and co-founder. "The Z4 provides expanded network options for the airline at a reduced cost per seat mile while also offering an elevated passenger experience."

JetZero broke ground in June 2026 on its 8 million square foot manufacturing facility in Greensboro, North Carolina. Initial Z4 production will be utilized for testing and certification, with expected entry into service in the early 2030s.

VAERIDION COMPLETES 5ND EASA PAC, LEADING CERTIFICATION FOR HIGH-VOLTAGE ELECTRIC AIRCRAFT SYSTEMS WITH GKN AEROSPACE

VÆRIDION, an all-electric aircraft manufacturer announced the successful completion of its second Pre-Application Contract (PAC) with the European Union Aviation Safety Agency (EASA), marking another major milestone on the path to certification.

The completion of the PAC places VÆRIDION among the industry's frontrunners in bringing certifiable high-voltage electric systems to market. Working alongside EASA and GKN Aerospace, the company has established the certification basis for some of the Microliner's most novel technologies and helped define how future battery-electric aircraft can be certified under European regulations.

Throughout the PAC, VÆRIDION and EASA addressed the key certification aspects associated with the Microliner's novel electrical storage, High Voltage Electrical Wiring Systems (HV-EWS) and power distribution architecture. The viability of the proposed certification approach was confirmed, subject to the completion of the required testing, validation and formal compliance demonstration in the subsequent certification phases.

"Certification is built on early technical alignment, and this work confirms that our approach to high-voltage energy storage, power distribution and EWS is on the right path," said Markus Kochs-Kämper, CTO of VÆRIDION. "Together with GKN Aerospace and EASA, we have established a robust certification framework that not only supports the Microliner, our 9-seat passenger



and freighter aircraft, but also contributes to the future certification of high-voltage electric aircraft across the CS-23 category."

The second PAC was carried out in close collaboration with GKN Aerospace, a global multi-technology leader in the aerospace industry. This achievement builds on a two-year technical partnership between VÆRIDION and GKN Aerospace, during which both companies have jointly matured electrical systems design and certification strategy. Together, they developed one of the first certification approaches for HV-EWS in the CS-23 level 3 category, combining VÆRIDION's expertise in electric propulsion with GKN's longstanding leadership in aircraft EWS.

Enrique Alatorre, SVP EWS of GKN Aerospace said: "GKN Aerospace has been investing in High Voltage EWS technology for many years, with the clear objective of enabling certifiable solutions for the next generation

of aircraft. Establishing this certification pathway together with VÆRIDION and GKN Aerospace's team in the Netherlands is an important milestone for our industry. We are proud to have worked alongside EASA and VÆRIDION on this journey and look forward to continuing our support for VÆRIDION's innovative and sustainable Microliner programme."

The achievement follows VÆRIDION's first EASA PAC completed in 2024, which established the certification approach for the Microliner's distributed electric propulsion architecture. Together, the two PACs address the aircraft's two main novel technology areas requiring dedicated certification alignment. By aligning the certification approach early on, VÆRIDION has further de-risked the Microliner's certification path and laid the technical and regulatory groundwork for the next stages of development toward type certification and planned entry into service by 2030.

SAFRAN AND AURA AERO ARE STRENGTHENING THEIR PARTNERSHIP TO ACCELERATE THE DEVELOPMENT OF A NEW GENERATION OF ELECTRIC AND HYBRID-ELECTRIC AIRCRAFT



We are strengthening our partnership with Safran Electrical & Power to accelerate the development of the next generation of electric and hybrid-electric aircraft.

This new milestone reinforces our industrial and technological roadmap while advancing our shared ambition: making low-carbon aviation take flight.

Through this partnership, we will:

- support the serial production of INTEGRAL E, our all-electric training aircraft, powered by Safran Electrical & Power's ENGINEUS™ motor;
- extend our collaboration to ERA, our 19-seat hybrid-electric regional aircraft, which will be equipped with eight ENGINEUS™ electric motors;
- prepare for the future by jointly developing the propulsion architectures that will power the next generations of aircraft.

Having supported us since the early development phases of INTEGRAL E, Safran Electrical & Power is now contributing to the ramp-up of our programmes. This strengthened collaboration will help us achieve the key milestones ahead: certification, industrialisation, and bringing our solutions to market.

VERTICAL AEROSPACE TO FLY 1ST EVTOL PUBLIC DEMO FLIGHTS AT FARNBOROUGH INTERNATIONAL AIRSHOW

Vertical Aerospace a global aerospace and technology company pioneering electric aviation, plans to conduct the first public electric vertical take-off and landing (eVTOL) demonstration flights to take place at the Farnborough International Airshow (20-24 July 2026), marking another significant milestone as the company advances towards certification and commercial service. The demonstrations come at an important point in Vertical's evolution. Over the past year, the company has launched its commercial aircraft, Valo, completed successful piloted transition flights, strengthened its balance sheet, expanded its global technology ecosystem, advanced its hybrid-electric defence strategy and continued to execute against its certification programme. Having demonstrated the aircraft's core capabilities, Vertical is now focused on the next phase of its strategy – executing towards certification, industrialisation and commercialisation.

As well as public piloted flight demonstrations of its full-scale prototype, Vertical will also display its full-scale commercial model of Valo.

Stuart Simpson, CEO of Vertical Aerospace: "Vertical arrives at Farnborough with the key building blocks now in place. Over the past year we've transformed the business - from launching Valo and achieving piloted transition to strengthening our financial position and expanding our industrial ecosystem. We've proven the technology. Our focus now is executing the roadmap to certification, industrialisation and commercial service. Every milestone we deliver reduces risk, strengthens our competitive position and brings us closer to building one of the world's leading electric aerospace companies."

EVE AIR MOBILITY SECURES AN ORDER FOR UP TO 16 EVTOL AIRCRAFT FROM SHEARWATER GLOBAL CAPITAL, BAY POINT'S AVIATION FINANCE COMPANY



Eve Air Mobility a leader in advanced air mobility solutions, has signed a Letter of Intent (LOI) with Shearwater Global Capital ("Shearwater"), the aviation finance company of Bay Point is a specialist aviation lender providing asset-based financing to borrowers globally, for up to 16 vertical take-off and landing (eVTOL) aircraft. The agreement supports Shearwater's strategy to broaden its aviation finance platform to include emerging asset classes such as advanced air mobility (AAM), reflecting its continued focus on financing solutions for the evolving aviation sector.

The order marks a step in Shearwater's strategy since joining Bay Point in April 2026 as a lessor to invest in transformative aviation technologies, expand its business aviation portfolio, and align with the future of sustainable transportation. As a financial institution focused on aviation investments, Shearwater and Bay Point intend to leverage Eve's industry-leading backlog to offer leasing solutions that will advance air mobility operators access aircraft and accelerate fleet deployment. The companies will also explore additional financing opportunities as demand grows for advanced air mobility and efficient, lower-emissions transportation solutions.

"We are pleased to welcome Shearwater to Eve's growing network of customers and partners," said Johann Bordaïs, CEO of Eve Air Mobility. "We believe advanced air mobility will play an important role in shaping the future of transportation, and we look forward to supporting Shearwater as it offers leasing solutions to the market."

Eve's eVTOL aircraft is designed to deliver an efficient, sustainable, and customer-centric transportation experience. Backed by more than five decades of Embraer's aerospace expertise, Eve's aircraft and service ecosystem are positioned to support operators seeking to introduce advanced air mobility services safely and efficiently.

"This order reflects our confidence in Eve's technology, leadership team, and vision for advanced air mobility," said Chris Miller, managing director – Aviation, Shearwater Global Capital, a Bay Point company. "We believe advanced air mobility will become a global market, and Shearwater intends to play a leading role in supporting that growth through innovative leasing solutions. By leveraging Eve's industry-leading backlog and integrated ecosystem of aircraft and services, we see a compelling opportunity to help operators expand and create long-term value."

VOLATUS AEROSPACE ADVANCES CANADA'S NEXT CHAPTER IN AUTONOMOUS AVIATION

Volatus Aerospace Inc. a Canadian-headquartered global aerospace and defence company announced it is among the first companies in Canada to receive Transport Canada's Letter of Acceptance under the new Pre-Validated Declaration (PVD) process for its Canary Remotely Piloted Aircraft System (RPAS).

The Canary is the only RPAS to meet all of Transport Canada's safety requirements for Beyond Visual Line-of-Sight (BVLOS) operations in populated areas using onboard detect-and-avoid (DAA), without requiring an external DAA solution, a significant milestone in the commercialization of autonomous aviation in Canada.

"This achievement represents years of investment in engineering, manufacturing, operational experience and regulatory engagement," said Glen Lynch, Chief Executive Officer of Volatus. "As autonomous aviation moves from demonstration projects to commercial deployment, customers and governments are looking for trusted partners that can deliver complete, regulatory-ready systems, not simply advanced aircraft. We believe this milestone validates both our technology and the integrated capabilities that differentiate Volatus as the market continues to mature."

The Letter of Acceptance reflects Transport Canada's acceptance of Volatus' proposed means of compliance for its integrated RPAS platform. The Canary combines advanced



aircraft design, onboard DAA capability, autonomous flight technologies, command and control systems, operational procedures and supporting safety architecture into a unified operational platform designed for increasingly complex commercial missions. The Letter of Acceptance is a prerequisite to completing verification activities and submitting a formal Safety Assurance Declaration under Canada's new RPAS Safety Assurance framework.

The milestone also reinforces Volatus' long-term strategy of building an integrated autonomous aviation platform that combines aircraft manufacturing, proprietary autonomy software, commercial operations, mission integration, training and regulatory expertise. Together,

these capabilities enable Volatus to support customers across the full lifecycle of autonomous aviation from technology development and certification to operational deployment and long-term support.

For shareholders, today's announcement demonstrates continued execution against Volatus' long-term growth strategy. As commercial BVLOS operations expand in Canada and internationally, the Company believes this milestone strengthens its competitive position, supports future revenue opportunities and reinforces its strategy of building a scalable autonomous aviation business serving infrastructure, defence, public safety, energy and industrial markets.

ANAC PUBLISHES PROPOSED NOISE CERTIFICATION CRITERIA FOR EVE 100

Eve Air Mobility welcomes the publication by Brazil's National Civil Aviation Agency (ANAC) of the Proposed Noise Certification Criteria for Eve 100, the Company's electric vertical take-off and landing (eVTOL) aircraft. The proposal is open for consultation until August 08 and represents a major step toward establishing the environmental certification framework for eVTOLs. The publication is a key milestone in the Eve 100 certification process and demonstrates continued progress toward type certification.

"ANAC's publication of the proposed noise certification criteria is an important milestone in the development and certification of Eve 100," said Johann Bordaís, CEO at Eve. "We appreciate ANAC's leadership and collaborative approach in developing a framework tailored to this emerging technology aircraft. This initiative supports the safe and responsible introduction of eVTOL operations for urban mobility while promoting international regulatory alignment."

As the aviation industry introduces innovative technologies that differ from conventional aircraft, dedicated certification criteria are necessary to address the unique operational and acoustic characteristics of these vehicles. The proposed criteria are the result



of extensive engagement between Eve and ANAC and draw on existing aviation noise regulations, adapting them to the specific characteristics of Eve 100 and its future operations.

The consultation also reflects broader international efforts led by aviation authorities and industry stakeholders to develop harmonized approaches to emerging technologies. Eve continues to actively participate in global regulatory discussions, helping support the development of future noise standards for advanced air mobility.

"Aircraft noise is a critical component of aviation environmental certification and an important factor

in public acceptance of urban air mobility," said Isabel Lima, Head of Noise and Vibration at Eve. "Noise certification establishes measurement methodologies and compliance criteria, ensuring that new aircraft are introduced with appropriate environmental protection and consideration for surrounding communities."

As part of the certification process, the proposed criteria are intended to evaluate the acoustic characteristics of Eve 100 throughout phases of flight, supporting a comprehensive understanding of the aircraft's environmental footprint before commercial operations begin.

ENGINEERING THE FUTURE OF ADVANCED AIR MOBILITY

Mark Ingram

Technical Director, Hewland Engineering



In this exclusive interview with Kartikeya, Editor, Drones World Magazine, Mark Ingram discusses how advanced transmission technologies are enabling the next generation of eVTOL aircraft, heavy-lift drones, hybrid propulsion systems, and autonomous aviation.

Q As the drone and eVTOL industries continue to evolve, transmission systems are becoming increasingly important for high-performance aircraft. How is Hewland applying its decades of engineering expertise to support the next generation of electric and hybrid aerial platforms?

A Hewland brings together a unique combination of transmission expertise and rapid engineering capability, built through decades of supporting high-performance motorsport, automotive, marine and defence programmes.

The fundamental engineering approach hasn't changed. We design gearboxes and understand gears, bearings and transmission systems. However, in emerging sectors such as eVTOL and unmanned aircraft, manufacturers need to move quickly while maintaining a clear route to certification. Our approach combines advanced engineering analysis, rapid prototyping, testing

and iterative development, allowing customers to accelerate product maturity while reducing technical risk.

That ability to design, manufacture, test and refine solutions at pace is particularly valuable in new aerospace markets where requirements continue to evolve as technologies mature.

Q Hewland has been involved in several eVTOL transmission development programmes. What are the biggest engineering challenges in designing lightweight, reliable, and efficient transmission systems for advanced air mobility applications?

A The biggest challenge is balancing weight, durability, efficiency and safety.

Every design decision involves trade-offs. Weight reduction is critical for aircraft performance, but it cannot come at the expense of reliability or certification requirements. Throughout development, engineers are continuously optimising components to achieve the best balance between structural strength, longevity, maintainability and overall system mass.

Material selection is another key consideration. One lesson we've learnt is that the lightest material is not always the best solution once aerospace safety

factors are applied, making careful engineering optimisation essential.

Q Testing and validation play a critical role in certifying next-generation aircraft. How will your new test and validation centre accelerate product development and improve confidence for aerospace and unmanned systems manufacturers?

A We can simulate the operating conditions experienced by eVTOL and unmanned aircraft more efficiently than traditional testing approaches.

Our specialist tilt-table transmission test rig enables torque, speed and aircraft attitude to be varied independently. This allows us to evaluate lubrication performance, thermal behaviour, gear contact and durability across a wide range of flight conditions without repeatedly rebuilding test setups.

The result is shorter development cycles, more comprehensive performance data and greater confidence in system performance before certification activities begin.

Q The demand for larger drones and heavy-lift unmanned aircraft is growing across defence, logistics, and industrial applications. How do you see advanced transmission technologies supporting these



emerging platforms?

A As payload, range and endurance requirements increase, efficient transmission systems will become increasingly important.

Many current platforms use direct-drive electric architectures, but larger aircraft carrying heavier payloads are likely to require more sophisticated power transmission solutions to maximise efficiency and deliver the required performance.

Advanced transmissions also enable greater flexibility when integrating hybrid propulsion systems, helping manufacturers optimise power delivery, improve range and support increasingly demanding mission profiles across defence, logistics and industrial sectors.

Q As aerospace manufacturers seek resilient supply chains, how important is UK-based engineering and AS/EN9100-certified manufacturing in supporting global OEMs and Tier 1 suppliers?

A AS/EN9100 certification is essential to working within the aerospace sector. It is necessary to demonstrate that products are being developed and

manufactured within a robust quality management framework that prioritises traceability, consistency and continual improvement. We're proud to have achieved it, but it's also something we continue to develop and improve.

Alongside certification, UK-based engineering capability offers access to highly experienced design, manufacturing and testing expertise. For global OEMs and Tier 1 suppliers, having responsive, technically capable partners who can support development programmes from concept through validation is becoming increasingly important as supply chain resilience remains a key industry focus.

Q Electric propulsion is reshaping the aviation industry, but mechanical systems remain fundamental to aircraft performance. How do you see transmission technology evolving alongside electric motors and hybrid propulsion systems?

A While the development of electric motors continues to advance at a rapid pace, transmission systems remain essential for optimising how power is delivered to the aircraft.

The industry initially focused on purely

electric architectures, often favouring direct-drive solutions to simplify certification requirements. However, the focus is increasingly shifting towards hybrid-electric configurations as aircraft become larger and payload expectations increase. In this context, transmission systems are likely to play a greater role in achieving efficient power delivery and commercial viability.

We also expect growing interest in hybrid architectures, where mechanical transmissions help integrate multiple power sources and optimise performance across different phases of flight. Many of the lessons learned from hybrid automotive powertrains have direct relevance to future aerospace applications.

Q Looking ahead, what are the key technology trends that will define the future of aerospace transmissions, and what role does Hewland Engineering expect to play in the next generation of uncrewed and advanced air mobility aircraft?

A One of the most significant trends will be the increasing use of condition monitoring and predictive maintenance technologies within transmission systems. Future platforms will generate significantly more operational data, enabling engineers to develop digital twins and predictive health-monitoring tools that help operators identify maintenance requirements before failures occur. This will improve safety, reduce downtime and support more efficient fleet operation.

Hewland is committed to supporting these developments through continued innovation in transmission design, testing and validation. By combining our expertise in lightweight driveline systems with emerging monitoring technologies, we aim to help shape the next generation of unmanned and advanced air mobility aircraft.

For more information about Hewland Engineering, visit www.hewland.com/.

JOBY AVIATION AND TOYOTA MOTOR LAUNCH INITIAL PHASE OF A STRATEGIC MANUFACTURING ALLIANCE TO REALIZE AIR MOBILITY FOR ALL



Joby Aviation, Inc. and Toyota Motor Corporation announced the initial phase of their strategic manufacturing alliance by establishing the Joint Venture to realize air mobility. This will combine Joby's pioneering work in electric aviation with Toyota's globally recognized expertise in production systems and operational excellence.

The Strategic Alliance will initially focus on establishing the groundwork for commercial production, and advancing manufacturing excellence, with particular emphasis on further improving productivity, quality, and cost. Going forward, it will also support the expansion of Joby's production capacity to support aircraft certification and meet anticipated growth in demand for its electric vertical take-off and landing (eVTOL) aircraft.

"Toyota has been by Joby's side for nearly a decade, providing invaluable guidance and support as we built the foundation for manufacturing our aircraft," said Joe Ben Bevirt, founder and CEO of Joby Aviation. "Today's announcement reflects the strength of our relationship and our shared confidence in the opportunity ahead. Together, we share a vision of making aerial mobility an everyday reality, and we look forward to delivering on that promise together."

Akio Toyoda, Chairman of Toyota Motor Corporation, commented: "Since our founding, we've been guided by the philosophy of providing mobility for all. Over time, we've continued to expand what mobility can mean. We see air mobility as a natural extension of that philosophy—from the ground into the sky—and as a way to bring new value to people's lives and to society. It's really meaningful for us to take on this challenge together with Joby, a partner that shares the same vision. We believe this strengthened relationship is an important step forward in realizing the future mobility society."

Going forward, both companies will continue to work closely together through this Joint Venture, leveraging their respective strengths to bring air mobility to society on a broader scale.

SKYDRIVE MARKS A TOTAL OF 300 FLIGHTS WITHOUT INCIDENT



SkyDrive Inc. a leading Compact eVTOL (*1) aircraft developer based in Japan, announces the completion of 300 flights of the SKYDRIVE (SkyDrive model SD-05), having reached this milestone over a period of 20 months from November 2024 and June 2026.

Through these demonstration flights, we have not only assessed the aircraft's performance, we have also amassed a large volume of flight data which will, once our aircraft is on the market, help support regular, on-time, commercial operations and decisions over when the aircraft can fly.

While SkyDrive has test facilities both in Toyota City, Aichi Prefecture, and at the Yamaguchi Kirara Expo Memorial Park in Yamaguchi Prefecture, SkyDrive has flown its aircraft in a wide range of different environments to gain experience outside our facilities in airspaces where conditions are closer to the aircraft's future commercial operations, enabling us to improve the reliability and safety of our aircraft as we look to accelerate steadily forward toward commercialization in 2028.

SkyDrive has published a video on its official YouTube channel of the path toward the successful completion of 300 test flights.

The Significance of Reaching 300 Flights

SkyDrive is developing eVTOLs with the mission of "leading a once-in-a-century mobility revolution". Our goal is to make simple and convenient air travel a regular part of city life. As we develop the SKYDRIVE, we have not only flown test flights within our own test facilities, we have also demonstrated the capabilities of the aircraft in public, including through flights from vertiports built by third parties, giving stakeholders and local people the opportunity to see the aircraft in operation.

The major demonstration flights performed by SkyDrive are as follows:

2025: Demonstration flights at the Osaka Expo and the Osakako vertiport

2026: Demonstration flights in Tokyo

Through a total of 48 flights outside SkyDrive's test centers, SkyDrive has collected a wealth of operational data that will support on-time operations following the aircraft's commercialization.

VERTICAL AEROSPACE AND SAUDI ARABIA'S GACA SIGN STRATEGIC AGREEMENT ADVANCING AIR MOBILITY CERTIFICATION AND REGULATORY FRAMEWORK

Vertical Aerospace a global aerospace and technology company pioneering electric aviation, announced it has signed a Memorandum of Understanding (MoU) with the General Authority of Civil Aviation (GACA) of the Kingdom of Saudi Arabia. The collaboration seeks to help establish the regulatory and operational foundations needed to enable Advanced Air Mobility in Saudi Arabia.

The agreement, which supports Vertical's strategy of working alongside regulators worldwide, will explore ways to support validation of Vertical's Valo aircraft type certification, support the development of regulatory frameworks for future electric aircraft operations, and prepare Saudi Arabia's aviation ecosystem for the safe introduction of eVTOL aircraft.

Another key component of the collaboration will be the exchange of technical knowledge and certification best practices with leading international aviation authorities. This is intended to help accelerate the development of globally coordinated approaches to electric aviation certification.

The signing ceremony was also attended by Gemma Stevenson, His Majesty's Trade Commissioner for the Middle East and Pakistan, underscoring the strength of the UK-Saudi partnership and the shared ambition to advance future aviation technologies.

Alongside this agreement, a separate MoU was signed



between Vertical and Cluster2 Airports Company, a leading Saudi airport operator, at the Farnborough International Airshow on Monday 20 July 2026. The MoU establishes a framework for cooperation to explore, assess, and prepare for the development of eVTOL aircraft operations within the Kingdom of Saudi Arabia, including evaluating the potential deployment of Vertical aircraft across Cluster2 Airports' network.

Michael Cervenka, Chief Commercial and Strategy Officer of Vertical Aerospace: "Saudi Arabia has demonstrated its bold vision for the future of aviation and transportation,

and we are excited to be a part of this with GACA. Together, we have the opportunity to help establish a framework that enables safe, scalable and commercially viable Advanced Air Mobility."

Capt. Sulaiman Saleh Almuhaimeedi, EVP for Aviation Safety and Environmental Sustainability at GACA adds: "By working with Vertical Aerospace, GACA aims to build the regulatory capabilities, certification expertise and operational framework needed to safely introduce Advanced Air Mobility into the Kingdom, and to move forward the next generation of aviation."

RTX ADVANCES HYBRID-ELECTRIC AVIATION AT THE GRID

Collins Aerospace, an RTX business, has completed integrated lab testing for the European Union's Clean Aviation SWITCH project at The Grid, its advanced electric power systems lab in Rockford, Ill. The tested hybrid-electric powertrain subsystems, which successfully operated with simulated aircraft and engine systems, are now headed to Airbus's laboratories for further aircraft level integration testing, including work on aircraft design, battery interfacing and energy-management systems.

"This is the largest integrated systems test conducted at The Grid since its opening in 2023," said Kristin Smith, vice president of Electric Power Systems at Collins Aerospace. "By combining our technology expertise with deep industry collaboration, we are demonstrating how hybrid-electric systems can significantly reduce fuel consumption for next-generation aircraft."

SWITCH aims to improve engine efficiency for future short- and medium-range aircraft by integrating hybrid-electric systems on a Pratt & Whitney GTF™ engine, including two Collins megawatt class motor generators and controllers. Testing at The Grid was supported by Pratt & Whitney teams who performed powertrain system integration and supplied the hybrid-electric



engine controller, and Airbus teams who supplied the interface controller to the aircraft energy-management system. GKN Aerospace delivered the high-voltage wiring system.

Next, The Grid will support the Airbus-led LEIA (Large scale Integration demonstrator of hybrid electrical Architecture) project, where Collins is technical lead for energy sources. This Clean Aviation demonstrator advances components and aircraft systems for future hybrid-electric short- and medium-range aircraft, including high voltage generation and distribution.

Collins will deliver advanced aircraft electric system technologies, including four scalable electric motor/generators, next-generation electronic controllers, power distribution equipment, and cabin pressure and ventilation control systems to enhance reliability

and passenger comfort. The Nördlingen, Germany site will supply solid-state power controllers and power distribution panels to replace mechanical circuit breakers and relays boosting reliability and reducing weight. LEIA testing will occur across several sites, including The Grid, with additional work at Collins' facilities in Toulouse, France; Frankfurt, Germany; Cork, Ireland; Rome, Italy; and Solihull, UK.

According to Pierre Durel, Project Officer at Clean Aviation, "SWITCH & LEIA are essential building blocks to make the hybrid-electric short- and medium-range aircraft become a reality: they show the power of collaboration within Europe and beyond." He adds that Clean Aviation is "very much looking forward to the results of the demonstration tests due to be carried out in 2027."

Both SWITCH and LEIA build on the ongoing collaboration between Collins and several partners across multiple Clean Aviation projects, including HECATE and AWATAR, which advance electrification technologies for future regional and short-and-medium range aircraft. Collins also contributes to Clean Aviation's newest ultra-efficient regional aircraft projects, including OSYRYS and PHARES. MTU Aero Engines coordinates the SWITCH project.

AUTOFLIGHT SELECTED FOR HONG KONG'S INAUGURAL "REGULATORY SANDBOX X" FLIGHT TRIALS



AutoFlight, a global leader in electric vertical takeoff and landing (eVTOL) aircraft, has been selected for the inaugural round of Hong Kong's "Regulatory Sandbox X" – a flagship initiative to advance the city's low-altitude economy and explore innovative applications.

Launched by the Transport and Logistics Bureau and supported by Hong Kong's Civil Aviation Department, "Regulatory Sandbox X" takes an open, forward-looking approach to compliant test flights, scenario validation, and iterative technology upgrades for innovative unmanned aircraft. The aim is to pave the way for low-carbon, high-efficiency air mobility.

Two of the four approved projects will be carried out using AutoFlight's heavy-lift eVTOL, underscoring the company's R&D strength, extensive flight-test experience, and commercial readiness.

AutoFlight will work with partners including China Travel Service (Hong Kong) Automobile Services Limited and AECOM Limited on route planning, flight-parameter calibration, and end-to-end flight validation. Together, these efforts will steadily widen the scope of low-altitude commercial applications across the region.

Xie Jia, senior vice president of AutoFlight, noted that AutoFlight will use this opportunity to deepen its investment in core eVTOL technology and commercial deployment, supporting Hong Kong's emerging low-altitude transport network. Working closely with the Civil Aviation Department and industry partners, the company aims to help scale up the Greater Bay Area's low-altitude economy safely and at commercial scale.

SKYDRIVE ENTERS BUSINESS PARTNERSHIP WITH BANGKOK AIRWAYS, SPI AND SAHA TOKYU TO EXPLORE EVTOL APPLICATIONS IN THAILAND



SkyDrive Inc. a leading compact eVTOL (*1) aircraft manufacturer based in Japan, announced that it has signed a Memorandum of Understanding ("MOU") with the following three Thai companies: Bangkok Airways Public Company Limited ("Bangkok Airways"), Saha Pathana Inter-Holding Public Company Limited ("SPI") and Saha Tokyu Corporation Company Limited ("Saha Tokyu"). Under this partnership, the four companies have produced a comprehensive eVTOL roadmap covering the exploration of routes in Sri Racha, Bangkok and Koh Samui, as well as the development of tickets sales and maintenance networks.

Background to the agreement : This latest agreement follows on from a first MOU, signed in June 2024 by SPI, Saha Tokyu and SkyDrive, to support studies into the feasibility of introducing the SKYDRIVE aircraft Thailand (*2). Now, Bangkok Airways, a major Thai airline, is joining together with the three original signatories to explore more effective, concrete commercial possibilities for SkyDrive's eVTOLs. Bangkok Airways, which provides services within Thailand and between Thailand and neighboring nations, is a regional airline known for its "Asia's Boutique Airline" concept. As a provider of high-quality, customer-focused, personalized air travel, Bangkok Airways is keen to integrate eVTOLs into its route network. The airline, which has extensive knowledge and experience of the aviation industry, operates routes to major tourist destinations in Thailand, such as Trat, Sukhothai, Phuket, Chiang Mai, and Koh Samui. Owning and operating airports and hotels, including assets in Koh Samui, puts Bangkok Airways in a unique position to promote tourism development and harness its long track record in the tourism industry to drive the future growth of SkyDrive's eVTOL. The addition of Bangkok Airways to SkyDrive's existing partnership with the Saha Group and Tokyu Group is a further step towards the establishment of next generation urban mobility infrastructure and a model of eVTOL use that links flights into the fabric of the city. Success in Thailand will provide a springboard for the roll out of viable eVTOL networks in Japan, as well as in other nations such as Australia and Vietnam. The seamless integration of next generation urban air mobility into urban development programs will create advanced urban transport networks that can be adapted to fit major cities across the world.

Collaboration over Strategies and Support for Commercializing eVTOL in Thailand The four parties to the agreement have agreed to work in stages to develop systems for supporting the development of eVTOL businesses in Thailand. These systems, which will harness existing infrastructure and the cooperation of other local partners, will lay the groundwork for the sale of eVTOL aircraft and their future commercial operation.

We will first work together over the exhibition and demonstration of the aircraft, giving potential customers the opportunity to learn more about eVTOL and move towards purchase commitments. We will also determine the support systems required to achieve the smooth sale, storage and maintenance of the aircraft, as well as the training of pilots and other personnel, as fleet size and flight frequency increases.

The four parties will also investigate how, in the longer term, a wider range of business functions could be relocated into local markets as required by demand trends and market maturity.

JOBY AND VIRGIN ATLANTIC FINALIZE DEAL TO BRING ELECTRIC AIR TAXI SERVICE TO THE UK

Joby Aviation, Inc. a company developing electric air taxis for commercial passenger service, and Virgin Atlantic, a premium long-haul UK airline signed a definitive agreement at the Farnborough International Airshow, formalizing the partnership the companies first announced in 2025 to bring Joby's air taxi service to the UK.

The agreement converts the partnership announced in 2025 into a binding, multi-year commercial framework, establishing Virgin Atlantic as Joby's exclusive airline partner for air taxi services in the UK. The collaboration builds on Joby's existing partnership with Delta Air Lines, which holds a 49 percent stake in Virgin Atlantic, bringing together three brands focused on faster, more convenient travel across the UK. In 2022, Joby and Delta announced a multi-city partnership to pioneer community-to-airport transportation, which is mutually exclusive across the US and UK. Delta and Virgin Atlantic operate as partners across a shared transatlantic network, and Joby's UK partnership with Virgin Atlantic complements and expands its partnership with Delta.

"This agreement marks an exciting next chapter in our partnership with Joby and a significant step towards bringing electric air taxi services to the UK," said Corneel Koster, CEO of Virgin Atlantic. "Together, we'll create more seamless journeys for our customers, making it easier than ever to travel between towns, cities and our airports. Innovation has



always been part of Virgin Atlantic's DNA, and we're proud to partner with Joby to help shape the future of travel while delivering the premium customer experience we're known for."

"Virgin Atlantic's dedication to a world-class customer experience makes them the right partner to represent Joby in the UK, and this agreement reflects the next step in that relationship," said Joe Ben Bevirt, Founder and CEO of Joby Aviation. "The UK is one of the most exciting markets for this technology, and this partnership could drive significant

opportunities for Joby as we bring air taxi service to some of the country's busiest cities."

Under the agreement, Virgin Atlantic will offer Joby's air taxi service through its booking platforms, including mobile app and website. This will allow travelers in the UK to book a seamless air taxi connection alongside their long-haul flights.

Joby plans to launch service at Virgin Atlantic's hubs in London and Manchester, with Manchester anchoring Joby's connections across the North of England. Early routes are expected to include Manchester Airport to Leeds in approximately 15 minutes and Heathrow to Central London in as little as 8 minutes, journeys that take over an hour by car today.

Joby will retain sole responsibility for aircraft operations, route management, and securing UK Civil Aviation Authority (CAA) regulatory approvals, while Virgin Atlantic will support infrastructure integration and customer acquisition at both hubs. Over time, Joby expects to expand this network to a wide range of cities and communities across the UK.

Earlier in July, members of the public had the chance to experience Joby's aircraft firsthand when a full-scale model was displayed at Potters Fields Park in London, directly across from Tower Bridge. Visitors were able to sit inside the aircraft and imagine a future flight that could take just minutes to Heathrow from that location.

SAFRAN EQUIPS EVE AIR MOBILITY'S EVTOL WITH SKYNAUTE INERTIAL NAVIGATION SYSTEM

Safran Electronics & Defense has been selected to supply its next-gen SkyNauter inertial navigation system for the electric vertical take-off and landing (eVTOL) aircraft developed by Eve Air Mobility, an Embraer subsidiary focused on urban air mobility solutions.

As part of this program, Safran is equipping each aircraft with two SkyNauter systems. SkyNauter is a hybrid inertial navigation system based on Safran's patented HRG (hemispherical resonant gyroscope) Crystal technology. Designed to meet the most demanding requirements of aeronautical applications, this navigation system stands out for its high navigation accuracy, integrity, and proven in-service reliability.

Thanks to this next-generation architecture, SkyNauter delivers high performance and robust navigation continuity, including in environments where Global Navigation Satellite System (GNSS) signals may be unavailable, degraded, or jammed. This capability is a key advantage for urban air mobility operations, which require high levels of safety and reliability.

Initially developed to address the demanding requirements of both defense and civil aviation



applications, SkyNauter technology reflects Safran's dual-use approach to next-generation inertial navigation.

Benjamin Declety, Head of Avionics Global Business Unit at Safran Electronics & Defense, said: "With SkyNauter, Safran Electronics & Defense is now leveraging its inertial navigation expertise to serve the next generation of civil aviation. We are proud to support Eve Air Mobility in the development of its eVTOL and contribute to the emergence of new urban air mobility solutions."

Johann Bordaïs, CEO of Eve Air Mobility, said: "Integrating an advanced navigation solution like SkyNauter is essential to maximizing the safety, reliability and performance of our eVTOL. Leveraging Safran's

renowned expertise in inertial navigation, we strengthen our aircraft's architecture and reinforce our commitment to delivering a robust, certifiable solution for the urban air mobility market."

Eve Air Mobility recently completed the hover & low-speed flight phase in the flight test campaign of its full-scale eVTOL prototype at Embraer's Gavião Peixoto test facility in the State of São Paulo, accumulating nearly two and a half hours of flight time. This technological milestone marks a major step in the development of electric and urban aviation, paving the way for a new generation of cleaner and more sustainable mobility solutions.

SKYDRIVE SUCCESSFULLY COMPLETES EVTOL DEMO FLIGHT SIMULATING SCENIC TOURS OVER THE SETO INLAND SEA



SkyDrive Inc. a leading compact eVTOL (*1) aircraft developer based in Japan, announced the completion of a demonstration flight of its "SKYDRIVE" eVTOL aircraft (SkyDrive Model SD-05). The flight, held at the test site inside the Yamaguchi Kirara Expo Memorial Park, western Japan, was designed to simulate a scenic touring flight over the Seto Inland Sea.

The flight, which was witnessed by Mr. Tsugumasa Muraoka, Governor of Yamaguchi Prefecture, Mr. Toru Kawano, Vice Chairperson of the Yamaguchi Prefectural Assembly, and Mr. Toshihiro Suzuki, Representative Director and President of Suzuki Motor Corporation, SkyDrive's official production partner, provided further confirmation of the aircraft's technical maturity and the potential use of eVTOL for scenic tourist flights.

Demonstration Flight Details : The demonstration flight, which was flown without passengers or crew, simulated the future operational flows SkyDrive will use to provide tourist flights once SkyDrive's aircraft is in service. Alongside the actual flight of the remotely piloted aircraft, the simulation included a run through of a seamless passenger journey conveying passengers arriving by car at the vertiport (takeoff and landing facility) straight to their eVTOL flight.

First Flight

Date & Time: Around 8:00 AM, Monday, July 13, 2026

Operation Mode: Autonomous control and remote piloting without a pilot on board

Flight Results: Flight distance: 2 km (approx. 1.24 miles) / Flight time: 6 min 20 sec / Maximum speed: 86 km/h (approx. 53.4 mph) / Maximum altitude: 30 m (approx. 98.4 ft.)

Second Flight

Date & Time: Around 11:05 AM, Monday, July 13, 2026

Operation Mode: Autonomous control and remote piloting without a pilot on board

Flight Results: Flight distance: 1900 m (approx. 1.18 miles) / Flight time: 5 min 42 sec / Maximum speed: 54km/h (34 mph) / Maximum altitude: 25m (82 ft)

Background and Objectives : SkyDrive is developing a compact eVTOL with the mission of "leading the once-in-a century mobility revolution" that will establish eVTOLs as a feasible option for intra-urban transportation and a regular feature of city life. To date, SkyDrive has flown its prototype aircraft more than 300 times in various environments, including flight test sites in Toyota City (Aichi Prefecture) and Yamaguchi City (Yamaguchi Prefecture), as well as at the Expo 2025 Osaka venue, Osaka Port, and, most recently, at Tokyo Big Sight in February 2026.

CONSORTIUM LAUNCHES PROJECT SEAN TO ADVANCE ELECTRIC AVIATION ACROSS SCOTLAND'S HIGHLANDS AND ISLANDS



Project SEAN, a consortium-led initiative bringing together aviation, infrastructure and regional transportation partners, will conduct electric aircraft demonstration flights across Scotland's Highlands and Islands beginning in 2027, following confirmation of £1.5 million in Department for Transport funding.

The Scottish Electric Aviation Network (SEAN) will explore how electric aircraft can strengthen regional connectivity, support sustainable air services and serve remote communities.

Led by Bristow Helicopters Ltd, the consortium of aircraft manufacturer BETA Technologies Inc, Electric Aviation Maven, Highlands and Islands Airports Limited (HIAL), Highlands and Islands Transport Partnership (HITRANS), and Skyports Infrastructure will demonstrate the practical role electric aircraft could play within Scotland's existing regional aviation network, through demonstration flights on passenger, cargo and medical service routes to gather operational insights.

A planned three-month flight program will use BETA Technologies' all-electric ALIA CTOL (CX300) aircraft. Flights will operate from a hub at Inverness Airport and connect with selected regional airports, including Wick John O'Groats Airport, allowing the consortium to gather operational data while assessing aircraft performance, charging infrastructure and airport readiness for future electric flight operations.

Building on lessons learned from pioneering zero-emission aviation initiatives in Europe and the United Kingdom, Project SEAN aims to provide evidence-based recommendations to support future commercial deployment of electric aircraft while strengthening regional connectivity and contributing to broader decarbonization goals.

Simon Meakins, Project SEAN consortium lead for Bristow, said: "Project SEAN brings together organizations committed to exploring how electric aviation can support regional connectivity while reducing emissions across Scotland's Highlands and Islands.

With support from the Department for Transport, we can now move from planning to executing real-world demonstration flights and generating practical insights that will help inform the future of electric aviation in Scotland and beyond.

We look forward to working with our partners and local communities as the project progresses toward flight operations in 2027."

STRATEGIC PARTNERSHIP TO PURSUE UNMANNED MINE COUNTERMEASURE SOLUTIONS FOR THE INDIAN NAVY

Spry Technocon Private Limited, an Indian deep-tech Startup focused on maritime and underwater technologies announced a strategic partnership with Teledyne Marine, Klein Marine Systems, and VideoRay, an AV company to jointly address emerging opportunities in advanced Unmanned Mine Countermeasure (MCM) Systems for the Indian Navy.

The collaboration brings together world-leading capabilities in underwater sensing, imaging and remotely operated systems with indigenous engineering, integration, and life-cycle support capabilities in India. The partnership aims to offer a comprehensive and modular Unmanned MCM Suite, supporting the Indian Navy's future Mine Countermeasure Vessel (MCMV) and autonomous mine warfare requirements.

The proposed solution will integrate advanced technologies including:

- Autonomous Underwater Vehicles and Mine detection, classification and identification capabilities from Teledyne Marine.

- High-resolution side-scan sonar and seabed mapping systems from Klein Marine Systems;

- Remotely Operated Vehicles (ROVs) and Expeditionary Mine Counter Measures capabilities from VideoRay, an AV company;

- Mission planning, data processing and operator support systems;

- System integration, testing, indigenous manufacturing



and through-life support capabilities led by Spry Technocon in India.

The strategic partnership is aligned with the Government of India's Aatmanirbhar Bharat and Make in India initiatives and seeks to establish a sustainable ecosystem for next-generation mine warfare technologies in the country.

Vivek Bansal, CEO, Spry Technocon Private Limited, said: "The underwater battlespace is evolving rapidly towards unmanned and autonomous operations. Through this partnership with Teledyne Marine, Klein Marine Systems and VideoRay, we are bringing together globally proven technologies and indigenous capabilities to support the Indian Navy's requirements for advanced mine countermeasure systems. Our vision is to establish a long-term ecosystem in India for underwater sensing, autonomous systems integration, and life-cycle support."

William Egan, Senior Vice President, Teledyne Marine, said: "India represents an important strategic market, and we

are pleased to collaborate with Spry Technocon, Klein Marine Systems and VideoRay to provide advanced underwater technologies and capabilities that can support the Indian Navy's evolving mine warfare requirements."

Ted Curly, EVP/ GM, Klein Marine Systems, said: "Klein Marine Systems has a long heritage in high-resolution sonar technologies and underwater imaging. We look forward to combining our expertise with our partners to deliver state-of-the-art unmanned mine countermeasure capabilities for India."

Chris Gibson, CEO, VideoRay, said: "VideoRay's mission is to equip operators with advanced, reliable remotely operated systems capable of performing in the world's most demanding maritime environments. Our Expeditionary Mine Countermeasures underwater vehicle solutions provide proven operational capabilities aligned with the evolving requirements of the Indian Navy. Through this strategic partnership, we are committed to enhancing India's maritime security, strengthening sovereign capabilities, and advancing the development of indigenous underwater technologies."

The partnership is expected to support future Indian Navy programs involving Mine Countermeasure Vessels (MCMVs), autonomous mine hunting systems, underwater domain awareness, and next-generation unmanned maritime systems, while contributing to technology transfer, local industrial participation, and long-term sustainment capabilities within India

ST ENGINEERING'S COUNTER-DRONE CAPABILITY GAINS MOMENTUM IN ASIA

ST Engineering's Digital Systems business has secured new deployments in Asia outside Singapore in the last few months for its counter-drone capability, reflecting growing demand for effective counter-unmanned aerial system (C-UAS) solutions as defence and security agencies strengthen protection against evolving drone threats.

The deployments span both defence and critical infrastructure applications, underscoring the versatility, operational maturity and effectiveness of ST Engineering's counter-drone capability across diverse mission requirements. These include an air defence deployment and another for the protection of multiple critical infrastructure sites against evolving drone threats.

Built on a layered defence architecture, ST Engineering's counter-drone solution combines advanced sensors, AI-enabled command-and-control, and soft-kill and hard-kill effectors to detect, track, identify and neutralise evolving drone threats. Its modular design enables deployment across defence, public security and



critical infrastructure protection missions.

Low Jin Phang, Chief Operating Officer for Defence & Public Security, and President for Digital Systems, ST Engineering, said, "Counter-drone capabilities have become an increasingly important part of modern defence and security operations.

These deployments underscore the growing demand for integrated solutions against evolving drone

threats and validate our ability to deliver operationally proven counter-drone capabilities."

Developed through extensive testing and operational validation, ST Engineering's counter-drone capability draws on the Group's expertise in sensors, communications, AI, and mission systems to deliver integrated protection against a broad spectrum of drone threats.

MISSION SYRACUSE ENLISTS EOS TO ACCELERATE SOVEREIGN COUNTER-DRONE CAPABILITY



Electro Optic Systems (EOS) has been selected as an industry partner under Mission Syracuse, an Advanced Strategic Capabilities Accelerator (ASCA) initiative to accelerate Counter-Uncrewed Aerial Systems (CUAS) capability for the Australian Defence Force. Under the \$5.7 million contract, EOS will develop the R400 SLINGER CUAS capability, an advanced, all-in-one remote weapon system capable of countering small and medium sized drones.

The proliferation of uncrewed aerial systems, commonly referred to as drones, has fundamentally changed the character of modern conflict. Drones are now a constant feature of the contemporary battlefield, presenting a dynamic and rapidly evolving threat that demands equally agile solutions. Integrating an advanced laser-guided rocket, the R400 SLINGER provides a highly effective and flexible response to airborne threats, and will be manufactured and sustained in Australia.

"Counter-drone threats are evolving rapidly, and Mission Syracuse enables us to deliver capability on timelines aligned to operational needs," said Lee Kormany, Executive Vice President, Defence Systems Australia. "This work reflects our ability to move fast, iterate quickly, and deliver systems that are ready for the realities of modern combat."

"We are grateful for the trust placed in us by ASCA," Ms Kormany said. "It is that partnership, between industry and Defence that allows us to deliver sovereign, world-class capability when and where it matters most."

As an Australian headquartered company, EOS represents a critical sovereign industrial capability. Almost every remote weapon system EOS designs, engineers and manufactures is developed entirely within Australia, ensuring supply chain integrity, operational security, and the long-term self-reliance of the nation's defence. This programme further deepens that sovereign foundation, investing in domestic skills, facilities and intellectual property that will serve Australia's kinetic counter-drone needs for decades to come.

Advances achieved through this programme are expected to inform broader capability development efforts, supporting a range of operational applications and platforms across the Australian Defence Force (ADF). EOS acknowledges the role of the Australian Government, ASCA and the ADF in enabling close collaboration with industry partners to accelerate capability outcomes in priority areas.

KRATOS RECEIVES MOBILE C-UAS APPROXIMATE \$156M SINGLE AWARD CONTRACT BY US DOE OST



Kratos Defense & Security Solutions, Inc. a technology company in the defense, national security and global markets announced it has been awarded a sole-source, single award Indefinite Delivery/Indefinite Quantity (IDIQ) contract for approximately \$156 million, by the U.S. Department of Energy's National Nuclear Security Administration (NNSA) Office of Secure Transportation (OST), in support of Project Solar Shield.

Under this new contract award, Kratos will provide mobile Counter-Unmanned Aircraft System (C-UAS) platforms designed to support OST's critical National Security mission. The Office of Secure Transportation is responsible for the safe and secure ground and air transportation of nuclear weapons, weapon components, and special nuclear materials, as well as other missions supporting U.S. national security.

To address emerging threats to these operations, OST requires a mission-ready mobile platform capable of detecting, tracking, identifying, and responding to potentially hostile unmanned aircraft systems in real time. Unlike traditional fixed-site defense infrastructure, Project Solar Shield is designed to provide a dynamic mobile C-UAS capability that can support mission requirements wherever OST operations occur. The program will leverage commercial and government best-in-class C-UAS technologies, to provide a layered defense posture supporting OST personnel and mission requirements.

Kratos was selected following a rigorous technical evaluation and was identified as the provider capable of meeting OST's technical, cost, schedule, operational, safety, redundancy, integration, and long-term sustainment requirements. Kratos' engineer-to-order approach combines C-UAS system, mobile platform design, command-and-control, and advanced power management technologies into a fully integrated solution, built for demanding threat and mission environments.

"Project Solar Shield represents a significant milestone for Kratos and the broader government C-UAS market," said Dave Carter, President of Kratos' Defense & Rocket Support Services Division. "As the first large scale government production contract of its kind built around this integrated approach, the program demonstrates the value of combining C-UAS, mobile platform design, command-and-control capabilities, and resilient power management into a single mission-ready solution. The resulting platform provides OST with a highly modular and scalable mobile C-UAS capability, designed to support evolving mission requirements across the continental United States."

Eric DeMarco, President and CEO of Kratos, said, "We believe that Kratos' technology, system and integration capabilities in the C-UAS mission area are industry leading, and also our ability to mass produce large quantities of relevant systems at an affordable cost. Our entire organization is proud to have received this program award to protect and secure critical United States assets and infrastructure."

Work under this new program award will be performed at secure Kratos facilities. Due to security-related and other considerations, no additional information will be provided related to this contract award. Work under the contract is expected to begin immediately.

FROM TARGETING POD TO MULTI-MISSION ENABLER

The drone threat has fundamentally changed the demands placed on combat aircraft and the systems they carry. At Farnborough Airshow 2026, Rafael Advanced Defense Systems is presenting operational evidence of how LITENING 5, the world's most widely deployed targeting pod, has risen to meet that threat, supporting hundreds of successful UAV intercepts across multiple active theaters.

Carried on more than 25 aircraft types across 28 air forces worldwide, LITENING 5 has proven central to the full engagement chain across some of the most demanding threat environments in operation today. That operational confidence was further underscored last year when the German Bundestag authorized the procurement of 90 LITENING 5 pods for the Luftwaffe's Eurofighter Typhoon fleet, continuing a decades-long defense partnership. Beyond precision targeting, the decision reflects growing recognition of LITENING 5's real-time connectivity and data-sharing capabilities, enabling seamless integration within networked operational environments and supporting the manned-unmanned teaming architectures that represent the next frontier of combat air operations.

LITENING 5's role in the counter-UAS mission spans automatic detection, tracking, identification, and terminal guidance to intercept. The system's electro-optical tracker delivers materially improved detection and tracking of small, fast-moving aerial threats, compressing the time from first detection to successful engagement. Once a target is acquired and locked, the laser designator opens the engagement envelope across multiple munition types, including radar-guided missiles, heat-seeking missiles, and laser-guided rockets, giving operators the flexibility



to respond proportionately to each threat. By detecting, tracking, and designating the target, LITENING 5 opens a precise, low-cost path to countering small aerial threats at scale, while retaining the full range of missile options for higher-end threats.

The system's multi-spectral sensor suite, incorporating mid-wave infrared, short-wave infrared, and large aperture color imaging, provides the detection and identification certainty required against low-signature aerial threats. Advanced image processing and automatic target tracking algorithms sustain lock on fast-moving targets across tactically relevant ranges, while battle damage assessment and ground moving target indication extend the pod's utility across the full sortie. The latest generation adds an optional synthetic aperture radar payload, enabling all-weather targeting alongside the system's established role.

LITENING 5's unmatched deployment record reflects a development philosophy grounded in real-world operational feedback. Each successive generation has extended the system's capabilities while preserving the reliability and interoperability that 28 air forces have built their targeting doctrine around.

"LITENING has always been designed to be the decisive link between sensor and shooter," said Yoav Tourgerman, CEO of Rafael Advanced Defense Systems. "What operational theaters around the world are confirming today is that the most advanced sensors and algorithms, embedded in the most widely deployed targeting pod in service, are as consequential to the outcome of an engagement as the munition itself. That is the capability Rafael is bringing to Farnborough."

LIGHTPATH TECHNOLOGIES RECEIVES \$13M IN FOLLOW-ON OPTICAL ASSEMBLY ORDERS FROM LEADING C-UAS & DEFENSE SYSTEMS SUPPLIER

LightPath Technologies, Inc. a leading provider of next-generation optics and imaging systems for both defense and commercial applications announced it has received \$13 million in follow-on purchase orders from a leading C-UAS and defense systems supplier for optical assemblies. Under the order, LightPath will provide optical assembly work, with delivery completion expected in CY 2027.

The orders support one of the fastest-growing areas of the defense market, as the proliferation of unmanned aerial threats drives urgent demand for counter-UAS capabilities among the U.S. military and its allies. The award also reflects the strength of LightPath's optical assemblies business, one of the Company's three



pillars of growth, and its differentiated in-house assembly capabilities serving mission-critical defense applications.

LightPath Chief Executive Officer Sam Rubin said: "We are proud to support one of the defense industry's most innovative companies with the optical assemblies that help enable its counter-UAS systems, as part of a multi-year program that is expected to continue to grow. As unmanned threats reshape the modern battlefield, demand for counter-drone capabilities is accelerating rapidly. This order underscores the strength of our assembly capabilities and the expanding role we play with leading defense technology customers seeking superior products backed by secure, domestic supply chains."

THALES AND DESTINUS ENTER STRATEGIC PARTNERSHIP WITH A VIEW TO ADVANCE C-UAS, LONG-RANGE STRIKE AND INTEGRATED AIR DEFENCE SOLUTIONS



Thales and Destinus signed a cooperation agreement at Eurosatory 2026, reinforcing their collaboration to support armed forces in Europe and internationally in long-range strike, counter-UAS, and ground-based air interception. The partnership aims to address system integration and scalable production requirements.

In the face of rapidly evolving threats, this strategic partnership combines Destinus' interceptor and long-range effectors portfolio with Thales' proven expertise in air defence systems, AI for critical systems, key subsystems and industrial production. Together, the companies aim to turn complementary technologies into scalable solutions for high-intensity operations.

Five areas of cooperation have been identified:

The supply by Thales to Destinus of key subsystems for interceptor systems and long-range effectors, such as for example military warheads, aligned with NATO standards.

The joint production of the Hornet interceptor system at an industrial site qualified for operations involving pyrotechnical elements.

The interoperability of the Hornet family of interceptor systems with Thales' counter-UAS systems and radars.

The development of long-range effectors deployable from tactical transport aircraft. The development of ground-based air interception capabilities in support of future NATO Integrated Air and Missile Defence architectures.

"Layered air defence only works when systems interoperate by design, not as an afterthought," said Tim Moser, Chief Technology Officer of Destinus. "Bringing Thales' air-defence, radar, and critical-systems expertise together with our interceptor architecture lets us close the detection-to-engagement loop faster, while keeping engagement decisions exactly where they belong: with the operator. This partnership is about building that architecture at the scale European armed forces actually need."

BABCOCK PARTNERS WITH ACUA OCEAN TECHNOLOGIES AND FRANKENBURG ON MARITIME COUNTER-DRONE AIR DEFENCE SYSTEMS



We have signed a Memorandum of Understanding (MOU) with British business, ACUA Ocean Technologies and Frankenburg Technologies to advance counter Uncrewed Aerial Systems (UAS) solutions in the marine domain.

As threats from low-cost UAS continue to evolve, the need for effective and adaptable counter-drone capabilities has become increasingly important across the defence and security landscape. This new agreement will create integrated solutions to combat that threat.

The MOU builds on the existing partnership Babcock signed with Frankenburg in January to explore new air defence systems that can withstand the rapid rise in one-way attack drones.

Now with Plymouth-based marine tech firm, ACUA, on board, the parties will bring together three distinct elements: Babcock's multi-domain launcher system with Frankenburg's low-cost, precision guided missile systems, integrated into ACUA's uncrewed surface vessels (USV).

Babcock's launcher system can be fitted onto both crewed and uncrewed surface vessels, built at pace and scaled quickly. In June ACUA's PIONEER USV recently operated continuously for 16-20 nautical miles offshore, completing more than 100 hours at sea without any hands-on intervention.

The tripartite agreement underpins Babcock's existing defence expertise and supports the UK's vision for a hybrid navy where Babcock is developing the technologies and capability to underpin this next-generation autonomous capability.

Sir Nick Hine, Chief Growth Officer for Babcock, said: "We're excited to partner with innovative companies to develop an integrated approach that directly addresses some of the biggest challenges our customers face in today's defence landscape.

"As a trusted systems integrator, collaborations like this will help protect critical national assets and infrastructure from attritable one-way attack drones."

Neil Timmouth, CEO ACUA Ocean Technologies, welcomed the announcement saying: "Partnering with Babcock and Frankenburg enables true persistent, multi-domain defence capabilities. To counter mass drone attacks, maritime air defence must be uninterrupted, yet rough weather often forces traditional systems out of limits. The unique stability of ACUA's Pioneer-class, which we'll be using for this collaboration, ensures these counter UAS and interchangeable payloads remain online and fully operational in high seas where other platforms fail."

Daniel Hallett, Managing Director, UK at Frankenburg Technologies, added: "Affordable missile defence is heading farther out to sea. By equipping ACUA's uncrewed vessels with Frankenburg's mass-manufacturable missiles and Babcock's launcher technology, we aim to create a persistent and low-cost way to protect the UK's ships, ports and critical maritime infrastructure against mass drone attacks."

LM UNVEILS MORFIUS X-ROTOR: THE NEW DRONE-KILLER SET TO POWER AMERICA'S FIGHT AGAINST SWARMS

Commercial swarms of hostile drones are fast becoming the biggest threat to allied forces on today's battlefields. Enter MORFIUS™ X-Rotor – Lockheed Martin's newly released “one-to-many” airborne High Power Microwave (HPM), counter-drone system that can neutralize more than 50 enemy drones in a single flight.

Designed for field recovery and reuse, MORFIUS keeps a significantly low cost per kill, protecting defense budgets while maintaining relentless firepower. MORFIUS is sensor and command and control agnostic. Unlike other airborne counter-drone systems, MORFIUS does not require a unique sensor to command-guide to an engagement.

To move this breakthrough from the lab to the front line, Lockheed Martin is accelerating prototype production of MORFIUS and its HPM payload. The team is also planning the next series of flight tests, building on recent achievements in Arizona, California and Oklahoma, where it tested flight, intercept and lethality conditions.

WHY IT MATTERS : Strategic Alignment: This effort directly supports the U.S. Department of War's 2025-2028 Rapid Response Counter-UAS Roadmap, as Lockheed Martin ensures forces have affordable, highly effective solutions when they need them most.

Unmatched Competitive Edge: Lockheed Martin's MORFIUS is the only ground-launched, field reusable airborne HPM system capable of delivering more than 50 drone kills per flight using any command and control system and no dependence on fire control radars – a true force multiplier for the defended asset and our troops.



Reducing Risk: MORFIUS X-Rotor builds off past variants which have flown since 2017 and leverages the same family of HPM effectors, which have proven they can take down the hardest targets while minimizing collateral damage. The system is uniquely suited for today's modern battlefield challenges.

EXPERT PERSPECTIVE : “MORFIUS sets a new benchmark for counter-drone capability - delivering a high kill rate while

keeping the cost per kill low,” said Randy Crites, vice president and general manager of Lockheed Martin Missiles and Fire Control Advanced Programs. “By leveraging a lightweight, field reusable high-power microwave architecture, we provide the most effective, low-cost solution on the market today and demonstrate Lockheed Martin's ability to field innovative, affordable technologies at the speed our American and allied troops need.”

NEW COUNTER-DRONE CAPABILITY ‘TEST-PROVEN’ IN A MATTER OF MONTHS

BAE Systems has successfully completed integration and deployment testing of its Anti Threat System (BATS), marking a significant milestone in the rapid development of its latest counter-drone capability.

BATS is a scalable counter-uncrewed threat system developed by BAE Systems' Digital Intelligence business. It is designed to detect, track, identify and defeat hostile drones, providing layered protection for military forces, critical infrastructure and other high-value assets.

Since initial concept, the BATS solution has advanced to field-based integration and deployment testing in just eight months – an accelerated timeline that reflects the urgency of countering increasingly sophisticated uncrewed threats on the battlefield.

“The test demonstrated exactly what BATS is designed to achieve – rapid deployment, seamless integration and the capability for fast, effective response. Moving from concept to field-based testing in just eight months is a testament



to our expertise and the agility of everyone involved. This milestone puts us in a strong position as we continue to develop the system at pace and advance to live-fire trials in August.” Louise Heywood, Head of Strategy at BAE Systems Digital Intelligence

Conducted with MSI-Defence Systems, the test integrated its firing technology to track threats at a secure testing site in Norfolk, successfully proving BATS' modular, software-defined approach to countering uncrewed threats.

During testing, the team also successfully demonstrated the ability to rapidly deploy, dismantle and re-establish BATS in a new location, proving it can keep pace with the demands of the modern battlefield.

The test validated data capture and analysis, to enable a quick and accurate response to uncrewed systems at the test site. It also demonstrated how the system is designed to adapt to changes as they happen on the battlefield, fusing intelligence with rapid decision-making to support operators in detecting, identifying and responding to drone threats with precision.

“The demonstration successfully showed strong collaboration and illustrated how we can defeat a variety of drone threats by integrating agile technology and expertise from across the defence ecosystem. We now have a clear way forward to provide an effective defence against drone technologies which is crucial for modern warfare.” Hadyn White, Senior Military Advisor, MSI Defence Systems

POWERING THE FUTURE OF CERTIFIED DRONE PROPULSION

In this exclusive interview with Kartikeya, Editor, Drones World Magazine, Anthony Venetz discusses how Venetz Aerospace is pioneering certified electric propulsion systems, advancing UK sovereign drone capabilities, and laying the foundation for the next generation of safe, scalable autonomous aviation.



ANTHONY VENETZ
CEO, Venetz Aerospace

Q Venetz Aerospace has become the first UK company to receive CAA Design Organisation Approval for both electric motors and propellers. How significant is this achievement for the UK drone industry, and what does it mean for the future of certified UAS operations?

A It is a defining moment, both for Venetz Aerospace and for the wider drone industry. Part 21 Design Organisation Approval is the same regulatory recognition that underpins manned aviation: it confirms that the CAA is satisfied our organisation, our processes and our engineering capability can design electric motors, ESCs (both hardware and software) and propellers that meet UK Part 21 airworthiness

regulations.

We believe that a key aspect to unlocking safe, scalable, commercially viable UAS operations is being able to operate any size UAS, over any ground area, with any payload type and that is only possible with UAS which meet certified airworthiness standards.

The DOA is the foundation for developing a Type Certified propulsion system (we currently have 2 type certificate applications in progress with the UK CAA). For UAS OEMs who are aiming to bring a Type Certified UAS to the market, it means that the burden of certifying the propulsion system does not rest on their shoulders, they can focus on the other elements of their platform certification. It can be convenient to think of it in

the traditional aviation context: when Boeing want to develop and certify a new airliner like the 787, they don't design and produce their own motors, they go to GE Aerospace or Rolls Royce and integrate motors that have already been type certified.

Currently there are no type certified electric propulsion systems which are suited to the needs of the UAS industry, anywhere. We are going to change that.

Q As drone regulations evolve towards higher SAIL and Certified Category operations, propulsion systems are becoming increasingly critical. How is Venetz Aerospace helping manufacturers meet the demanding airworthiness requirements of next-generation drones?

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A We are already seeing UAS OEMs applying for SAIL 4 Design Verification with EASA (with 10 applications in process as of July 2026). Even before we bring a type certified propulsion system to the market, we are able to support UAS OEMs by providing the necessary design assurance for the propulsion system's hardware and software, as well as detailed engineering support and aviation grade quality assurance. This simplifies and potentially shortens their Design Verification journey.

For UAS OEMs looking to develop SAIL 5 & 6 capable UAS, the Part 21 type certified propulsion system will assist OEMs in a similar way albeit to a higher level.

Q Your integrated propulsion solution combines electric motors, ESCs, and propellers into a certification-ready package. What advantages does this integrated approach offer to UAS manufacturers

"Certified propulsion will become the trusted foundation of autonomous aviation—enabling drones to perform increasingly complex commercial and defence missions with confidence."

developing advanced commercial and defence platforms?

A Integration is where much of the performance and much of the risk lives. A motor, an ESC and a propeller may each look adequate on paper, but the failure modes, efficiency losses and reliability issues emerge at the interfaces between them. By designing all three elements together, we can precisely match the propeller to the motor and ESC, optimise the complete system for a specific flight configuration, and characterise its behaviour as one

unit rather than three separate components.

For manufacturers, the advantages are threefold. First, performance: a matched system delivers more thrust per watt, longer endurance and greater payload capability than assembled-from-catalogue alternatives. Second, certification: one integrated, certification-ready package with a single coherent evidence set is far simpler to fold into an aircraft-level safety case than three separately sourced components. Third, accountability: there is one design organisation responsible for the whole propulsion chain. For advanced commercial and defence programmes, where schedules and safety cases are unforgiving, that combination materially reduces both technical and programme risk.

Q Reliable propulsion is essential for BVLOS, heavy-lift, and safety-critical drone missions. What

engineering innovations has Venetz Aerospace introduced to improve performance, efficiency, and operational reliability?

A It's all about safety, reliability and performance. When we think about piloting a traditional crewed aircraft, it would be inconceivable that the pilot would not have instrumentation to show how the aircraft's motor/s are performing, or that critical system components would not have any redundancy capability. These are just a couple of examples of the concepts we are bringing from crewed aviation into the uncrewed industry.

Q **Building a sovereign UK supply chain has become a strategic priority for both civil and defence sectors. How important is domestic manufacturing in strengthening resilience, certification, and long-term competitiveness within the drone industry?**

A It is fundamental, and it is central to how we have built Venetz Aerospace. Our propulsion systems are UK-designed and UK-built, supported by an allied supply chain, and that delivers three distinct benefits. On resilience, recent years have shown how fragile extended international supply chains can be; for defence users in particular, dependence on components of uncertain provenance is increasingly unacceptable, and a sovereign supply base removes that vulnerability.

On certification, airworthiness is as much about traceability and control as it is about design. When you design and manufacture domestically, you have full oversight of configuration, quality and change control down through the supply chain — which is precisely what Part 21 demands. And on competitiveness, a sovereign capability in certified electric propulsion is a strategic asset for the UK: it anchors high-value engineering skills here, it gives British platform manufacturers a trusted domestic partner, and it positions the UK to lead as

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"By combining certification-ready electric motors, ESCs and propellers into an integrated propulsion system, we're helping unlock the future of safe, scalable BVLOS and autonomous drone operations."

global markets move decisively towards certified UAS operations.

Q **Demand for larger drones capable of carrying heavier payloads is growing rapidly across logistics, infrastructure inspection, emergency response, and defence. How do you see certified electric propulsion accelerating the adoption of these advanced UAS applications?**

A Certified propulsion is the enabler that turns these applications from trials into services. Larger, heavier aircraft flying meaningful payloads over longer distances inherently operate at higher risk levels — over people, near infrastructure, beyond visual line of sight — and regulators will only authorise those operations routinely when the airworthiness of the aircraft, and its propulsion, can be demonstrated to appropriate airworthiness certification requirements.

Once that evidence exists, the economics change completely. Operators can move from constrained, case-by-case approvals to scalable, repeatable operations; insurers can price the risk; and customers in logistics, inspection, emergency response and defence can build these capabilities into their core operations rather than treating them

as experiments. Electric propulsion adds its own advantages — low noise, low maintenance, high reliability and zero operational emissions — which matter enormously for operations in and around communities. Certified electric propulsion brings those two things together, and we believe it is the single biggest accelerant for the large-UAS market over the coming years.

Q **Looking ahead, what are the next major milestones for Venetz Aerospace, and how do you envision certified propulsion systems shaping the future of autonomous aviation over the next decade?**

A Our focus is clear: building on our Design Organisation Approval to take our first electric motors, ESCs and propellers through full Part 21 Type Certification with the UK CAA. However, type certification is a complex and multi-year process. Whilst that is underway, we are already bringing much needed products to the market:

- for the dual use market, we are providing high reliability, sovereign supply chain propulsion systems

- for UAS OEMs working toward SAIL 4 'design verified' UAS, we are able to support their goals by providing propulsion systems that have the necessary design assurance and meet AS9100 quality standards.

Over the next decade, I believe certified propulsion will do for autonomous aviation what certified engines did for commercial aviation a century ago: provide the trusted foundation on which everything else is built. As drones take on genuinely safety-critical roles — routine cargo logistics, national infrastructure inspection, emergency medical delivery, defence missions — certified propulsion will be the baseline expectation, not a differentiator. The companies and countries that establish that capability early will shape the industry. Our ambition is for Venetz Aerospace, and the UK, to be at the forefront of that transformation.

EXAIL DRIX USV SUCCESSFULLY INTEGRATES NEW PAYLOADS

Conducted in real-world maritime conditions, the trials featured the deployment of an Elistair Khronos tethered drone system and Safran VIGY 4 EO/IR observation camera. These successful integrations highlight the openness and modularity of the DriX architecture, showing it can rapidly adopt mission-specific payloads and supporting a wide range of maritime security, surveillance and intelligence missions. This multi-sensor approach illustrates how combining complementary technologies offers a much richer understanding of the maritime environment.

Extending maritime surveillance beyond the horizon :

By adding Elistair's tethered drone, Exail gives the DriX a persistent, "eye-in-the-sky" advantage. Operating directly from the moving USV, the drone provides continuous aerial surveillance with uninterrupted power and secure data transmission via its tether. Equipped with an EO/IR stabilized camera featuring long-range DRI (Detection, Recognition, and Identification) capabilities, the drone allows operators to spot and track elements of interest from much further away.

Combined with the DriX platform's long-endurance autonomous navigation capabilities, this aerial vantage point significantly increases the surveillance range and detection potential of maritime operations.

To complement the drone, state of the art Safran's VIGY 4 EO/IR combining visible, MWIR and SWIR stabilized visions, brings high-performance high-resolution day and night all weather imaging to the table. This allows for precise detection, tracking and identification of elements of interest even in choppy or complex marine environments. Together, the two systems form a robust sensor suite that gives



operators a clear, real-time picture of the water.

During the trials, both the DriX 0-16 and its new payloads were managed remotely from Exail's Remote Operations Center (ROC) in La Ciotat, France. This setup proved that teams can run complex, over-the-horizon surveillance missions from shore—keeping personnel safe on land while expanding operational reach at sea.

A platform designed for integration : Beyond the tech specs, the demonstration proves that the DriX 0-16 is a truly open platform. Exail designed the USV with the onboard power, software architecture, and deck space needed to swap payload systems quickly. This plug-and-play approach

means clients can customize the vessel for specific missions without losing access to Exail's core autonomous navigation and mission management software.

A scalable ecosystem for evolving needs : By fostering an open ecosystem where third-party reference solutions can be easily integrated, Exail ensures its platforms evolve faster alongside industry innovation. As maritime security operators face growing pressure to monitor wider areas with fewer personnel, this scalable approach transforms the DriX into a versatile force multiplier ready for border protection, critical infrastructure monitoring and intelligence-gathering missions.

MILREM ROBOTICS AND HANWHA SYSTEMS EXPLORE INTEGRATION OF ADVANCED SENSORS AND EFFECTORS ON AUTONOMOUS GROUND VEHICLES

Milrem Robotics and Hanwha Systems signed a Memorandum of Understanding at Eurosatory 2026 to explore the integration of advanced sensing, electronic warfare, and weapon integration solutions onto autonomous ground vehicles, addressing the growing demand for unmanned force protection and area security capabilities.

The companies will assess opportunities to integrate Hanwha Systems' payload technologies with Milrem Robotics' autonomous ground vehicle platforms to support a wide range of mission requirements and customer needs.

Potential payloads under evaluation include electro-optical and infrared (EO/IR) systems, radar, electronic warfare and jamming capabilities, laser systems, and weapon integration solutions.



"The combination of advanced sensors, electronic warfare systems and autonomous ground platforms creates new opportunities for protecting military forces and critical infrastructure. Through this cooperation with Milrem Robotics, we aim to explore integrated capabilities that address evolving operational requirements," said Peter BAE, Senior Vice President, Hanwha Systems.

"Military forces are looking for versatile unmanned solutions that can rapidly adapt to evolving mission requirements," said Kuldar Väärsi, CEO of Milrem Robotics. "Combining Hanwha Systems' advanced payload technologies with Milrem Robotics' autonomous ground platforms creates opportunities to develop highly capable unmanned systems that enhance operational effectiveness while keeping personnel out of harm's way."

HII IS AWARDED OPTION YEAR CONTRACT FOR US NAVY LIONFISH UNMANNED UNDERSEA VEHICLE PRODUCTION



HII, a global leader in autonomous unmanned maritime systems, has been awarded an option year production contract for the U.S. Navy's next-generation program of record, the Lionfish small unmanned undersea vehicle (SUUV). Lionfish is based on HII's [commercial REMUS 300 platform]<https://www.hii.com/products/remus-300-uuv/>, originally developed as part of a rapid prototyping initiative in collaboration with the U.S. Navy and the Defense Innovation Unit (DIU).

Designed to address a broad range of undersea warfare missions, Lionfish supports mine countermeasures, intelligence, surveillance and reconnaissance (ISR), anti-submarine warfare, and electronic warfare operations.

This latest option year contract continues to build the momentum of the Lionfish program, which marked a major production milestone at the close of 2025 with the completion of the 42nd Lionfish vehicle at HII's Pocasset facility. The five-year program could scale to as many as 200 vehicles, with a total contract value exceeding \$347 million.

"The decision to exercise this option year production of the Lionfish program reflects the U.S. Navy's confidence in the platform's operational performance, reliability and adaptability," said Duane Fotheringham, president of the Unmanned Systems group in HII's Mission Technologies division. "Our team remains focused on delivering advanced autonomous systems that provide sailors and marines with critical undersea warfare capabilities in support of evolving mission requirements."

Following the selection of HII's REMUS 300 platform for Lionfish, the program has been recognized as the U.S. Navy's first successful transition from an Other Transaction Authority (OTA) prototype effort to full-scale production, demonstrating accelerated application of dual-use commercial technologies in support of operational U.S. Department of Defense capabilities. Lionfish is also the first and only cyber-compliant unmanned underwater vehicle currently in production for the U.S. Navy.

The REMUS 300 platform is a modular, open-architecture SUUV engineered for multi-mission adaptability. Its open-architecture design enables rapid payload integration and future technology upgrades, allowing operators to adapt the system to evolving mission needs while maintaining cost efficiency over the platform lifecycle.

EXAIL AND KNDS STRENGTHEN A FRENCH INDUSTRIAL ECOSYSTEM DEDICATED TO AUTONOMOUS MINE COUNTERMEASURES



As navies worldwide accelerate the modernization of their mine countermeasure capabilities, Exail and KNDS are strengthening their cooperation. The two companies have signed a new framework agreement for the supply of several hundred equipped warheads intended for K-Ster mine neutralization systems.

Beyond the agreement itself, this new milestone illustrates the ramp-up of a French industrial sector capable of meeting the growing needs of naval forces for autonomous mine countermeasure systems.

From experimentation to high intensity : For two decades, the robotization of mine warfare was a matter of technological demonstration, with naval forces ordering small fleets to test concepts.

Those days are over. The return of high-intensity conflicts and the growing vulnerability of global maritime spaces now demand massive deployment. Threats are evolving, explosives are becoming insensitive, and the protection of critical infrastructure requires a permanent underwater presence. For naval forces, the challenge is no longer just having the best technology, but having systems available in large numbers.

The supply chain challenge: producing and delivering in volume : This transition from technological craftsmanship to mass industry has been the real challenge of recent years for the naval robotics industry. A mine neutralization drone like the K-Ster is no longer a prototype, but a series-produced combat system. Its operational pace of use requires navies, including those of NATO, to build up critical stockpiles.

For industrial partners, the challenge is logically shifting toward global supply chain performance:

- Securing supplies of critical components.

- Guaranteeing high production rates.

- Ensuring the absolute reliability of systems delivered internationally.

This is precisely the purpose behind the renewal of the framework agreement between Exail and KNDS. By committing to the supply and integration of several hundred equipped shaped-charge warheads, the two players are demonstrating their capability to fulfill high-volume orders.

UAV NAVIGATION-GRUPO OESIA ELEVATES ITS USV CONTROL SOLUTION WITH A NEW VERSION OF THE VECTOR AUTOPILOT SOFTWARE

UAV Navigation-Grupo Oesia, a Spanish company specialized in guidance, navigation, and control solutions for unmanned vehicles, announces the release of software version 9.2, introducing enhanced interoperability, modularity, and multi-domain operational capabilities, while further consolidating its control solution for high-performance USV platforms.

This software update comes at a time of structural transformation in the maritime domain, driven by the growing operational use of USVs in recent conflicts, the shift toward distributed and multi-domain operations, and the need to operate in contested environments.

In this context, version 9.2 further strengthens coordinated multi-domain UxV operations, enabling seamless interaction between aerial and maritime platforms. The navigation and control system supports heterogeneous UAV-USV swarms, enabling shared situational awareness and cooperative behaviors across air and sea domains. This allows the deployment of scalable swarm concepts based on a common and proven control architecture.

Operators are increasingly demanding interoperable ecosystems rather than standalone autonomous platforms. The new version of the VECTOR autopilot family for USVs addresses this need through an open, interoperability-driven architecture that enables seamless integration with third-party payloads, sensors, command-and-control systems, and AI-based autonomous decision-making software. Missions can be executed fully autonomously without continuous



operator input, while still enabling real-time updates during operation to adapt to evolving conditions or new objectives, ensuring mission continuity even in communications-degraded or contested environments.

Building on extensive UAV experience, UAV Navigation-Grupo Oesia brings proven autonomy concepts to the maritime domain, enabling fully autonomous mission execution from start to finish.

In the maritime domain, version 9.2 incorporates advanced navigation, safety, and mission capabilities, combining detect-and-avoid functions adapted from UAV operations with AIS-based situational awareness. This enables safe navigation in complex maritime environments, including during critical phases such as approach, launch, and recovery.

VECTOR autopilots v9.2 include: : Coordinated multi-domain operations: Supports UAV-USV swarms with shared situational awareness and cooperative behaviors

across air and sea domains.

Interoperability-driven autonomy: Open architecture enables integration with third-party payloads, C2 systems, and AI-based decision-making software.

Advanced mission autonomy: Fully autonomous mission execution with dynamic updates, enabling adaptation to changing conditions.

Precision guidance capabilities: Supports advanced missions such as loitering munitions with high-precision terminal guidance.

Maritime navigation and safety: Detect-and-avoid capabilities combined with AIS-based situational awareness for safe operations.

Robust heading estimation and fault-tolerant architecture

Flexible mission execution: Advanced waypoint actions, multiple onboard mission plans, and adaptive control algorithms.

With version 9.2, UAV Navigation-Grupo Oesia reinforces its position as a provider of advanced GNC systems, enabling interoperable, resilient, and mission-ready operations across multi-domain environments. The new version is now available for USV platform customers, supported by the company's recognized expertise in control solutions and backed by the same high standards of quality, documentation, validation, maintenance, and continuous improvement applied across its fixed-wing, rotary-wing, VTOL, and target platform solutions.

KONGSBERG AND OCEANEERING TEAM SELECTED BY US DOW TO SUPPORT DIU CAMP PROGRAM FOR XLUUV

KONGSBERG and Oceaneering International, Inc. announced their selection by the U.S. Department of War's Defense Innovation Unit (DIU) to support the Combat Autonomous Maritime Platform (CAMP) program, focused on the development of an Extra-Large Uncrewed Undersea Vehicle (XLUUV) for future U.S. Navy missions.

The CAMP program accelerates the transition of mature commercial and defense technologies into operational naval capabilities. This collaboration will focus on concept definition, system architecture, and design trade studies, emphasizing modularity, interoperability, and rapid integration.

Mission-ready : Being selected by DIU for the CAMP program underscores the confidence placed in our proven, mission-ready technology according to Rich Patterson, Vice President of Uncrewed Platforms. "KONGSBERG is proud to co-lead this effort with OCEANEERING, combining



deep domain expertise to support the U.S. Navy's vision for scalable and adaptable uncrewed undersea platforms. Together, we are competing to deliver the world's leading extra-large autonomous underwater vehicle, and I believe our partnership with OCEANEERING is a key strength in achieving that goal," Patterson says.

Bill Merz, Senior Vice President of Aerospace and

Defense Technologies for OCEANEERING, comments: "We are pleased to partner with KONGSBERG on this important initiative. Our experience delivering and sustaining subsea systems globally, combined with KONGSBERG's advanced undersea technologies, has resulted in a highly capable, world-class team ready to work."

The design is expected to be delivered in the third quarter of this year.

Strategic Alliance : KONGSBERG brings a 200-year legacy of engineering excellence delivering advanced maritime and undersea systems worldwide. OCEANEERING brings six decades of established leadership in subsea robotic services, remote and autonomous missions, and global lifecycle support. Both have an extensive history supporting commercial offshore and government programs and their complementary strengths promote scale and adaptability while reducing technical and operational risk.

RHEINMETALL ACQUIRES MAJORITY STAKE IN DOK-ING



The Düsseldorf-based technology group Rheinmetall has successfully completed the acquisition of a majority stake in Croatia-based DOK-ING and is thus expanding its portfolio as planned through an acquisition in the field of unmanned vehicles. The company will operate under the name "Rheinmetall Unmanned Vehicles d.o.o.". In March this year, Rheinmetall signed an agreement in Zagreb to acquire a majority stake in Croatian innovation hub specialized in the field of unmanned vehicles DOK-ING. Rheinmetall is acquiring 51 per cent of the company, while the company's founder and previous sole owner, Vjekoslav Majetic, will retain the 49 per cent. The strategic partners agreed not to disclose the purchase price.

Combining Rheinmetall's expertise in tactical vehicles with DOK-ING's capabilities in unmanned vehicles creates a strong base of competence with considerable future potential. These joint activities are based on DOK-ING's newly developed Komodo, a modular heavy-duty hybrid platform with a payload capacity of more than 8.5 tonnes. Rheinmetall is contributing various functional modules and equipment kits, including systems for direct and indirect fire, mine clearing and laying operations, reconnaissance sensors and logistics. By joining forces, the two leading European suppliers aim to realise ambitious projects, set new standards and pave the way for unmanned ground systems to be ready for series production and deployment.

"We can now establish our competence centre in Croatia in the field of unmanned and autonomous vehicles for military purposes. With this new setup, we aim to achieve a strong market position in the segment of unmanned combat and armoured support vehicles. We see growth potential in this future market, and, at the same time, we are establishing a foothold in Croatia, an EU and NATO partner country and a highly attractive customer market", Dr Björn Bernhard, CEO of Rheinmetall's Vehicle Systems Europe division, reiterated upon receiving regulatory approval.

DOK-ING holds a strong market position in the field of land based unmanned mine clearance and operations in high-risk environments. Since its foundation, the company has delivered around 500 platforms to customers in over 40 countries. At present, DOK-ING's mine-clearance solutions are proving to be highly effective in operation, particularly in the Ukraine.

Vjekoslav Majetic, who founded DOK-ING in 1991, referred to his words when the agreement was signed in March: "This step ensures that DOK-ING's development, engineering excellence and core competencies will remain in Croatia. By joining forces with Rheinmetall, we can expand our production capacities, accelerate the development of next-generation unmanned specialised systems and strengthen our long-term competitiveness. This will reinforce Croatia's role within the European defence and technology landscape".

DOK-ING and Rheinmetall plan to develop a variety of solutions for combat and combat support operations. This includes a project for an unmanned armed support system (known as 'Wingman') to be used with battle tanks and infantry fighting vehicles for reconnaissance and fire support purposes. These systems will also be used alongside existing Rheinmetall products, such as the Panther KF51 Main Battle Tank, the Büffel/ Buffalo recovery tank, and the Kodiak armoured engineer vehicle.

KRAKEN ROBOTICS ANNOUNCES \$35M IN NEW ORDERS AND BUSINESS UPDATE



Kraken Robotics Inc. has announced continued momentum with \$35 million in new product orders from customers in maritime defense, offshore energy, and ocean science. These orders span navigation and positioning systems, multi-aperture sonar, positioning and monitoring systems from Covelya, as well as Synthetic Aperture Sonar (SAS) from Kraken.

Greg Reid, CEO of Kraken Robotics, stated: "Our product portfolio forms the backbone of a wide range of platforms used across both defence and commercial applications, and we expect it to represent over 75 percent of consolidated revenue in 2026. These include crewed platforms such as ships and submarines, as well as uncrewed systems including autonomous underwater vehicles (AUVs), uncrewed surface vessels (USVs), and remotely operated vehicles (ROVs). Beyond vessel-based applications, our dual-use technologies are also deployed in unattended seafloor sensors.

The Company has announced \$327 million in total product orders to date in 2026 for Kraken and Covelya on a combined basis, highlighting the strength and breadth of demand for the combined company's product portfolio. These orders have been driven primarily by Kraken's growing customer base for SeaPower batteries and SAS technology, together with demand for Covelya's navigation and positioning equipment and advanced sonar systems. The Company's products are integrated, or are being integrated, across a broad range of crewed and uncrewed platforms, including more than 30 AUV platforms worldwide.

Defence Market: The Sentinel Intruder Detection Sonar (IDS) Systems automatically detect, classify, and track subsea threats at hundreds of critical infrastructure sites worldwide. Orders during 2026 reflect increased demand for port and harbour security from customers in the Middle East and Europe. The Vigilant Forward-Looking Sonar (FLS) is a low-power sonar that detects collision hazards at ranges of up to 1,500 metres. This technology has been installed on crewed vessels and AUVs, with growing interest from USV companies. The Company's optical imaging payloads combine cameras and laser scanners to deliver high-speed data capture and three-dimensional modelling supporting applications including mine countermeasures (MCM), ISR, and target identification.

Offshore Energy Market: In the offshore energy market, the Company's technologies support field development activities from discovery through decommissioning. The product portfolio spans sonar, imaging, navigation, long baseline (LBL) and ultra-short baseline (USBL) positioning, communications, and monitoring systems.

On Demand Ocean Bottom Nodes (OD OBNS) in Brazil enable operators to conduct more frequent, on-demand seismic surveys at a fraction of the cost of conventional methods. Full-scale deployment is expected to require hundreds or thousands of OD OBNS. Additionally, during summer 2026, the Company will begin environmental baseline monitoring for the Northern Endurance Partnership (NEP) at the U.K.'s first offshore carbon capture and storage (CCS) site, using autonomous seabed monitoring landers to verify that captured CO₂ remains safely contained

THE EDGE AI REVOLUTION: SEAN HEHIR ON THE FUTURE OF AUTONOMOUS UAVS

In this exclusive interview with Kartikeya, Editor, Drones World Magazine, Sean Hehir discusses how edge AI and neuromorphic computing are transforming autonomous drones, enabling real-time decision-making, BVLOS operations, intelligent swarming, and next-generation defence and commercial UAV applications.



brainchip*

Q Artificial intelligence is rapidly transforming the drone industry, enabling aircraft to become more autonomous and intelligent. How do you see edge AI redefining the capabilities of next-generation UAVs across commercial and defence applications?

A BrainChip: Edge AI is completely redefining this drone industry as the need for autonomy, local decision-making and unstructured mission planning drives local AI processing, while range and loft time extension drives Size, Weight, Power (SWaP), and cost reductions of the AI subsystems. This is particularly important in commercial expansion.

Q Many autonomous drones must operate in environments where cloud connectivity is unavailable or unreliable. Why is on-device AI becoming essential for enabling

SEAN HEHIR
Chief Executive Officer, BrainChip

real-time decision-making and mission autonomy?

A BrainChip: Two key factors: One is the uncertainty of the environment and mission objectives, where a preplanned and programmed mission may not be as effective as one that can dynamically respond to a mission based on local sensing, classification, and recognition. Another is the latency, since object avoidance and navigation in restricted or tight spaces cannot be supported in the latency of a cloud-supported control link.

Q The drone industry is moving towards BVLOS operations, autonomous inspection, logistics, and defence missions. How does edge AI improve flight safety, obstacle avoidance, navigation, and overall mission performance?

A BrainChip: To fly BVLOS safely and legally a drone must carry an autonomous Detect and Avoid (DAA) system: it must sense and react to its environment on its own. The sensing environment complicates this. Vision alone may not be adequate, so multimodal edge AI systems that fuse vision with radar or LiDAR are needed to deliver a higher degree of safety and reliability.

Q Recent conflicts have demonstrated the importance of drones operating in GPS-denied and electronically contested environments. How can edge AI help UAVs maintain mission effectiveness when communications and satellite signals are disrupted?

A BrainChip: Full autonomous navigation is exactly the promise of edge AI, and recent conflicts have demonstrated tactical advantages with the additional deployment of edge AI on the latest drones. This is accelerating the investment and innovation to produce robust autonomous solutions. Also, having edge AI to create tactical flight plans autonomously from higher-level mission instructions, for example, search for a target of a specific classification type, as

"The future of autonomous drones depends on intelligence at the edge—where real-time decisions are made without relying on the cloud."

"Low-power neuromorphic AI will enable smarter, lighter, and more capable UAVs, accelerating the adoption of autonomous operations across commercial and defence sectors."

well as low-level collision avoidance and autonomous guidance.

Q Swarming drones and collaborative autonomous systems are becoming a major focus for defence and commercial operators. What role will low-power AI processors play in enabling intelligent coordination between multiple unmanned platforms?

A BrainChip: Swarms need low-cost drones to scale, so low-power, low-cost edge AI platforms are what make a swarm viable in the first place.

Coordination follows a lead-and-follow model: a small number of high-capability edge AI drones handle mission-level autonomy, while the adjacent drones run much lighter-weight edge AI platforms. Those platforms only need to coordinate with neighboring drones and not derive overall mission automation so their AI workload is dramatically simpler.

It works the same way as a manned aircraft formation: the lead aircraft defines the overall path, and the wingmen focus on maintaining relative spacing.

Q Drone manufacturers are under increasing pressure to deliver more capable systems without compromising size, weight, power, or

battery life. How is BrainChip addressing these challenges through its neuromorphic AI technology?

A BrainChip: Incorporating neuromorphic computing into existing GPU-based edge AI drones extends both their efficiency and their capabilities. Our partner Arquimea demonstrated this by pairing low-latency event-based cameras with event-based computing to enhance the platform (BrainChip x Prophesee).

Replacing complex GPU-based platforms with CPU-plus-neuromorphic solutions can meaningfully lower a drone's SWaP budget, as demonstrated in the latest Raytheon/RTX UAV collegiate competition. Last year's teams ran NVIDIA Jetson platforms; this year the competition used a lighter-weight Raspberry Pi paired with an Akida™ M.2 card.

Q Looking ahead, what emerging AI technologies do you believe will have the greatest impact on the global drone industry over the next decade, and how is BrainChip helping shape the future of autonomous aviation?

A BrainChip: Utilizing event-based cameras is a huge advantage in dynamic range, sensitivity, and responsiveness, since event-based cameras can be processed to operate at the equivalent of 1000 frames/sec without scaling the computations linearly using conventional RGB cameras and NPUs. The advancements in multi-modal sensing along with more tightly integrated heterogeneous compute that combines GPU and neuromorphic computing will penetrate to the lower SWaP drone platforms.

For example, BrainChip demonstrated advanced Doppler radar analysis to detect and classify drones. Integrating self-learning neuromorphic compute into the drone platform moves beyond today's retrain-and-redeploy cycle, in which operators must frequently retrain models in the field as threat and environmental profiles change.

DRONEDESK AUTOMATES SORA RISK ASSESSMENTS TO STREAMLINE BVLOS APPROVALS

Drone fleet management provider Dronedesk has introduced a fully automated Specific Operations Risk Assessment (SORA) capability, designed to simplify and accelerate the approval process for beyond visual line of sight (BVLOS) operations. The new feature supports both the UK SORA framework and the EASA JARUS SORA 2.5 methodology.

The solution integrates the complete SORA calculation directly into Dronedesk's flight planning workflow, with a key focus on automating the population density assessment—a critical factor in determining ground risk. Traditionally, operators have relied on manual GIS analysis, exported map data, and external consultants to estimate the number of people beneath a planned drone route.

Dronedesk's platform automates this process by drawing on the Copernicus Global Human Settlement Layer (GHS-POP). It evaluates population density across the realistic dispersion area of the aircraft at its declared operating altitude, using the sliding-window kernel method defined in JARUS Annex F. The system fetches population data on demand, computes density for every cell within the operational zone, and produces a per-cell audit trail that can be exported for independent review.

Because the risk calculation is embedded within the flight planning workflow rather than a separate tool, the risk picture updates automatically whenever the operational geometry changes. From the flight geography, Dronedesk derives the contingency volume, ground risk buffer, and adjacent area, determines the intrinsic Ground Risk Class, supports the selection of ground risk mitigations, classifies the Air Risk Class using live airspace data, and produces the final SAIL (Specific



Assurance and Integrity Level)—all within a single report. The UK SORA implementation was developed in direct consultation with the UK Civil Aviation Authority (CAA). Key methodology decisions, including the population density approach, were discussed with the CAA's SORA assessment team, and the methodology has been reviewed and acknowledged as a correct interpretation of the JARUS SORA Annex F guidance. This acknowledgment applies to the methodology itself; each application is still assessed on its own evidence.

"For operators, this removes a common source of uncertainty," the company stated. "Rather than defending a bespoke population density calculation from scratch, they apply a method already reviewed against the published JARUS guidance." The platform further assists by prompting operators in-app at points where a national aviation authority will expect written justification, capturing that reasoning as the assessment is built to help smooth approval timelines.

The new capability has already proven its value in a live regulatory context, supporting a successful application to establish a UK drone test and evaluation site. The UK SORA and EASA JARUS SORA 2.5 features are available now as a paid add-on for Dronedesk's Pro tier and above.

NORTH DAKOTA'S VANTIS BVLOS SYSTEM NOW OPEN TO OPERATORS AT NO COST



The Northern Plains UAS Test Site has announced that its Vantis statewide beyond visual line of sight (BVLOS) system is now available to uncrewed aerial system (UAS) operators at no cost, effective July 1.

Operators can now obtain Application Programming Interface (API) access and be onboarded onto the system free of charge, enabling initial flights on North Dakota's BVLOS infrastructure. Users will also gain access to the expertise and personnel of the Northern Plains UAS Test Site. The system supports aircraft up to 1,320 pounds (598 kg) and can reach altitudes of up to 17,999 feet mean sea level (msl), depending on location.

To facilitate the onboarding process, the test site is partnering with industry partner Thales to teach operators how to use the Vantis system and provide API applications to help them conduct successful missions using compliant aircraft. This initiative aims to lower barriers to entry and accelerate the adoption of BVLOS operations by providing free access to a proven, statewide infrastructure.

BCN DRONE CENTER SECURES SPAIN'S FIRST SAIL III AUTHORIZATION FOR URBAN BVLOS FLIGHTS

CATUAV, the registered UAS operator operating as BCN Drone Center, has been granted the first SAIL III operational authorization in Spain by the Spanish Aviation Safety Authority (AESA). This milestone enables beyond visual line of sight (BVLOS) drone delivery operations in urban environments, marking a significant step for advanced air mobility in the country.

The authorization was achieved using EASA's new SAIL III Means of Compliance, applied alongside the SORA 2.5 framework and guidance material developed jointly with industry. Swiss drone manufacturer RigiTech provided the technical basis for the aircraft-specific



approval through its Eiger 3 UAS, while CATUAV led the

operational implementation process.

One of the first operational applications is expected in southern Catalonia, where medical delivery use cases are being developed with healthcare stakeholders. These partnerships aim to build more efficient, responsive, and connected healthcare logistics networks, demonstrating the real-world value of urban BVLOS capabilities.

This authorization is among the first in Europe issued under the SAIL III SORA 2.5 framework, showcasing how higher-complexity BVLOS operations can successfully progress from regulatory assessment to tangible, real-world deployment.

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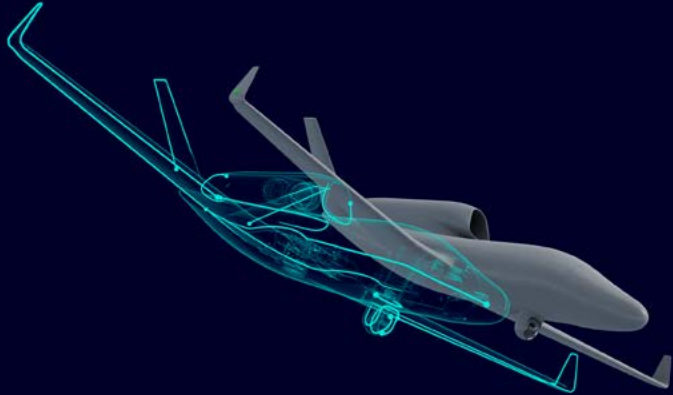
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Q Siemens is showcasing a search-and-rescue drone at Farnborough to demonstrate the Digital Twin. How is digital engineering changing the way next-generation UAVs are designed, tested, and certified?

A Drone manufacturers are under pressure to move faster, scale production, and reduce risk all at the same time. Siemens enables a connected digital backbone for them, linking engineering, manufacturing, and operations through simulation, data, and Industrial AI, allowing them to connect the whole lifecycle and increase collaboration.

On the design side, the comprehensive Digital Twin means engineers can explore more design alternatives virtually – optimising aerodynamics, structural integrity, and system integration – before committing to physical prototypes. This dramatically compresses development timelines and reduces costly late-stage changes.

For testing, high-fidelity simulation allows teams to validate performance across thousands of scenarios – from extreme weather conditions to mission-critical failure modes – that would be impractical, dangerous, or prohibitively expensive to replicate physically. This shifts the paradigm from “build and test” to “simulate, predict, and verify.”

When it comes to certification, this is where the digital thread becomes a true game-changer. Regulatory bodies like EASA and the FAA are increasingly open to accepting simulation-based evidence alongside traditional physical test data as part of the certification process. A comprehensive Digital Twin creates a traceable, auditable record of every design decision, every simulation result, and every requirement – building what’s essentially a digital certification package. This not only accelerates

“We’re helping our customers build the next generation of unmanned aviation—faster, safer, and smarter.”

time-to-certification but also makes it easier to demonstrate compliance when designs evolve or new variants are introduced, because the digital thread preserves full traceability from requirement to verification.

This is what is really changing the game in the UAV industry. Decisions are no longer isolated – they are informed, connected, and continuous. This is how teams move faster with confidence and stay ahead of the competition.

Q Industrial AI is becoming a key enabler for autonomous aviation. How do you see AI improving drone performance, mission planning, predictive maintenance, and operational safety?

A Industrial AI is a force multiplier across the entire UAV lifecycle – not just in flight, but long before a drone ever leaves the ground.

In design, AI enables the AI-driven identification of design risks and failure scenarios early in development – detecting structural, thermal, or software weaknesses when changes are still fast and inexpensive. This shifts the approach from reactive problem-solving to proactive risk elimination.

For performance and mission planning, AI optimises flight paths in real time, adapting to weather, terrain, and mission priorities. In search-and-rescue, for example, it can dynamically re-prioritise search zones based on live sensor data – where every second counts.

On predictive maintenance, AI learns from fleet-wide sensor data to flag component degradation before failures occur, keeping drones mission-ready and reducing unplanned downtime.

For safety and certification, the combination of AI-driven risk analysis and a comprehensive Digital Twin creates auditable proof of safety for faster approval and certification – giving regulators a traceable, defensible safety case across edge cases and failure modes.

AI isn’t replacing human expertise – it’s augmenting it, giving engineers, operators, and regulators the confidence to move faster without compromising safety.

Q Drone manufacturers are under pressure to reduce development time while improving reliability. How does the Siemens Xcelerator portfolio help UAV developers accelerate innovation from concept to deployment?

A Siemens Xcelerator is the most comprehensive industry software portfolio. Combining multidisciplinary simulation, AI, and the Digital Twin, it creates auditable proof of safety – reducing risk and accelerating certification. We support our customers throughout their entire journey by connecting engineering, manufacturing, and sustainment in a single digital thread.

In engineering, customers use AI and the Digital Twin to design, simulate, and validate a safe, mission-ready drone – exploring more design alternatives in less time and catching issues before they become costly.

In manufacturing, they can ramp up production, quickly resolve issues, and ensure programmes remain on schedule.

In sustainment, they can predict failures, coordinate maintenance, and maximise fleet readiness.

This unified digital thread across disciplines is what truly accelerates innovation – it eliminates the handoff gaps that traditionally slow development down, giving UAV developers both the speed and the reliability confidence they need to stay competitive.

Q Search-and-rescue missions demand highly reliable autonomous systems. How can Digital Twin technology help drone manufacturers validate performance before aircraft enter real-world operations?



"THE DIGITAL TWIN DOESN'T JUST VALIDATE PERFORMANCE ONCE—IT CONTINUOUSLY ENSURES RELIABILITY FROM FIRST DESIGN TO EVERY MISSION FLOWN."

A The journey begins with designing a Search & Rescue drone capable of operating safely in contested environments. This is where the Digital Twin delivers its greatest value before a single aircraft is built. Engineers can simulate thousands of mission scenarios – extreme weather, GPS-denied environments, obstacle-rich terrain – validating autonomous decision-making, structural resilience, and sensor performance entirely in the virtual world. Combined with AI-driven identification of design risks and failure scenarios, this creates auditable proof of safety that reduces risk and accelerates certification.

But validation doesn't stop at design. During production, when a critical PCB failure threatens delivery, Siemens uses AI-powered Digital Twin Composer to identify the root cause, evaluate recovery scenarios, and orchestrate the optimal production plan to minimise disruption.

Once deployed, the drone continuously streams operational data back into the digital twin. Siemens Intelligence Center X detects an impending gimbal failure before it impacts a mission. AI agents recommend an approved upgrade path, coordinate parts and technician scheduling, and help keep the fleet mission-ready.

This is the power of the Digital Twin – it doesn't just validate performance once, it continuously ensures reliability from first design to every mission flown.

Q As UAV platforms become more complex, collaboration across design, manufacturing, and operations is increasingly important. How does Siemens enable a connected digital thread throughout the entire drone lifecycle?

A As UAV platforms grow in complexity, the biggest challenge isn't any single phase – it's the gaps between them. Siemens enables a connected digital thread that links requirements, design, manufacturing, and sustainment in a single,

continuous data backbone.

In design, multidisciplinary teams work from a shared Digital Twin, ensuring that aerodynamic, structural, electronic, and software engineering decisions are connected from the start – not reconciled later.

In manufacturing, that same digital thread carries validated design intent straight to the production floor, taking the supply chain into consideration, enabling faster ramp-up and real-time issue resolution without losing traceability.

In sustainment, live fleet data flows back into the Digital Twin, informing maintenance decisions, driving continuous improvement, and feeding insights into the next generation of design.

This closed-loop continuity is what sets the Siemens approach apart – no handoff gaps, no data silos, just one connected thread from first concept to every mission flown. It is now possible to predict the impact of any decision taken at any stage of the lifecycle on all the other stages. This prevents situations where an apparently optimal engineering solution makes maintenance more complex and expensive, for example.

Q Many drone companies are scaling production to meet growing defence and commercial demand. What role do digital manufacturing and AI play in helping UAV manufacturers improve quality while increasing production capacity?

A Scaling UAV production without compromising quality is one of the biggest challenges drone manufacturers face today. Digital manufacturing and AI make this possible by connecting the production floor to the Digital Twin.

AI-powered simulation allows manufacturers to optimise production lines virtually – testing layouts, workflows, and capacity scenarios before committing

to physical changes. When issues arise during production, AI rapidly identifies root causes and recommends recovery plans, minimising disruption and keeping programmes on schedule.

At the same time, real-time quality monitoring driven by AI catches deviations early, ensuring every unit meets specification – even as production rates increase. The result is a manufacturing operation that scales with confidence: higher throughput, consistent quality, and full traceability from every component back to its Digital Twin.

Q Looking ahead, what emerging technologies do you believe will have the greatest impact on the future of autonomous drones, and how is Siemens helping shape that next generation of unmanned aviation?

A In my view, three technologies will reshape autonomous drones most profoundly: Industrial AI, the comprehensive Digital Twin, and edge computing.

Industrial AI will move drones from pre-programmed autonomy to truly adaptive decision-making – aircraft that learn, respond, and optimise in real time. The Digital Twin will evolve from a design tool into a living, continuously updated replica that spans the full lifecycle, enabling certification by simulation and continuous airworthiness. Edge computing will push AI processing onboard, enabling faster autonomous decisions in GPS-denied or communications-degraded environments – critical for both defence and search-and-rescue missions.

Siemens is uniquely positioned to shape this future because we don't just offer point solutions – we provide the connected digital thread and the most comprehensive industry software portfolio that ties all of these technologies together, from concept through to mission, based on an open architecture. That's how we're helping our customers build the next generation of unmanned aviation – faster, safer, and smarter.

SOUTH KOREAN PARTNERSHIP AIMS TO BUILD 100KM DATA LINK FOR NEXT-GEN DRONES



A new strategic partnership between Global Konet Co., Ltd. and Hanseo University's K-Aviation Headquarters is set to advance beyond visual line of sight (BVLOS) drone operations through the development of an advanced multi-data link platform.

The agreement, signed in the Republic of Korea, focuses on creating a next-generation system that integrates domestically developed Electronically Steered Antenna (ESA) technology with drone operation expertise. The goal is to establish a robust data link capable of supporting both BVLOS and line of sight (LOS) missions within a 100-kilometer range, a critical step for enabling long-range commercial and defense drone applications.

Under the partnership, the two organizations will collaborate on several key initiatives:

Joint R&D: Co-developing next-generation ESA satellite antennas and integrating them with drone platforms.

Testing & Validation: Conducting flight tests and verifying the performance of hybrid satellite and radio frequency (RF) data links.

Commercialization: Jointly pursuing domestic and international business opportunities for the new platform.

Industry Growth: Engaging in technical exchanges and workforce development programs to strengthen the drone industry ecosystem.

This collaboration combines Global Konet's expertise in antenna technology with Hanseo University's specialized aviation research capabilities, positioning the partnership to address the critical communication infrastructure needed for the expanding BVLOS drone market.

U.S. BVLOS DRONE RULE MOVES CLOSER TO FINALIZATION WITH OIRA REVIEW



The U.S. Office of Information and Regulatory Affairs (OIRA), part of the Executive Office of the President, is now reviewing the Federal Aviation Administration's (FAA) proposed rule titled "Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations." This review marks one of the final steps in the rulemaking process before official publication.

According to OIRA, the proposed action aims to establish performance-based regulations that would enable the design and operation of unmanned aircraft systems (UAS) at low altitudes beyond visual line of sight (BVLOS), as well as create a framework for third-party services, including UAS Traffic Management (UTM), to support these operations. The rule is being developed in direct response to the FAA Reauthorization Act of 2024 and is considered necessary to support the full integration of drones into the national airspace system (NAS).

The regulation is intended to provide a predictable and clear pathway for safe, routine, and scalable UAS operations across a wide range of applications, including package delivery, agriculture, aerial surveying, civic interest missions, training, demonstrations, recreation, and flight testing.

A Shift from Case-by-Case Approvals

According to the law firm Crowell & Moring, the proposed rule represents a significant shift in how commercial drones may operate within the U.S. It moves away from the previous case-by-case exemption framework, which greatly limited widespread commercial drone activities. Key components of the rule focus on establishing new safety, performance, and operational standards for BVLOS flights, including requirements for:

- Remote identification

- Detect-and-avoid capabilities

- Operator certification

- Integration procedures for airspace access

If adopted, these changes would enable UAS operators to conduct a range of missions—such as package delivery, infrastructure inspections, and emergency support—without the logistical and regulatory constraints previously in place.

Contentious Issues Remain

Experts note that two contentious issues will need to be resolved to satisfy all airspace users:

Right-of-Way: Under the proposed changes, Part 108 UAS operators would be granted the presumptive right-of-way over manned aircraft, with several key exceptions, according to Crowell & Moring.

Detect-and-Avoid: The FAA wants unmanned aircraft operating in higher-risk environments to be equipped with means to detect and avoid "non-cooperative" aircraft that do not broadcast their position.

The proposed rule also introduces regulations for third-party service providers, such as communication and UTM services, to support routine BVLOS flights. The OIRA review is now underway, bringing the industry one step closer to a final rule that could unlock the full potential of commercial drone operations across the United States.

ZIPLINE EXPANDS U.S. FOOTPRINT WITH NEW CITY LAUNCHES AND EXECUTIVE HIRES



Drone delivery leader Zipline is accelerating its U.S. growth with two major market launches and the appointment of three new executives from Tesla, Waymo, and Uber to its leadership team.

In July, the company launched its first U.S. healthcare home delivery service in partnership with Cleveland Clinic, starting in the Beachwood suburb of Cleveland, Ohio. Eligible patients can now opt-in to receive certain prescription deliveries at home with no additional cost. The program is expected to expand over time to include lab samples, medically tailored meals, surgical supplies, and "hospital-at-home" materials for transport between Cleveland Clinic facilities.

Later this year, Zipline will launch operations in Austin, Texas, where customers will be able to order food and retail items from local businesses through the Zipline app, with deliveries available in as little as five minutes.

These expansions build on Zipline's growing operational scale: the company has now completed

more than 2.5 million commercial deliveries globally, with one million of those occurring in the last year alone. Approximately 70 percent of Zipline's flights now take place in the United States.

To support this growth, Zipline has strengthened its executive team with three key hires:

Sendil Palani joins as Chief Financial Officer, bringing 17 years of experience from Tesla, where he most recently served as Vice President of Finance.

Kevin Vosen takes on the role of Chief Legal Officer, having previously served nearly seven years as Chief Legal Officer at Waymo.

Allen Penn becomes Head of Commercial, leveraging his prior experience helping scale Uber and its expansion across Asia, as well as leading global operations at Uber Eats.

These strategic additions and market entries signal Zipline's commitment to cementing its position as a leader in the U.S. drone delivery sector, bridging healthcare logistics and on-demand retail.

WING AND WALMART EXPAND DRONE DELIVERY FOOTPRINT TO FLORIDA



Wing and Walmart have launched commercial drone delivery services in the Greater Orlando area, marking the first market in Florida for the Alphabet-owned company. The service went live on July 29, bringing aerial delivery to more than 50,000 homes, businesses, and apartment buildings surrounding Walmart Supercenters in Apopka and Clermont.

The companies are already planning a rapid expansion across central Florida, with additional locations set to include Ocoee, Haines City, and an enlarged delivery zone in Clermont over the coming weeks. This launch is part of a broader U.S. growth strategy, following successful deployments in Houston, Atlanta, and the Dallas-Fort Worth metroplex. Wing and Walmart have also identified Los Angeles, San Diego, Miami, and Philadelphia as target markets for future service areas.

Wing's delivery drones operate at cruising altitudes of 150 to 200 feet, reaching speeds of up to 60 mph. Upon arrival at a delivery address, the aircraft descend to approximately 20 feet and lower packages securely to the ground using a winch and tether system, ensuring contactless and precise delivery.

This expansion continues the partnership between Wing and Walmart as they work to scale drone delivery as a viable, mainstream logistics option for a growing number of U.S. households.

AIRMARKET AND ONESKY SUCCESSFULLY DEMO UTM DATA EXCHANGE USING ASTM STANDARDS IN CANADA

AIRmarket Inc., in partnership with OneSky, has successfully completed an interoperability demonstration that validates compliance with ASTM F3548, a key international standard for RPAS Traffic Management (RTM) interoperability.

The demonstration, announced via a LinkedIn post, connected Strathcona County's Drone as a First Responder (DFR) operations from Sherwood Park with planned drone activities in downtown Edmonton. Flight volumes were automatically exchanged and strategically deconflicted through Discovery and Synchronization Services (DSS), proving how independent RTM providers



can seamlessly coordinate shared airspace in real time.

"This represents far more than a technical milestone," the company stated. By successfully

demonstrating automated operational intent sharing under ASTM F3548, AIRmarket and OneSky have showcased the collaborative, standards-based approach required to enable safe, scalable BVL^{OS}, Drone as a First Responder, and future Advanced Air Mobility operations across Canada. The demonstration helps build the digital infrastructure necessary for the next generation of Canadian airspace management. The successful test highlights the viability of open, interoperable UTM systems that allow multiple service suppliers to work together without proprietary lock-in, a critical step for enabling complex drone operations at scale.

**Schuyler ("Sky") Moore**

*VP, Director of Innovation,
Saab UK & Managing
Director, BlueBear – A
Saab Company*

Q BlueBear has become Saab UK's Autonomy Accelerator, combining decades of expertise in autonomy, swarming, and uncrewed systems. How has being part of Saab accelerated your innovation roadmap, and what capabilities are you most excited to showcase?

A It's been such an exciting journey to watch BlueBear grow within Saab UK. We couldn't ask for a better pairing – we can share our speed, agility, and depth of autonomy knowledge with the broader organisation, and Saab brings an incredible depth of expertise across other fields, broad networks, and resources that can supercharge our efforts. In the coming year, we're excited to scale current capabilities and dive into new ones.

On the scaling side, our target drones are supporting multiple UK and NATO exercises over the course of this year, and we've rapidly increased production from last year to meet growing demand. We've also been integrating more functionality and types of Uncrewed Aerial Systems (UAS) into our swarming software solution, giving our customers a greater range and flexibility of capabilities.

On the "new capabilities" front, we are doing some very exciting work around new target UAS types to keep pace with the threats we see in the real world. We're also constantly building

ACCELERATING AUTONOMOUS DEFENCE: SCHUYLER MOORE ON AI, SWARMING, AND THE FUTURE OF MILITARY AVIATION



new designs across interceptors, surveillance, and one-way effector UAS – our customer's challenges and requirements are constantly evolving, and we will always keep pace with that.

Q Drones World Magazine has followed BlueBear's journey over the years. What are the most significant advancements your team has achieved recently in autonomous operations, AI-enabled systems, and multi-domain uncrewed capabilities?

A This year we completed a project with UK MOD that really set the standard for "state of the art" swarming capabilities. BlueBear has been building swarming software for 10+ years and in the early years customers were still experimenting with individual drones, so we didn't get to flex the full extent of our capabilities. Now, customers globally are fully onboard – the Ukraine war has made it clear that quantity has a quality of its own when it comes to drones, and our swarming software is at the heart for that.

We're also using the software in the maritime space, where we've really benefited from the maritime expertise across Saab and are currently collaborating to innovate some of our maritime platform capabilities.

On the AI front, we've matured computer vision solutions that assist in surveillance missions.

"We have always thought about capability in months—not years—and we're ready to meet the challenge."

But, more importantly, we've used it to support resilient navigation through terrain mapping. We're also exploring AI-assisted mission planning as part of our swarming software.

Q BlueBear is recognized for rapidly designing, prototyping, and flight-testing advanced UAS. What enables this speed of innovation, and why is rapid capability development becoming increasingly important for defence customers?

A It's really a mix of factors that drive our speed. Part of it is history – few other companies have been doing rapid prototyping for 25+ years, and it means we have incredible expertise from years of building and flying new designs. We also have a broad perspective on how the field has changed over time and what we need to do to stay at the front of it.

Part of it is our close relationships with our customers and partners – we have deep connections with both that allow us to understand emerging challenges and opportunities faster than most. But the most important part is our people and our culture –

our team is full of innovators and rebels who love to move fast, try new things, and solve problems.

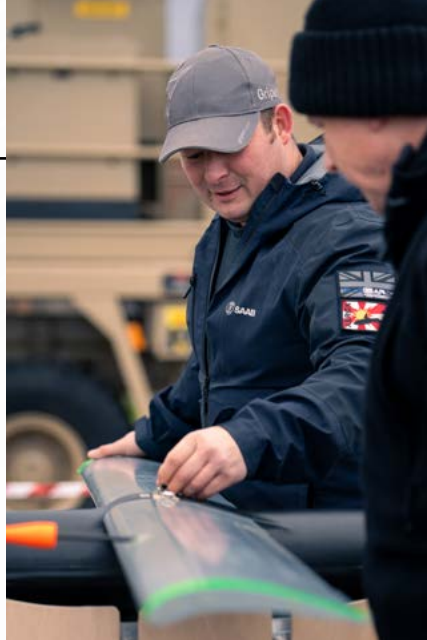
From our customers' perspectives, it has never been more important to adapt and evolve quickly. Every month we see new capabilities rolling out in Ukraine and the Middle East, and those capabilities become obsolete months later. If industry can't build and fly new designs to keep pace with that, then we're failing our customers. The good news is that BlueBear has always worked at that pace, we've always thought about capability in "months-not-years" and we're ready to meet the challenge.

Q Autonomous swarming is moving from concept to operational reality. How do you see intelligent swarms transforming future military operations, and what challenges remain before large-scale deployment becomes commonplace?

We ultimately see swarming an extension of a human operator. Whether an operator's mission is "search," "jam," "strike," or otherwise, drone swarming can serve as an extra set of hands/eyes/weapons that allow an operator to reach further than they might otherwise and perform more activities at one time. That's why the "intelligent" part becomes so important – if we simply give an operator more hands/eyes/weapons without being able to absorb information from them and direct their activities, it quickly becomes overwhelming and we may as well not give them anything at all. Systems like our swarming software relieve the cognitive burden on operators, allowing them to focus on critical high-level decisions while leaving the tactical coordination and execution to the planning system.

We're well on our way to large-scale deployment, I would say the most important step will be doing more live-flight testing with operators. As I mentioned earlier, swarming is ultimately an extension of the operators and should feel like a well-tailored suit – it needs to fit their frame and the way they move, and we can't get those measurements exactly right until we're out in the field with them flying missions.

Q Your leadership experience spans U.S. CENTCOM, Task Force 59, and now Saab UK. How has your operational background influenced your approach to developing



"The only certainty we have about the future of autonomous aviation is that it will constantly change."

technologies that solve real-world defence challenges?

A At the end of the day: if a piece of defence technology doesn't make the user safer, more effective, or save them time, then the technology has fundamentally failed. My operational experience at CENTCOM and Task Force 59 drove home that reality for me, and that shapes everything I do in the technology space.

Whenever the BlueBear team is building a new capability, I push them to anchor their technical efforts to operational reality with the questions I needed answered as an operator. What problem is this solving for a user? How long would it take them to train on it if they had no previous experience? How much logistical equipment would they have to carry with them to operate it? How does it integrate with the other systems they already have to use? All our experimentation is shaped around those types of questions and considerations, which makes us more ready for real-world deployment.

Q Counter-UAS and AI-driven autonomous systems are becoming strategic priorities worldwide. How is BlueBear leveraging artificial intelligence and autonomy to stay ahead of emerging aerial threats while ensuring mission reliability?

A It's worth noting that BlueBear is particularly well-positioned to address

the counter-UAS threat because of its current portfolio and its position within Saab. BlueBear's most prolific product family is its threat-representative drones, which means that we've spent a lot of time observing and analysing the threat space.

Additionally, we are part of a company that is a world leader in sensing capabilities. Quality of UAS interception is driven by the quality of the sensor that can detect the incoming UAS, and you'd be hard-pressed to find better sensors than Saab can offer, such as the Giraffe 1X, and integrate into our interceptor offerings. Saab also has exceptional track fusion capabilities, bringing together detections from multiple sensors into a single picture. BlueBear can bring all these capabilities to bear through our swarming software and its interceptor UAVs, allowing multiple sensors to provide situational awareness and command multiple UAVs to defeat a threat as needed.

Q As Farnborough International Airshow brings together the global aerospace and defence community, what partnerships and collaborative opportunities is BlueBear seeking, and what message would you like to share about the future of autonomous aviation?

A First and foremost, we're excited to continue our partnerships with defence users globally and will meet their requirements with agility and speed. In addition to that, we're increasingly interested in partnering with UAS manufacturers overseas who are looking to outsource the development and prototyping of UAS. While we've expanded into UAS production for a certain set of products, at our core we are a team that loves new challenges and flying new designs: we welcome partnership where we can offer "prototyping-as-a-service" before handing off to local manufacturers for long-term scaling.

Our message about the future: the only certainty we have about the future of autonomous aviation is that it will constantly change. We can't rest on the laurels of capabilities that work today, we must always be looking to the future and flying new systems because our defence and security depend on it. BlueBear, and Saab UK, are committed to following that principle, and we welcome partnership with any teams who believe in that principle as well.



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RV Astra

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