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COMMERCIAL UAV EXPO 2026: THE COMMERCIAL DRONE INDUSTRY MOVES FROM INNOVATION TO INTEGRATION

PG 30



COMMERCIAL UAV EXPO

MATT MCCRANN

CEO, SPARC AI US PG 25



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CONTENTS

Shield AI and Taiwan's NCSIST Complete Autonomous Swarm Exercise and Expand Sovereign AI and Autonomy Efforts

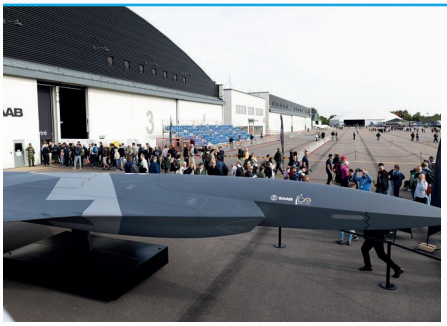
Page 11





YFQ-44A COMPLETES 2ND EXERCISE WITH THE EXPERIMENTAL OPERATIONS UNIT

Page 14



Saab Showcases Full-Scale Uncrewed Aircraft Concept

Page 16

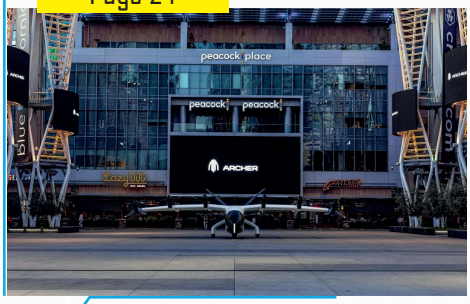


Palladyne AI and Orkid Tech Partner to Extend Palladyne Pilot and SwarmOS Autonomy Platform to Fixed-Wing UAVs

Page 20

AEG AND ARCHER TO DEVELOP VERTIPORT AT L.A. LIVE, EXPANDING ARCHER'S PLANNED LOS ANGELES AIR TAXI NETWORK AHEAD OF THE LA28 GAMES

Page 24



EVE AIR MOBILITY ACHIEVES 1ST TRANSITION FLIGHT MILESTONE, ADVANCING EVTOL PROGRAM TOWARD WING-BORNE FLIGHT

Page 29





L3HARRIS AND ARX ROBOTICS DEMONSTRATE MOBILE COUNTER-DRONE CAPABILITY AT PROJECT CONVERGENCE-CAPSTONE 6

Page 37

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B. KARTIKEYA

Hello Readers,

From Drones to Autonomous Systems: The Era of Integration

The unmanned systems industry is entering a defining new phase. The question is no longer simply whether drones can perform useful missions, but whether they can operate safely, reliably, autonomously and economically at scale.

Across this issue of Drones World, this transformation can be seen across commercial UAVs, defence systems, counter-UAS, BVLOS operations, artificial intelligence, autonomous navigation, public safety, drone delivery, eVTOL, maritime systems, advanced sensors and manufacturing.

Commercial UAV Expo 2026 highlighted this shift toward complete operational capabilities, where aircraft are increasingly integrated with AI, sensors, batteries, navigation, cybersecurity, Remote ID, data platforms and regulatory frameworks.

Artificial intelligence is becoming increasingly practical, supporting computer vision, automated inspection, navigation, data classification and decision-making. At the same time, defence applications are moving toward autonomous teaming, swarms and crewed-uncrewed collaboration, positioning drones as components of larger mission systems.

Our exclusive interview with Matt McCrann, CEO of SPARC AI US, explores another critical element: resilient navigation. As drones operate in increasingly complex environments, GPS-independent positioning and reliable communications are becoming fundamental to mission effectiveness.

The growth of counter-UAS reflects the same reality. As drone adoption expands, detection, tracking, classification and airspace awareness are becoming essential capabilities for protecting critical infrastructure, public events and sensitive airspace.

Meanwhile, BVLOS operations remain one of the major gateways to commercial scale, opening opportunities across inspection, infrastructure monitoring, surveillance and delivery.

Drone delivery and advanced air mobility are also progressing toward operational ecosystems, requiring not only capable aircraft but logistics networks, vertiports, communications and regulatory frameworks. The maritime domain adds another frontier, with autonomous surface and underwater systems expanding capabilities in surveillance, logistics and anti-submarine warfare.

Ultimately, the future will not be determined by the drone alone. AI, autonomy, sensors, communications, navigation, cybersecurity, regulation, infrastructure and manufacturing must work together.

The industry is moving from the era of the drone product to the era of the unmanned ecosystem.

The next challenge is not proving what drones can do. It is making autonomous systems work—reliably, repeatedly and at scale.

Kartikeya B.

LM, VERIZON, KEYSIGHT, ODC AND ASTRIS AI DEMO TECHNOLOGY FOR PUBLIC AIRSPACE PROTECTION WITH NVIDIA TECHNOLOGY



Lockheed Martin, in collaboration with Verizon, NVIDIA, Keysight Technologies, ODC, and Astris AI, has demonstrated how commercial off-the-shelf (COTS) technologies can make detecting and tracking unmanned aircraft systems (UAS) more accessible, faster to deploy, and easier to scale for public and critical infrastructure protection.

In a July demonstration in the Miami area, the NetSense Airspace Awareness-as-a-Service system demonstrated an AI-enabled capability capable of identifying, tracking, and monitoring UAS utilizing existing 5G networks. The technology has broad applications across critical infrastructure, large-scale events, utilities, schools, hospitals, and airports.

The successful live demonstration took place in a critical urban area, showcasing NetSense's components and UAS detection systems in real-time. Leveraging Verizon's 5G network spectrum, ODC's AI-native RAN software, NVIDIA's AI Aerial platform, and Keysight's RF simulation platform, NetSense detected drones and maintained track custody through the flight.

The NetSense solution combines Lockheed Martin's warning and tracking systems using AI to read RF disturbances, predict UAS flight paths, and send real-time alerts. Key features include AI-native sensing, rapid deployment leveraging COTS, cost-effectiveness, open architecture for integration of new technologies, and scalability from single sites to mobile command and control.

The demonstration proved NetSense can sense UAS without changing existing cellular deployments, enabling cost-effective sensing without infrastructure recapitalization. NetSense will be delivered as a subscription service interfacing with customers' security operations. Pilot deployments are planned for late 2026 and early 2027, with commercial availability in 2027.

Sarah Hiza, Senior Vice President of Technology and Strategic Innovation at Lockheed Martin, stated:"As drones become more affordable, airspace awareness technology needs to evolve rapidly. By working within established 5G networks, we can deploy a solution ready at the time of need."

Anil Guntupali, Senior Vice President of Technology and Product Development at Verizon, added: "By applying AI to RF data traversing our 5G infrastructure, we can turn our network into an intelligent sensing platform."

Ronnie Vasishta, Senior Vice President of Telecoms at NVIDIA, commented: "NVIDIA AI Aerial turns existing 5G infrastructure into an AI-powered sensing platform, enabling instantaneous RF analysis for faster detection and alerts."

UAVOS AND MIRA AEROSPACE TEST NAVAI'S VISION-BASED NAVIGATION ON APUSNEO HAPS



UAVOS and Mira Aerospace have completed a flight test of the NAVAI system, a vision-based navigation module designed to provide uninterrupted positioning for unmanned aircraft systems (UAS). Integrated into the ApusNeo18 high-altitude pseudo-satellite (HAPS), NAVAI maintained precise navigation under GNSS-denied conditions at an altitude of 16,000 meters (approximately 52,500 feet).

Traditional unmanned aircraft rely heavily on GNSS for positioning and navigation. When GNSS availability or accuracy is degraded by signal jamming, spoofing, or natural interference, NAVAI provides an alternative navigation capability by analyzing video streams from onboard cameras and aircraft telemetry. While inertial navigation systems (INS) are widely used as a backup, they are subject to navigational drift, causing position errors to accumulate over time.

NAVAI addresses this challenge by combining visual odometry with terrain-referenced navigation. By matching real-time camera imagery with pre-loaded reference imagery, the module provides a bounded, non-drifting absolute position estimate whenever suitable terrain is visible. At high altitudes, where terrain features are sparse, NAVAI can obtain a position fix from a single frame.

NAVAI leverages advanced neural networks and onboard edge computing to process visual data in real time. Key technical features include:

Neural network feature matching: The system identifies distinctive ground features and matches them with an onboard database of terrain maps to determine the aircraft´s precise location.

AI-Based noise filtering: Advanced algorithms compensate for visual disturbances such as cloud cover, haze, low-light conditions, and seasonal terrain changes - including snow cover and vegetation growth - to ensure reliable feature recognition.

Ground Control Station (GCS) integration: A dedicated interface enables operators to view a live overlay of the aircraft´s visual matches directly on the mission map.

"Testing NAVAI on the ApusNeo platform reflects our commitment to making UAS operations truly autonomous and resilient," said Aliaksei Stratsilatau, Founder and CEO of UAVOS. "By giving the aircraft the ability to ´see´ and understand its surroundings, we are eliminating a critical dependency on satellite navigation, which has historically limited drone operations in contested and GNSS-denied environments."

BAE AND TUALCOM TO COLLABORATE ON AUTONOMOUS TECHNOLOGIES

The UK's biggest defence company has signed a Memorandum of Understanding (MoU) with TUALCOM to explore collaboration on technologies that will enable the next generation of autonomous air capabilities to thrive in the modern battlespace.

The agreement between BAE Systems and TUALCOM establishes a strategic framework for both organisations to investigate opportunities to integrate advanced communications, resilient navigation and electronic warfare technologies into future autonomous platforms, supporting customers in the UK, Türkiye and international markets.

As defence customers increasingly seek autonomous systems capable of operating in contested and degraded environments, this collaboration will explore technologies that support reliable communications where traditional communications and navigation may be denied.

Dave Holmes, Managing Director, BAE Systems' FalconWorks division, said: "Future autonomous capability will depend not only on advanced aircraft, but on the resilience of the systems that enable them to sense, communicate and make decisions in increasingly contested environments.

"This collaboration will bring together complementary expertise that will help us accelerate the development of sovereign, exportable technologies and deliver meaningful



capability to our customers."

Ali Pastonoglu, Chief Executive Officer of TUALCOM, said: "TUALCOM has invested significantly in developing and manufacturing RF Communications, Assured Navigation and Electronic Warfare technologies designed to perform in the most demanding operational conditions.

Working alongside BAE Systems creates an exciting opportunity to combine our respective strengths, accelerate innovation and develop technologies that will underpin the next generation of autonomous defence systems."

The collaboration reflects the growing strategic relationship between the United Kingdom and Türkiye in advanced aerospace and defence technologies and reinforces both organisations' commitment to rapid innovation through industrial partnerships.

This work will be delivered through FalconWorks, our advanced research and technology business within BAE Systems' Air sector.

from FalconWorks and TUALCOM will initially identify advanced development opportunities focused on resilient autonomy, enabling rapid evaluation of concepts before progressing quickly into future programmes.

MOOG AND NEAR EARTH AUTONOMY FORGE STRATEGIC COLLABORATION ON COCKPIT AUTONOMY

Moog Inc. a worldwide designer, manufacturer and systems integrator of high-performance precision motion and fluid controls and control systems today announced a Memorandum of Understanding (MOU) with Near Earth Autonomy (Near Earth) to integrate autonomous flight capabilities into Moog's Genesys Avionics Suite™. By combining CAPTAIN, Near Earth's industry-leading autonomous pilot system and Responsive Uncrewed Capability (RUC) UAS, with Moog's proven cockpit displays, communications, and control systems, this collaboration will:

Expand mission capabilities on fixed-wing and rotary-wing aircraft

Reduce pilot cognitive load for safer, more reliable operations

Enable seamless transitions between manual and autonomous flight modes

Support both crewed and uncrewed missions, from search and rescue to cargo resupply and beyond

Building on successful demonstrations with the U.S. Army's UH-60L Black Hawk uncrewed logistics program, the MOU extends integrated autonomy



capabilities to other platforms equipped with the Genesys Avionics Suite™. Together, Moog and Near Earth will pursue domestic and international opportunities, delivering turnkey solutions that empower operators with intuitive, autonomous, mission-ready cockpits.

Sharmila Durairaj, General Manager of Moog Avionics, commented: "By coupling Moog's mission-proven cockpit systems with Near Earth's autonomy solutions, we are delivering a leap in operational capability. Users will benefit from advanced decision-support and seamless autonomy modes—so they can focus on the mission."

"Our prior work with Moog on RUC-60 and MARV-EL has proven that we can bring safe, certifiable autonomy to existing, combat-proven airframes, from the uncrewed Black Hawk to the uncrewed Bell 505," said Dr. Sanjiv Singh, CEO of Near Earth Autonomy. "Building on that foundation, we're excited to expand our collaboration with Moog. By combining our CAPTAIN architecture and Autonomy Core with their flight decks, avionics, and aircraft systems, we can deliver practical, phased products for crewed and uncrewed teaming, pilot assist, and autonomous logistics. This partnership gives us a clear framework for aligning customer needs, technical interfaces, and regulatory requirements as we pursue new opportunities across defense, government, and commercial aviation."

Emphasizing Moog's unwavering commitment to innovation and operational excellence, this collaboration exemplifies Moog's commitment to Shaping the way our world moves™.

XTI AEROSPACE'S DRONE NERDS EXPANDS PUBLIC SAFETY PORTFOLIO WITH DBOX AUTONOMOUS DRONE DOCKING SYSTEM

XTI Aerospace, Inc. an aerospace and advanced technology platform and parent company of Drone Nerds, LLC, a leading drone solutions platform serving commercial, enterprise and government customers, today announced a partnership with DBOX to expand access to autonomous drone docking solutions across the U.S. public safety and government markets through Drone Nerds' enterprise solutions portfolio.

Designed for agencies establishing or expanding drone-as-first-responder and remotely managed unmanned aerial vehicle ("UAV") operations, DBOX combines a fixed docking station, networking station, compatible aircraft, and DBOX Ground Control Software into an integrated platform for repeatable aerial missions.

The addition expands Drone Nerds' ability to support public safety and government agencies leveraging drone technology for incident response, search operations, area surveillance, perimeter monitoring, and command-center situational awareness. Compatibility with select Parrot platforms also creates an opportunity to support current Parrot users exploring a transition toward dock-based and remotely managed operations.

"Partnering with DBOX advances our strategy to provide public safety and government customers with a more complete and customizable approach to autonomous drone operations, including drone-as-first-responder programs," said Jeremy Schneiderman, CEO of Drone Nerds. "By combining DBOX docking infrastructure and software with our integration, training, support, and existing technology partnerships, we can provide both ready-to-deploy systems and customized solutions aligned with each organization's operational requirements. This partnership also creates new opportunities within our current customer base and expands our role across the program lifecycle, supporting long-term growth for Drone Nerds."

As the exclusive U.S. distributor, Drone Nerds will bring DBOX autonomous docking solutions to the public safety and government market. The DBOX PRT, designed to operate with the Parrot Anafi UKR, Anafi UKR GOV, and Anafi UKR XLR platforms, provides agencies with a dock-based option built around select Parrot aircraft.

According to the DBOX product materials, DBOX PRT is compatible with the following Parrot platforms:

Parrot Anafi UKR: MARS 8-channel and LoRa connectivity, 1,024-gram weight, up to 38 minutes of flight endurance, and a stated 2.7 thrust-to-weight ratio

Parrot Anafi UKR GOV: Wi-Fi, LoRa, and 5G multi-link connectivity, an extended battery, up to 70 minutes of flight time, and a stated range of up to 40 kilometers

Parrot Anafi UKR XLR: MARS 10-channel, LoRa, and 5G multi-link connectivity, an extended battery, up to 70 minutes of flight time, and a stated range of up to 40 kilometers

Manufacturer specifications also identify optical navigation for GNSS-denied flight, resistance to jamming, operation from -36°C to 50°C, an IP53 rating, dual RGB and infrared imaging with 35x zoom, and TAA, NDAA, and Blue sUAS designations across the compatible Parrot offering.

The DBOX PRT docking station itself includes integrated rain, wind, temperature, and humidity sensors, four security cameras, Ethernet connectivity, dual-SIM 5G access, and support for physical USB, Wi-Fi, and 5G aircraft data transfer, depending on the selected system version.

"DBOX PRT helps public safety organizations move from individual drone deployments toward more consistent, remotely managed operations," said Dr. Linas Gelazanskas, CEO at DBOX. "Through Drone Nerds, agencies and current Parrot users will have access to the integration expertise, training, and ongoing support needed to evaluate autonomous drone infrastructure and incorporate it into their operational workflows."

BRINGING MQ-4C TRITON OPERATIONS TO AUSTRALIA THROUGH COLLABORATION



The partnership between the United States Navy, Northrop Grumman, the Royal Australian Air Force and Australian industry is poised to enable Indo-Pacific maritime surveillance using MQ-4C Triton's high-altitude, long-endurance capabilities.

Key Takeaways : Northrop Grumman and the U.S. Navy tailored Triton for Australia's maritime surveillance needs and are providing technical workforce readiness to ensure seamless integration and long-term operations from remote bases.

Shared data and collaboration between U.S. and Australian forces will enhance situational awareness and improve the planning and conduct of joint military operations.

The MQ-4C Triton provides a persistent surveillance capability that spans a vast maritime area. It demands strategic collaboration, strong partnerships, highly skilled teams and advanced technology. That's why the Royal Australian Air Force (RAAF) partnered with the United States Navy and Northrop Grumman to bring critical theater-level surveillance capability to Australia, one of the world's most remote and strategically significant regions. Northrop Grumman Australia and the RAAF have collaborated to implement the Australian MQ-4C capability and enhance the Australian Defence Force's maritime domain awareness across the vast Indo-Pacific. The Triton's advanced sensor suite, high-altitude ceiling and data sharing are enabled by a highly skilled workforce located across Australia.

Operating in Remote Environments : The scale and complexity of Australia's vast exclusive economic zone and key sea lanes pose unique challenges that demand persistent, surveillance capabilities and theater-level oversight. To address these needs, Northrop Grumman, the U.S. Navy and the RAAF have worked closely to tailor the Triton for Australia's operational environment, ensuring its integration with interoperable platforms like the crewed P-8A Poseidon.

Triton is uniquely suited for this mission. It is the only autonomous high-altitude maritime aircraft capable of flying above 15,000 meters for up to 24 hours to cover up to 14 million square-kilometers in a single mission. It provides regional oversight at scale that is critical to provide situational awareness that informs operational decisions. Triton's long-range surveillance complements crewed aircraft in the Maritime domain.

Driven by Shared Success : Operationalizing Triton in Australia involved training and equipping RAAF teams capable of maintaining, operating and sustaining Triton in remote regions to build No. 9 Squadron capability. Northrop Grumman embedded multidisciplinary experts as mechanics, avionics technicians, engineers, systems administrators and networks specialists, working side by side with RAAF and local industry partners. This collaboration accelerated workforce readiness and ensured long-term success.

As Australia and the U.S. continue to share data and technological expertise, the Triton partnership exemplifies how collaboration, innovation and teamwork come together to meet the evolving demands of maritime security in one of the world's most strategically important regions.

RHEINMETALL OPENED AUTONOMOUS SYSTEMS CENTRE OF EXCELLENCE IN THE UK

Rheinmetall is preparing for the next generation of warfare, while delivering world-class technology. To expedite the delivery and meet the demand for autonomous systems, Rheinmetall has opened a new Advanced Land Autonomy Centre of Excellence (ALACOE) in the United Kingdom, enhancing operational effectiveness across the region. The initiative is part of a wider network of centres localizing autonomy across Europe, USA, and Australia.

Rheinmetall PATH : At the heart of this effort lies the Rheinmetall PATH technology, Rheinmetall Canada's AI-enabled autonomy kit developed in Canada, which provides perception, navigation, and decision-making across complex, GPS-degraded, and contested environments. PATH is platform-agnostic and has been demonstrated on more than 40 wheeled and tracked vehicles, enabling autonomous navigation, leader-follower convoy operations, and dynamic obstacle avoidance in dense terrain, littoral zones, and harsh climates.

Its maturity has been validated through demanding multinational trials and competitions, including NATO-linked experimentation and the



European Land Robot Trials (ELROB), where PATH-enabled Rheinmetall systems achieved top performance in automated convoy operations, demonstrating readiness for real-world deployment.

Strengthening NATO's readiness through Canadian innovation : As countries strengthen and modernize their defence capabilities, the creation of this network of centres will also amplify Canada's leading role in autonomous ground autonomous systems across Europe. ALACOE UK will serve the local market, bringing world leading ground autonomy directly to the UK market and surrounding regions while reinforcing the collective security across NATO members.

Significant industrial and economic benefits for future missions : Through this ALACOE, Rheinmetall is actively integrating UK-based companies into the supply chain to localize advanced technologies. By serving as a hub for integration, testing, and deployment of autonomous land systems, it will strengthen British sovereignty while creating high-value engineering and technology jobs in the UK and sustaining advanced manufacturing production in Canada. The Centre will hence deliver significant economic benefits on both sides of the Atlantic.

Rebecca Richards, Managing Director Rheinmetall UK, said, "The establishment of the Centre of excellence in the UK reflects the growing importance of autonomy in delivering more agile and resilient land capabilities. As forces adapt to increasingly complex and dynamic threats, the ability to integrate and scale these technologies will be critical."

President and CEO of Rheinmetall Canada Pietro Mazzei said, "Deploying the Canadian expertise and localizing the capability accelerates the delivery of advanced solutions, enhances long-term industrial resilience, and maximizes economic returns by expanding domestic participation in high growth defence technologies".

AEROVIRONMENT TO ESTABLISH INDUSTRIAL PRESENCE IN GREECE THROUGH AV EAGLE

AeroVironment, Inc. a global leader in all-domain defense technologies announced it will establish an industrial presence in Greece through AV Eagle, a joint-venture with Athens-based Eyeonix SA, following the completion of a definitive shareholders agreement and securing Foreign Direct Investment approval from the Hellenic Republic Ministry of Foreign Affairs.

The joint venture builds on more than a decade of cooperation between AV and Eyeonix and is intended to expand AV's ability to pursue defense opportunities in Greece and across the broader European market. AV Eagle is expected to become operational in fiscal year 2027 and provide a platform for future investing, localization and production as requirements and customer opportunities mature.

"The security environment in Europe has created unprecedented demand for advanced, reliable autonomous systems," said Wahid Nawabi, Chairman, President and Chief Executive Officer at AV. "This joint venture is about more



than delivering technology—it's about building long-term capacity with Greece and our NATO allies and partners, creating opportunities for local industry, and scaling manufacturing to meet urgent operational needs."

Expected activities with this joint venture include potentially establishing a new facility in Greece to manufacture and assemble unmanned aerial systems, loitering munition systems, and counter-unmanned aircraft systems (C-UAS) for defense and civil protection customers in Greece and the broader European market. Production capabilities are expected to be operational by 2028, with employment opportunities expected to grow as production opportunities mature.

AV Eagle will collaborate with local industry and the Hellenic Center for Defence Innovation to accelerate fielding timelines, strengthen allied readiness and reinforce supply chain resilience.

"At a time of increasing geopolitical complexity—particularly along EU's Eastern Flank—the need for interoperable, scalable, and sovereign unmanned and counter-UAS capabilities has never been more critical," said George K. Strouzakis, Chief Executive Officer of Eyeonix SA. "Together with AV, we are advancing a new model of European defense industrial cooperation—one that supports modernization, aligns with evolving EU defense doctrines, and leverages emerging financing instruments to accelerate capability deployment. By combining proven U.S. technologies with European innovation and integration expertise, we are strengthening resilience, enhancing operational readiness, and contributing to a more unified and capable European defense posture."

TOM BURKE JOINS GA-ASI



General Atomics Aeronautical Systems, Inc. (GA-ASI) welcomes Tom Burke, retired Air Vice-Marshal for the Royal Air Force (RAF), as the company's new Vice President of International Strategic Development for the United Kingdom.

"We're thrilled to have Tom join the GA-ASI team," said Aria Mahdion, Regional Vice President for GA-ASI. "He brings deep experience as a Royal Air Force senior leader, and we will draw on his strong regional background in support our U.K. customer. Tom brings a distinctive perspective as a former Tornado pilot and MQ-9A Reaper® Squadron Commander, with combat experience on both types – providing valuable insights in today's conflict environment."

The RAF is currently flying the Protector RG Mk1 Remotely Piloted Aircraft (RPA) produced by GA-ASI, which replaced the U.K. Reaper. Protector is a model of the MQ-9B SkyGuardian®, customized to U.K. requirements.

In his new role with GA-ASI, Mr. Burke will be the primary contact for future and ongoing business with UK Defence and adjacent markets. He will work out of the General Atomics' London office.

Mr. Burke has commanded at the Squadron, Wing and 2-star operational levels over a 35-year military career. His operational flying experience included spells over the Balkans, Iraq and Afghanistan, alongside NATO and U.S. allies. He served as an embed with the U.S. military, instructing at the U.S. Air Force Staff College, as the Director of the 609th Air Operations Center in Qatar, and later as the Vice Director of Operations at Headquarters U.S. European Command in Stuttgart, Germany. His final RAF position was as Air Officer Commanding No. 11 Group, responsible for U.K. air operations globally and as the U.K.'s Air Defence Commander.

PATRIA PARTNERS WITH UKRAINIAN DRONE MANUFACTURER GENERAL CHERRY



Patria and Ukrainian drone manufacturer Center of Unmanned Technologies LLC ("General Cherry") have signed a Letter of Intent (LoI) on 23 August, 2026. As part of the collaboration, Patria plans to initiate drone production in Finland, which would support the development of Europe's defence capabilities and Patria's aim to be a pioneer in defence technologies and an innovative product developer.

Modern and future warfare is evolving rapidly and becoming increasingly complex. Drones, unmanned systems, sensors and electronic warfare have become key defence capabilities. Patria develops unmanned systems and drone capabilities as part of a broader defence ecosystem, where sensors, communications, data, artificial intelligence and platforms work together effectively in contested and rapidly changing environments.

General Cherry specialises in the development and serial production of strike FPV drones, fiber-optic drones, aerial-target interceptor drones, and fixed-wing UAVs. The collaboration brings together General Cherry's extensive expertise in small drones and Patria's unmanned technologies and broad experience in defence industry, enabling the joint development of unmanned solutions for Western European defence needs.

"Unmanned defence systems are central to the future of defence, which is why we have invested in development of unmanned systems for years as part of our operations. The partnership with General Cherry further reinforces Patria's expertise in unmanned defence systems and drone development," says Mikko Leino, Executive Vice President of Patria's Defence and Weapon Systems business area.

"It is a great honour for us to begin a productive, long-term and effective partnership with Patria, one of the leading defence companies. We believe that our unique battlefield experience, combined with Patria's technological capabilities, can help drive a fundamental transformation of the European and global security architecture. There are many challenges and tasks ahead, and we are confident that we will overcome them together," says Stanislav Hryshyn, Co-Founder of General Cherry.

Patria has long been an active participant in the defence research and development (R&D) ecosystem in Ukraine. Through the years, Patria has developed also its offering and expertise in unmanned systems and is actively advancing next-generation capabilities, including AI-enabled solutions for unmanned aerial systems.

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SHIELD AI AND SEDARO DEMO TRUSTED AUTONOMY CAPABILITIES ON NOVI SATELLITE

Shield AI, Sedaro and NOVI Space announced the successful on-orbit demonstration of trusted satellite autonomy operations facilitated by NOVI operator verification and validation.

Across multiple on-orbit experiments, Shield AI's Hivemind pilot ran onboard a NOVI satellite in low Earth orbit (LEO) — the first time the AI pilot has flown in orbit. The demonstration represents both the highest-altitude and longest-duration Hivemind deployment to date, extending Shield AI's autonomy from airborne platforms to an operational satellite in orbit.

With NOVI's satellite serving as the leader of a six-satellite constellation alongside five virtual satellites, Hivemind, in collaboration with Sedaro's Autonomy Framework for the Edge (SAFE), performed multi-objective optimization, balancing imaging tasking, spacecraft health, battery state of charge, and pointing across the constellation. Over a 24-hour experiment window, the spacecraft executed 189 Hivemind-generated and SAFE-approved commands. In a second experiment, SAFE and Sedaro's Edge Deployable Simulators (EDS) performed similar multi-



objective optimizations and increased the satellite's Iridium communications contact initiation by 8 percentage points. Satellite constellations underpin communications, Earth observation, and national security missions, but are still largely managed through manual workflows. This demonstration showed how trusted autonomy capabilities can be layered onto existing and future constellations, significantly reducing operator workload. This exercise also showed that satellites not originally designed for autonomy can successfully orchestrate intelligence, surveillance, and reconnaissance (ISR) missions using Hivemind.

"By integrating Hivemind with Sedaro's EDS's and SAFE framework, we demonstrated how operators can move from manually operating distributed assets to autonomous mission tasking in a seamless workflow," said Todd Wesley, vice president of Hivemind engineering at Shield AI. "As satellite constellations grow in size and complexity, autonomy will make future space missions more scalable, efficient, and responsive without increasing operator burden."

"The hardest part of autonomous space operations is trust," said Robbie Robertson, CEO and co-founder of Sedaro. "By providing a predictive, onboard model of the spacecraft and its environment, SAFE and our Edge-Deployable Simulators let operators validate autonomous decisions before they execute."

"NOVI's satellites are built to advance edge computing and AI capabilities on orbit, providing customers with a platform for actual on-orbit testing," said Dr. Michael Bartholomeusz, CEO of NOVI Space. "We're proud to support this important technology demonstration."

"This effort provides a significant milestone to the integration of autonomy and satellite operations to meet future mission needs," said Dr. Sean Phillips, Technology Advisor, Space Control Branch, Air Force Research Laboratory.

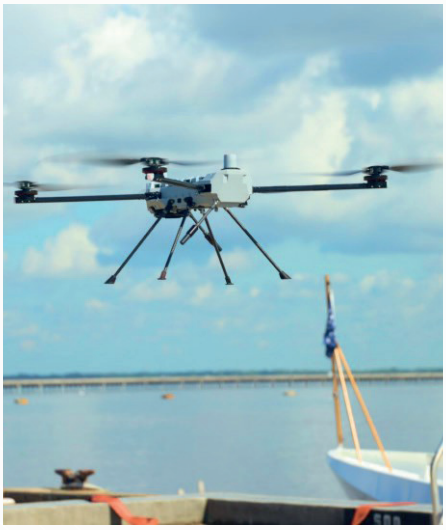
PDW AND USCG VALIDATE SHIPBOARD OPERATIONS FOR THE C100

Aboard the Coast Guard Cutter Olivia Hooker in Pascagoula, Mississippi, PDW and Coast Guard personnel recently completed preliminary shipboard testing of the C100 sUAS. The evaluation demonstrated reliable aircraft performance in the cutter's active radio frequency environment while successfully validating shipboard launch and recovery.

In recent months, the U.S. Coast Guard has awarded PDW two contracts for C100 systems, payloads, and operator training, establishing the foundation for an operational assessment of mission-ready unmanned aircraft for maritime operations.

PDW CEO James Slider stated: "The measure of a system isn't when it's delivered. It's when operators begin putting it to work. That philosophy has shaped PDW's growing relationship with the United States Coast Guard. Welcoming the Coast Guard to our growing customer base further demonstrates the C100's ability to perform across diverse environments and mission sets without compromising reliability or capability."

The evaluation was requested by the Coast Guard to determine whether the C100 could safely operate aboard a fast response cutter while



the vessel's primary radio frequency emitters remained fully energized. Testing also validated launch and recovery procedures, communications reliability, and overall aircraft performance.

The results demonstrated reliable aircraft performance throughout the event. The C100 experienced no electromagnetic interference, communications degradation, flight anomalies, or navigation issues while operating within the cutter's active RF environment. The aircraft also completed successful launches and recoveries from the vessel's all-steel flight deck.

Following the successful electromagnetic interference evaluation, Coast Guard operators used the C100 to conduct a 360-degree mast inspection, inspect the cutter's hull, and provide aerial overwatch during an active towing evolution. One inspection that would normally require launching a small boat was completed in less than 10 minutes while collecting high-quality imagery.

Much of the flying was performed by Coast Guard personnel themselves. Operators highlighted the C100's rapid setup, ease of operation, stable flight characteristics, and reliable communications. The aircraft was assembled, synchronized, calibrated, and airborne in less than 10 minutes.

Slider concluded: "Our goal has never been to build an aircraft for a single mission. It's to build a robotic system operators can trust wherever the mission takes them. We believe this demonstration reinforced that the C100 can perform reliably in the demanding maritime environment while giving Coast Guard crews the flexibility to take on a wide range of missions from a single platform. That's exactly how modern capability should work."

HII SIGNS PERFORMANCE-BASED PRODUCTION AGREEMENTS WITH PATH ROBOTICS AND GRAYMATTER ROBOTICS



HII announced long-term performance-based production agreements with High-Yield Production Robotics (HYPR) team members GrayMatter Robotics and Path Robotics. The signed agreements are designed to accelerate the development and deployment of advanced physical AI automation across U.S. Navy shipbuilding programs, including aircraft carriers, submarines, destroyers, amphibious ships, future frigates and unmanned surface vessels.

"We are committed to making generational investments to develop new shipbuilding capability and to expand capacity," said Eric Chewning, executive vice president of maritime systems and corporate strategy at HII. "Together, we are defining a new approach to robotics in shipbuilding: automation that can adapt to extreme levels of complexity, mix, and size. This collaboration represents a strategic investment in the future of American shipbuilding — strengthening industrial base resilience, expanding distributed shipbuilding capacity, feeding critical materials to our shipyards and workforce, and unlocking new production efficiencies essential to delivering the Navy's growing fleet."

Under the agreements, HII intends to award up to $900 million in total shipbuilding work to Path Robotics and GrayMatter Robotics across seven years, contingent on the two companies meeting clearly defined technology and manufacturing readiness, and performance milestones outlined in the agreements. This sustained demand signal enables Path Robotics and GrayMatter Robotics to make significant long-term investments in robotics, autonomous systems, facilities and workforce required to deliver Navy-grade production at scale.

"For years, we've believed physical AI could fundamentally change manufacturing," said Andy Lonsberry, CEO and co-founder of Path Robotics. "HYPR is a powerful validation of our vision — that physical AI can scale shipbuilding capacity in one of the world's most demanding production environments. Together with HII, we're proud to be building the shipyard of the future, unlocking distributed shipbuilding, and establishing a blueprint for strengthening America's maritime industrial base."

"This agreement represents an important milestone in bringing Factory SuperIntelligence to America's leading shipbuilding company," said Ariyan Kabir, CEO and co-founder of GrayMatter Robotics. "By combining Physical AI with autonomous production systems, we're helping create manufacturing that learns, adapts, and improves over time, making complex shipbuilding faster, more resilient, and more scalable.

Together with HII and Path Robotics, we're laying the foundation for the next generation of American industrial capability and helping ensure that the United States can build critical assets at the speed and scale our national security demands."

The performance-based production agreements are part of a broader set of strategic agreements that form the HYPR Program, including collaboration and joint development frameworks that establish governance, program execution, and long-term operational alignment among the companies. The companies expect the collaborative effort to push the boundaries of automation never seen before in shipbuilding.

SHIELD AI AND TAIWAN'S NCSIST COMPLETE AUTONOMOUS SWARM EXERCISE AND EXPAND SOVEREIGN AI AND AUTONOMY EFFORTS



Shield AI and Taiwan's National Chung-Shan Institute of Science and Technology (NCSIST) announced the successful field demonstration of a coordinated autonomous search mission with three NCSIST Mighty Hornet III unmanned aerial vehicles (UAVs), resulting in a renewed partnership to continue development with Hivemind more broadly across the Institute.

In less than three months, NCSIST engineers, supported by Shield AI, indigenously developed AI pilots and implemented them onto three Mighty Hornet III UAVs. Hivemind autonomously launched and coordinated the agents to perform wide-area search, while respecting a designated no-fly zone. Each agent was assigned its own search area and maintained communications with the other agents, while one agent operated around a partial no-fly zone within its search sector. After completing their mission, Hivemind executed autonomous landing of the Mighty Hornet IIIs.

"You can build ten million drones, but you can't train ten million drone pilots. Autonomy is the critical enabling technology to effectively leverage drones on the battlefield. Hivemind's ability to enable autonomous teaming is why autonomy is becoming one of the most important force multipliers in modern defense," said Brandon Tseng, Shield AI's president and co-founder. "Enabling sovereign development of AI pilots in Taiwan greatly enhances the defense capabilities of the country and we look forward to continuing to build with partners like NCSIST to deliver the mission autonomy Taiwan needs to deter conflict."

Earlier this year, Shield AI announced its initial contract with NCSIST to integrate Hivemind into their intelligent unmanned systems, supporting both software development and operational fielding. As part of the engagement, NCSIST engineers worked alongside embedded Shield AI engineers, receiving hands-on training that prepared them to independently operate and employ Hivemind-enabled autonomy capabilities. This successful demonstration marked the completion of NCSIST's contract and resulted in a significant contract expansion.

"With Shield AI's support, NCSIST achieved a high level of operational proficiency with Hivemind in less than three months," said NCSIST President Li Shih-chiang. "What impressed us most was not only the high performance of the AI pilot, but Shield AI's commitment to ensuring we could independently operate and employ the technology in such a short period of time. Their hands-on training and technical expertise and mentorship gave Taiwanese engineers the confidence to integrate and use Hivemind on our own."

MARINES MAKE HISTORY WITH 1ST ATTACK DRONE LIVE-FIRE SERIES IN SOUTH KOREA



Marines assigned to the 4th Marine Regiment, 3rd Marine Division, successfully concluded the Marine Corps' first series of live-fire first-person view attack drone flights in South Korea. This historic training marks a significant milestone in force modernization, demonstrating the Marine Corps' ability to rapidly field emerging technologies in the Western Pacific.

The series featured two training events: an inaugural range conducted July 30 by the 3rd Light Armored Reconnaissance Battalion, and a second iteration carried out by 3rd Battalion, 7th Marine Regiment. Throughout the training, Marines used the Neros Archer drone to execute precise anti-armor and antipersonnel strikes. With an effective range of approximately 20 kilometres, this technology extends tactical influence far beyond traditional squad-level weapons.

Marine Corps 1st Lieutenant Evan Brace stated: "Training with these FPV drone systems on a live-fire range allows us to get one step further toward integrating it into real-world operations. We learn what works and what needs to be refined, so that when the time comes, we have perfected the craft."

This training increases tactical proficiency with drones in offensive and defensive scenarios, extending traditional marksmanship into the unmanned domain. Small drone platforms like the Neros Archer give Marines at the squad and platoon level a cost-effective alternative to larger firing platforms.

Brace added:"This capability allows units down to the fireteam level to possess organic, precise fires capable of shaping their battlespace."

Conducting this live-fire series in South Korea required a comprehensive safety and airspace structure. The 4th Marine Regiment worked in close coordination with the 2nd Infantry Division, 8th Army, and the 2nd Combat Aviation Brigade to establish regulatory frameworks with South Korean allies.

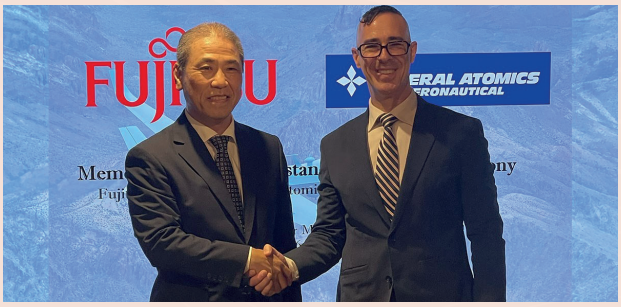
Brace said: "Many obstacles were overcome through a mission-focused mindset and close cooperation with our South Korean allies."

By rapidly adapting to future operating environments, the 4th Marine Regiment ensures the 3rd Marine Division remains a highly capable forward-deployed force.

Sergeant Major Ismael Bamba concluded: "The Neros Archer live-fire training proves that when we hand cutting-edge attack drones to our young Marines, they rapidly adapt, turning small units into highly lethal precision strike forces. By mastering this technology, we are building a faster, smarter team ready to stand with our South Korean allies."

Brace concluded: "This training is significant because it is the first series of FPV attack drone flights conducted by U.S. Marines in South Korea. I'm proud to play a small part in employing this emerging technology."

GA-ASI AND FUJITSU SIGN MOU FOR UAS MAINTENANCE AND OPERATION IN JAPAN



General Atomics Aeronautical Systems, Inc. (GA-ASI) and Fujitsu Limited have signed a Memorandum of Understanding (MOU) regarding the establishment of maintenance and operational support capabilities for Unmanned Aircraft Systems (UAS) in Japan, as well as their commitment to future technical collaboration.

Under the MOU, the companies will begin examining the establishment of a framework under which Fujitsu would provide domestic maintenance and operational support for the MQ-9B, an unmanned aircraft developed and manufactured by GA-ASI for Intelligence, Surveillance and Reconnaissance (ISR) missions. The scope of discussions includes avionics maintenance, parts management, maintenance training, and maintenance support services within Japan. The companies will also explore future technical collaboration in areas related to mission systems, systems integration, and other technologies.

Both companies aim to establish a sustainable and secure operational foundation for UAS in Japan. As security environments around the world continue to grow increasingly complex, Japan faces the challenge of strengthening its wide-area and persistent intelligence-gathering and surveillance capabilities across its vast Exclusive Economic Zone. Japan's Ministry of Defense has announced plans to procure 23 MQ-9B aircraft for the Japan Maritime Self-Defense Force, with deployment scheduled to begin in fiscal year 2027.

The MQ-9B is capable of remaining airborne for more than 24 hours through satellite-based remote operation and can provide real-time, wide-area situational awareness day and night using advanced sensor systems. Stable operation of the MQ-9B in Japan requires the establishment of domestic maintenance and operational support capabilities to address challenges such as prolonged parts procurement lead times and the recruitment and training of personnel with specialized expertise.

GA-ASI has extensive experience in UAS design and manufacturing as well as in the operation of complete UAS mission solutions. For more than 10 years, Fujitsu has accumulated experience and expertise in the maintenance and operational support for maritime patrol aircraft operated by the JMSDF.

Zachary Stang, Regional Vice President for General Atomics Global, stated: "This agreement is an important and substantial step in our efforts to provide optimal support to our Japanese customers. We are excited to leverage Fujitsu's proven excellence and expertise in maintenance and operational support as we expand the utility of our unmanned aircraft systems in Japan."

Kenichiro Miyazaki, Head of National Security Business Unit for Fujitsu Limited, added: "We are delighted to have signed this MOU with GA-ASI to explore collaboration opportunities related to the MQ-9B. Leveraging the technological capabilities Fujitsu has cultivated in the defense sector, as well as our extensive experience in maintenance and operational support, we will contribute to strengthening a sustainable maintenance framework for the MQ-9B in Japan."

AV AWARDED CONTRACT FOR THREE AUTONOMOUS HELICOPTERS IN SUPPORT OF NASA'S SKYFALL MISSION TO MARS

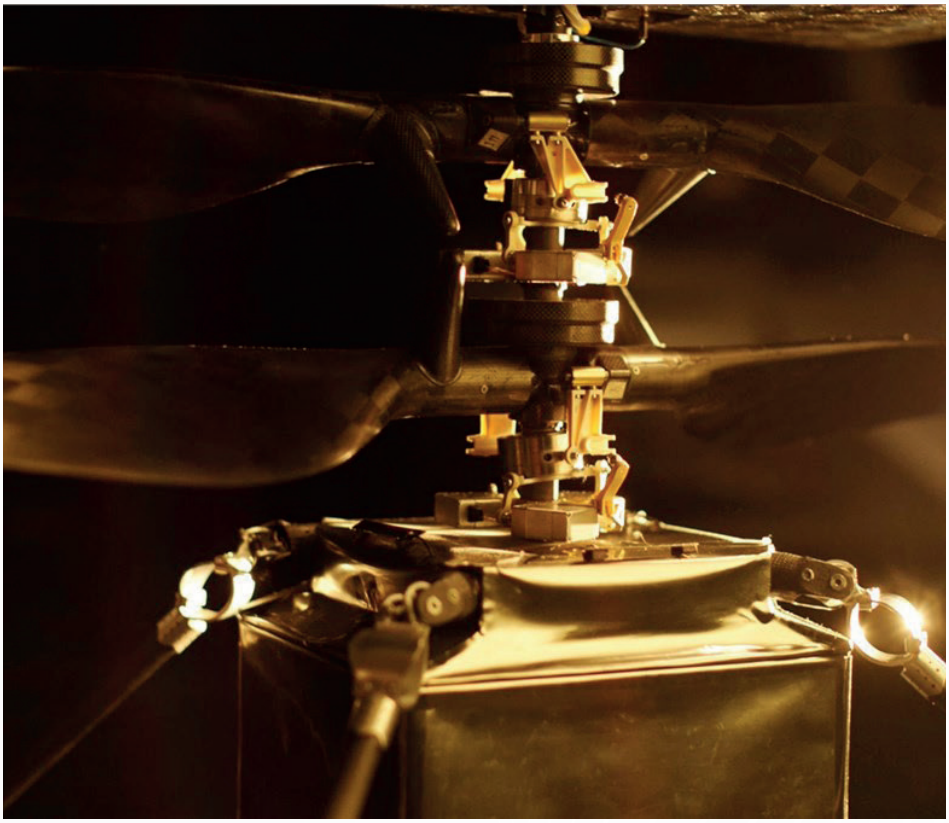
AeroVironment, Inc. a global defense technology leader announced that its MacCready Works advanced solutions team has been awarded a contract for the co-design and co-manufacture of three Mars helicopters for NASA's SkyFall mission with the agency's Jet Propulsion Laboratory (JPL), taking the project from future concept to a formally funded Mars science mission and a path toward launch in late 2028.

SkyFall is the first mission to fly a team of three instrument-carrying helicopters on Mars, demonstrating a fully integrated system capable of autonomous atmospheric entry and powered descent.

AV and JPL are building on their experience as co-developers of NASA's Ingenuity Mars Helicopter, which completed 72 historic flights at Jezero Crater. Together, the teams are evolving Ingenuity-derived designs into SkyFall: an active NASA mission under the Science Mission Directorate, optimized to deliver high-value science for the Mars Exploration Program.

"With Ingenuity, AV and JPL proved we could fly on Mars. Now, with SkyFall, we're taking AV's high-volume uncrewed systems mindset into planetary exploration and showing that Mars helicopters can be built as a repeatable product line, not a one-off delivery," said Jeff Rodrian, Head of MacCready Works, AV's advanced research and development organization. "It's also a powerful example of public-private partnership; AV and JPL building on Ingenuity's success to create a helicopter platform that NASA can apply to many different science missions over multiple launch windows."

AV is leading the design and production of key elements of the SkyFall helicopters, including rotor systems, airframes, structures, avionics integration, and accommodation for multiple science payloads. JPL is leading the design and development of the power system, electronics, algorithms and software. The helicopters will carry a JPL-designed



ground-penetrating radar (GPR) to look below the Martian surface, delivering new insight into shallow subsurface ice, central to both Mars science and future human exploration.

New to this mission is a new "SkyFall maneuver." This technique releases the three helicopters directly from the carrier spacecraft into the Martian atmosphere, where they separate, deploy, descend, and land under their own power. By eliminating the need for a single-use lander stage or a host rover (as Ingenuity required with Perseverance), this approach significantly reduces the technical and financial risk of getting to the Martian surface.

JPL's GPR instruments carried by the helicopters are designed to map subsurface ice at fine spatial resolution, enabling more precise assessment of where water ice is located and implications for science and future human exploration. In addition, each aircraft will host instruments that will provide data on the Martian atmosphere, dust particle transport, and other key environmental processes.

"Just like here on Earth, Mars helicopters can cover distance quickly and can go places that might be impossible to reach by ground," said Will Pomerantz, Head of Space Ventures at AV. "The three SkyFall helicopters are going to show us parts of Mars we've never seen before and return mountains of data for scientists to pore over. The science community may guide these helicopters to places where the ground penetrating radar can map out the precise location of ice below the Martian surface."

NASA currently plans a launch window in November 2028, followed by a cruise to Mars, with arrival timing tuned to local time, dust conditions, and power needs.

USMC VALKYRIE DEMOS BLOS COMMAND AND CONTROL IN FLIGHT AT US NAVY TEST RANGE

Kratos Defense & Security Solutions, Inc. a Technology Company in the Defense, National Security and Global Markets and an industry-leading provider of high-performance, jet-powered unmanned aerial systems, announced that a missionized United States Marine Corps' (USMC) Valkyrie Collaborative Combat Aircraft (CCA) successfully demonstrated Electronic Warfare (EW) capabilities and beyond line-of-sight (BLOS) command and control (C2) datalink in southern California in April 2026.

For the operation, the missionized, runway-independent Valkyrie aircraft launched from a zero-length launcher, validated and characterized the BLOS system and then transitioned seamlessly from the Kratos ground control station to an Autonomy Government Reference Architecture (A-GRA)-compliant human machine interface (HMI), developed by Autonodyne, LLC, which allowed a USMC operator to control the vehicle over BLOS. Flying with multiple USMC F-35's and an F/A-18, the Valkyrie successfully met coordinated EW test objectives before returning autonomously to the recovery point at the end of the mission.

The Expeditionary Maritime Aviation-Advanced Development Team (XMA-ADT) led the Integrated Test



Team with support provided by a USMC Operational Test and Evaluation Squadron, United States Naval Air Test and Evaluation Squadrons, Kratos Unmanned Aerial Systems, Northrop Grumman Corporation, and Autonodyne, LLC.

Steve Fendley, President of Kratos Unmanned Systems Division, said "The Valkyrie team continues to pave the way and demonstrate critical unmanned technologies that allow the U.S. Marine Corps and our military partners to effectively close kill chains in contested environments. This is the fourth new mission system configuration flown on USMC Valkyrie platforms in less than three years, each advancing deeper integration with the air vehicle, subsystems, and datalinks. Combined with Valkyrie's flexible, open systems architecture, vendor-agnostic autonomy, and leading payload and power capacity, we are enabling rapid deployment of new capabilities at unmatched speed. At the same time, Kratos is producing more Group 5 unmanned jet aircraft than any other provider, with over 150 systems expected this year and production scaling toward approximately 40 Valkyries annually to satisfy demand across our complete domestic and international customer base. This is supported by significant internally funded investments across U.S. facilities to deliver affordable, high-performance systems at the pace and scale required by today's warfighter."

In January 2026, Kratos and Northrop Grumman Mission Systems announced award of the U.S. Marine Corps' Marine Air-Ground Task Force Unmanned Expeditionary Tactical Aircraft (MUX TACAIR) CCA contract. Northrop Grumman and Kratos will rapidly develop and deliver Missionized Valkyrie Air Vehicle (MVAV) platforms featuring Northrop Grumman's cost-effective mission kit and Open Architecture Autonomy Software, providing a low risk, expedited path to the MUX TACAIR mission. The first prototype MUX TACAIR Valkyrie Air Vehicle is on track to be completed in summer 2026.

YFQ-44A COMPLETES 2ND EXERCISE WITH THE EXPERIMENTAL OPERATIONS UNIT

The U.S. Air Force's Experimental Operations Unit (EOU) is focused on putting operational Air Force personnel in the loop early, enabling the experimentation with concepts of employment, mission planning, logistics, and sustainment required to accelerate operational fielding of Collaborative Combat Aircraft. Four months ago, EOU operators launched, recovered, and sustained YFQ-44A for the first time, an important step in taking CCA from prototype to credible combat capability. Last month, during our second exercise with the EOU at Creech Air Force Base, we took the next steps down the path to operational fielding of production FQ-44 fighters.

The exercise increased the task complexity and expanded the responsibilities owned by Air Force personnel. EOU operators tasked the aircraft throughout the various stages of mission execution from multiple locations, demonstrating the disaggregated control required to reduce manpower requirements and turn CCA sorties from austere



bases. Operational users also directly oversaw daily mission autonomy flights with YFQ-44A for the first time, using mission autonomy to execute operationally-relevant tactics and maneuvers throughout the event.

The exercise built on the foundation established at the first EOU exercise in April, once again showcasing how YFQ-44A is simple to operate, maintain, and sustain. A week of on-time, high-tempo flight operations – including multiple days with multiple sorties per day – is a testament to both the maturity of the aircraft and EOU operators' increasing familiarity with the system. This latest EOU exercise is tangible evidence that the operational procedures and trust required to field FQ-44 at scale are taking shape.

Regular testing and experimentation with operational end users is central to how the CCA program will deliver a combat credible capability quickly. The event marked the first of the thousands of sorties that prototype YFQ-44A and production FQ-44 semi-autonomous fighter aircraft will fly out of Creech in the coming years, adding to the legacy of an installation that has been at the center of the Air Force's uncrewed aircraft enterprise for decades.

We look forward to deepening our collaboration Air Force operators in every exercise still yet to come, each of which represents an important step on the pathway from prototype to operational capability.

SUCCESSFUL LAUNCH OF THE FV-014 LOITERING MUNITION SYSTEM



Rheinmetall has successfully launched its FV-014 loitering munition system from the Containerized Missile Launcher, a modular multi launcher for guided missiles and loitering munitions. Both the Containerized Missile Launcher and the FV-014 loitering munition system are in-house developments. The product demonstration took place in July 2026 at the National Test Centre for Unmanned Aerial Systems at the German Aerospace Centre in Cochstedt, Saxony-Anhalt.

As part of a customer demonstration, the FV-014 was launched from a Rheinmetall HX truck, both from a stationary position and whilst moving. During the demonstration, the system carried out various simulated operational profiles and attack flights. This successful test underlines Rheinmetall's expertise in the field of modern loitering munition systems and marks another important milestone in the expansion of its portfolio of unmanned weapons for various ranges.

The FV-014 was developed for highly mobile operations on the modern battlefield. It combines reconnaissance, target identification and precision strike capabilities within a single system and is designed for operational ranges of up to 100 kilometres. State-of-the-art sensor technology, network capability and strong resilience to GNSS interference through a high degree of autonomy enable deployment even in demanding operational scenarios. The system is suitable for engaging both armoured and unarmoured targets.

Launching takes place from a transport and launch container using a booster. These launch containers can be integrated into the Containerized Missile Launcher on a modular basis. Depending on the selected container model, this launcher can accommodate up to 18 FV-014. After ejection, the aircraft unfolds its folding wings and transitions to aerodynamic flight. With a flight duration of up to 70 minutes, the operator has sufficient time for reconnaissance, target selection and decision making for the attack.

The system is controlled via a user-friendly ground station with permanent human-in-the-loop control. This enables the operator to identify and track targets, launch precise attacks and abort the mission, if necessary in order to respond to changing operational conditions.

The FV-014 is a modern loitering munition system with a launch weight of around 22 kilograms, including a payload of approximately six kilograms. The integrated HEDP (High-Explosive Dual Purpose) warhead has a penetration capacity of more than 600 millimetres of solid armour steel and is equally effective against armoured and unarmoured targets, as well as infrastructure.

An electrically powered propeller guarantees a quiet approach. Furthermore, the FV-014 is designed for a reduced radar and infrared signature. In addition to precise single strikes, the system supports swarm operations to simultaneously engage multiple targets or to 'saturate' by deliberately overstraining enemy defence systems. Future deployment from mobile land vehicle platforms and seagoing units is planned.

RHEINMETALL AND HENSOLDT DEMO SUCCESSFUL INTEGRATION OF PASSIVE SENSOR TECHNOLOGY INTO A MODERN AIR DEFENCE SYSTEM

During the German Air Force exercise Timber Express 2026 in Manching, Rheinmetall Air Defence and Hensoldt achieved a milestone for future networked air defence. During a German Air Force exercise, the air picture generated by Hensoldt's Twinvis passive radar was successfully integrated into Rheinmetall's Skymaster command and weapon engagement system, which was directing the Skynex Air Defence battery deployed in the scenario.

The integration took place under realistic NATO networking conditions and demonstrated the high flexibility and open architecture of the Skymaster system. A common air picture could be generated by fusing and correlating sensor data within NATO's Link 16 network. The Hensoldt passive radar demonstrated excellent performance in detecting and tracking air targets. This confirms the high operational value of modern passive sensor technology for air defence. Twinvis is a passive radar based on the latest digital technology that can be used for wide-area military airspace surveillance or civil air traffic control.



Particularly noteworthy is Skymaster's ability to combine active and passive radar sensors with electro-optical sensors into a comprehensive air picture within the air defence network. This creates new opportunities for resilient, low-emission air surveillance in line with a modern emissions control strategy (EMCON), while at the same time improving situational awareness for the protection of high-value infrastructure, critical facilities and mobile military units.

The demonstration highlights the future viability of distributed and interconnected sensor networks and illustrates how passive sensor technologies can usefully extend and complement existing air defence systems. Furthermore, passive systems increase network survivability due to the absence of a distinctive identification. The findings provide an excellent foundation for the integration into stationary Skynex systems, mobile Skyranger solutions and modern counter-UAS systems such as the Skyspotter.

The success of this trial was possible through the close and constructive cooperation between the participating German Air Force organisations, the exercise management team and the expert teams from Rheinmetall Air Defence and Hensoldt. Together, they achieved a NATO-compatible integration of the highest quality in a challenging technical environment, making an important contribution to the continued development of modern integrated air defence capabilities.

LM AND SAILDRONE DEMO LAUNCH FROM USV PLATFORM

Lockheed Martin and Saildrone launched two rounds from a Surveyor class Saildrone integrated with a Joint-Air-to-Ground (JAGM) Dual Launcher and Adjunct Remote Engagement System (ARES) fire control C2. In coordination with the USS Theodore Roosevelt (CVN-71) Carrier Strike Group and enabled by the Navy's ARES—a remotely operated combat system—the Saildrone Surveyor demonstrated its interoperability by acting on target data for a surrogate high-speed surface craft. The demonstration went from concept to demonstration in six months in partnership with the United States Navy, proving the team's ability to quickly integrate established capabilities onto commercial USVs.

During this multi-domain event, the team also demonstrated a passive electronic warfare (EW) capability from the Saildrone Surveyor, successfully detecting, classifying, and identifying a surrogate threat radar system in conjunction with an MH-60S helicopter. The live-fire demonstration took place near Hawaii under the sponsorship of the U.S. Navy Fleet Experimentation Program (FLEX) during Exercise Rim of the Pacific (RIMPAC) 2026, the world's largest international naval exercise.

The Big Picture : Lockheed Martin partnered with Saildrone to deliver commercial USVs equipped with lethal, combat proven defense technology. This is the first of several tests planned aboard Saildrone platforms integrated with Navy combat systems, including the new Spectre-class, designed



to support significantly larger containerized capabilities including the Lockheed Martin Mk 70 launcher and SURTASS Towed Array. Lockheed Martin and Saildrone are committed to working with the U.S. Navy and our allies to deliver proven capabilities at speed into the hands of our warfighters.

Why It Matters : Fast Fielding of Commercial Technology for Defense: Saildrone USVs have been accomplishing complex maritime missions in remote ocean areas since 2013. The Lockheed Martin and Saildrone relationship will harness Saildrone's decade-plus of commercial expertise to quickly field new defense applications.

Investing to Accelerate Capability: Lockheed Martin and Saildrone are investing to accelerate and de-risk deployment of urgently needed unmanned and autonomous naval technologies.

Ready Now: Lockheed Martin is demonstrating the integration of ready-now, proven capabilities with Saildrone USVs to get unmatched lethality into the hands of warfighters as soon as possible.

JAGM Capability Paired with C-UAS Precision: With its dual mode seeker (SAL+?MMW) delivering all weather C UAS capability, JAGM has proven consistent performance with high reliability across air, maritime and ground domains under real world conditions.

Expert Perspectives : "Lockheed Martin and Saildrone are leading the way to leverage the strength of industry to deliver autonomous platforms with containerized capabilities for our national defense. We will continue to invest in new capabilities ahead of need to accelerate and de-risk deployment of urgently needed defense technologies." –Paul Lemmo, Vice President and General Manager, Sensors, Effectors and Mission Systems, Lockheed Martin

"This successful live fire demonstration was the result of pairing one of the most tried and trusted munitions with the most operationally deployed class of USV on the planet," said Richard Jenkins, Saildrone's founder and CEO. "Not only does this deliver mission-ready, kinetic USV capability today, but it also de-risks and accelerates our journey of fitting more sophisticated kinetic capabilities, like the MK70 launcher, to our larger platform, the Saildrone Spectre. Saildrone will continue to develop our platform capabilities to meet the rapidly evolving operational requirements of our customers." –Richard Jenkins, founder and CEO, Saildrone

SAAB SHOWCASES FULL-SCALE UNCREWED AIRCRAFT CONCEPT

Saab showcases a concept model for a future uncrewed combat air system during the Swedish Armed Forces Air Show.

At the Jubilee Air Show at Malmen Air Base in Linköping, Sweden, Saab is showcasing a full-scale concept model of a future uncrewed combat air system. The concept, called A3-001, illustrates the possible evolution of future combat air capabilities, where crewed and uncrewed platforms operate together as part of an integrated system.

The uncrewed platform builds on Saab's long tradition of aerospace innovation and could complement Gripen and future crewed combat air capabilities. The concept is envisioned for high-risk missions, such as electronic warfare, suppression of enemy air defences, and precision strike operations in highly contested environments. With low observability, a high degree of autonomy, and the ability to operate across multiple domains, the concept illustrates a potential component of a future combat air capability.

"We are currently in an intensive development phase where, together with Sweden, we are exploring



technologies that will lay the foundation for the next generation of combat air systems. As part of this work, we intend to fly uncrewed demonstrators with fighter-like characteristics before 2030 as we support Sweden in considering their future options," says Peter Nilsson, head of business unit Advanced Programs at Saab. "This separate Saab A3 system is our own concept for what could follow in the mid-2030s should Sweden decide to build on the work we are currently doing. Saab is well positioned to develop the next generation of combat air systems building on Gripen and GlobalEye, combined with our long experience in advanced aerospace systems."

The full-scale concept model is on public display during the Swedish Armed Forces Air Show and illustrates a potential future uncrewed component within a future system-of-systems approach to air warfare.

TEKEVER SELECTED TO DELIVER CORVUS, THE BRITISH ARMY'S NEW SURVEILLANCE CAPABILITY



TEKEVER, Europe's leading provider of AI-enabled autonomous systems, has been selected by the UK Ministry of Defence to deliver CORVUS, the British Army's new surveillance capability based on the AR5 autonomous system.

Under the programme, the British Army will leverage TEKEVER's proven AR5 system in a contract worth up to £400 million over the next ten years. The full contract will sustain and create hundreds of highly skilled jobs across TEKEVER's UK sites, strengthening the UK's defence and technology sector while supporting the reindustrialisation of Britain's industrial base.

Selected to replace the Army's Watchkeeper capability, the AR5 offers significantly improved endurance, sensor capability and reliability while carrying up to 50 kg of surveillance payloads, including cameras and sensors. The system will provide persistent surveillance and reconnaissance through round-the-clock intelligence gathering, delivering real-time data to support battlefield decision-making and help protect British forces.

More than a new surveillance capability, CORVUS reflects TEKEVER's approach to delivering military capability by combining proven operational systems with continuous capability evolution. The programme enables emerging technologies and battlefield learning to be integrated throughout its service life. The selection of CORVUS reinforces confidence in this model as a faster and more effective way to deliver enduring operational advantage.

The programme builds on TEKEVER's growing role as a long-term capability partner to the UK and follows the company's continued investment in sovereign manufacturing, engineering and operational support across the United Kingdom through its £400 million OVERMATCH strategic investment programme.

Production of the AR5 will be centred at TEKEVER's new manufacturing facility in Swindon, supported by the company's wider UK industrial footprint, including engineering in Bristol and Southampton, and training, testing and evaluation activities in West Wales. As part of the programme, TEKEVER will lead a consortium of UK SME partners creating and sustaining many more jobs across the UK. Subject to contract signature and final approvals, the capability will begin entering service later this year and will be supported by TEKEVER for an initial period of at least five years, with options to extend.

The AR5 draws on TEKEVER's operational experience in Ukraine, where the company's autonomous systems have accumulated more than 50,000 operational flight hours since 2022. That experience underpins TEKEVER's approach to rapid capability development, ensuring the system can continue adapting to emerging operational needs throughout its service life.

Ricardo Mendes, CEO of TEKEVER, said: "TEKEVER was built on the belief that operational advantage depends on continuous adaptation. CORVUS validates that vision by bringing together operational experience, AI-enabled autonomy and sovereign industrial capability into a programme designed to evolve throughout its service life. We believe this is how enduring operational advantage will be delivered."

Karl Brew, Managing Director at TEKEVER, said: "CORVUS represents a major step change in delivering cutting edge autonomy to the British Army. This isn't about a platform, it's about building and sustaining sovereign capability that stays one step ahead of our adversaries. Through CORVUS, TEKEVER aims to create a new type of partnership between government and industry where we will ensure a constant cycle of capability evolution that delivers decisive advantage to our end users."

TECH DEMO PROVES OUT MQ-4C TRITON AND P-8 POSEIDON ENHANCED INTEROPERABILITY



Northrop Grumman and Boeing demonstrated first-ever automated manned-unmanned teaming between MQ-4C Triton and P-8A Poseidon using AI and open systems architecture to enhance maritime ISR&T and anti-surface warfare interoperability.

Key Takeaways : MQ-4C Triton and P-8A Poseidon successfully automated joint mission control via standardized machine-to-machine collaboration, improving decision speed and operator efficiency.

Advanced AI-enabled interoperability between Triton and Poseidon exemplifies Northrop Grumman's commitment to innovative, integrated defense solutions.

In a jointly funded technology demonstration, Northrop Grumman (NYSE: NOC) and Boeing demonstrated enhanced interoperability between the unmanned MQ-4C Triton and the manned P-8A Poseidon. In a first, the ability for the two systems to collaborate and automate mission control over open systems architecture was shown. This event is one example of how Northrop Grumman is committed to investing to accelerate capabilities for U.S. and international customers.

The lab demonstration featured MQ-4C Triton and P-8A Poseidon exchanging maritime intelligence through a standardized interface that enables machine-to-machine mission planning and execution across platforms. In the exchange, Triton's system used AI algorithms to collect, process and share intelligence data with P-8A Poseidon in response to a request sent by the P-8A Poseidon system.

Using this standardized interface, Triton can collaborate with other U.S. or allied assets sharing the same interface – cutting operator workload and accelerating commander decision-making, making integration across platforms quicker and more cost effective.

The Universal Command and Control Interface is a machine-to-machine collaboration standard based on Open Mission Systems and Autonomy - Government Reference Architecture.

Jane Bishop, vice president and general manager, global surveillance division, Northrop Grumman: "MQ-4C Triton and P-8A are the backbone of the U.S. Navy's maritime patrol and reconnaissance force, delivering complementary capabilities unmatched by any other platforms. This demonstration underscores the flexibility of our systems, our unwavering industry investment and the strength of our industry relationships. Our commitment to pushing the boundaries of advanced technology ensures that the U.S. and allied nations operators maintain an unparalleled edge against evolving maritime threats."

Tory Peterson, vice president, Boeing P-8 Program: "This Poseidon-Triton teaming demonstration unlocks real-world capability and interoperability for the U.S. and allies. We're investing so that current and future global P-8A operators can expand the scope and effectiveness of their missions with low risk, evolutionary enhancements on the most advanced maritime patrol and reconnaissance aircraft already in service."

TEKEVER SIGNS CONTRACT WITH THE PORTUGUESE AF TO SUPPLY THE AR5 SYSTEM

TEKEVER, a pan-European technology company specializing in autonomous systems based on artificial intelligence, has signed a contract with the Portuguese Air Force, which will now have access to the AR5 system's autonomous capabilities for surveillance missions. The contract also includes operator training, as well as the supply of the Ground Control Station and the ATLAS mission system.

This contract represents a decisive step toward the immediate strengthening of the Portuguese Air Force's operational capabilities and the ongoing modernization of its air assets, with the delivery of the systems and the achievement of initial operational capability already scheduled for this coming September.

The AR5 system will enable the Portuguese Air Force to enhance its operational autonomy on long-range missions. The platforms will be deployed on maritime surveillance, security, and defense missions; monitoring of the Exclusive Economic Zone (EEZ); and support for public interest missions, including the Special Rural Firefighting



Unit (DECIR), coastal security, and environmental protection.

To ensure the autonomous and effective use of this new capability, TEKEVER will implement a comprehensive knowledge transfer program. Initial training for Air Force personnel will be completed by September, coinciding with the delivery of the systems. A second phase of training will take place in October, consolidating full operational readiness and the development of new skills among the operational teams.

Tenente-Coronel Luís Henriques, Operational Coordinator of the Portuguese Air Force's AR5 Working Group, stated: "The integration of the AR5 system represents a significant enhancement of the Portuguese Air Force's operational capabilities. This platform meets current surveillance, security, and defense requirements, providing greater range, endurance, and operational flexibility. Its integration will strengthen the nation's capacity to monitor the Exclusive Economic Zone and support a wide range of public interest missions, contributing to an Air Force that is better prepared to respond to present and future challenges."

Pedro Petiz, Director of Strategic Development at TEKEVER, stated: "This contract puts an autonomous capability developed and produced in Portugal to work in protecting our airspace and maritime territory. In addition to supplying the aircraft, we will cooperate with the Portuguese Air Force to consolidate and develop its own operational capability, which will strengthen national autonomy, readiness, and response capacity."

CSG INVESTS IN CANADIAN MISSILE SYSTEMS DEVELOPER NORTH VECTOR DYNAMICS

Industrial-technological group CSG has become a strategic investor in Canadian technology company North Vector Dynamics (NVD), which develops advanced air defence technologies, precision-guided missiles, counter-unmanned aerial systems, and next-generation hypersonic technologies.

The investment represents another step in CSG's long-term strategy to expand its technological capabilities in fields that will shape the future of modern defence over the coming decades. The parties have agreed not to disclose the value of the investment. The company's valuation now surpasses USD 90 million.

Michal Strnad, Chairman of the Board and CEO of CSG, stated: "The nature of modern conflicts is changing rapidly. Autonomous systems, artificial intelligence, advanced sensors, precision guidance, and cost-effective air defence are becoming increasingly important. North Vector Dynamics is developing a series of interceptors with the potential to fundamentally shape these capabilities in the years ahead. That is why we decided not only to become an investor, but above all a long-term strategic partner of the company. In addition to capital, we want to provide our industrial expertise, manufacturing capabilities, and commercial network in Ukraine, across NATO member states, and with partner nations around the world."

In recent years, CSG has systematically expanded its capabilities in radar technologies, air defence, air traffic management, autonomous systems, propulsion systems for missiles and unmanned aerial vehicles, and other advanced



defence technologies. The solutions developed by NVD naturally complement this strategy and expand the Group's technology portfolio.

In addition to its equity investment, CSG will provide NVD with its industrial base, expertise, integration opportunities within its own systems, and an extensive international commercial network. The objective is to support the commercialisation of NVD's technologies and facilitate their deployment, particularly across NATO member states.

Stanislav Kuba, Investment Director of CSG, added: "Our investment in North Vector Dynamics demonstrates CSG's approach to technological innovation. We are not simply looking for attractive companies, but for partners with the potential to significantly influence the future of defence technologies. We want to help NVD accelerate development, expand production, and gain access to allied markets, where its technologies can play an important role in building modern defence capabilities."

Technologies for the Modern Battlefield : North Vector Dynamics is headquartered in Calgary, Alberta, Canada, and was established in 2022 to develop next-generation technologies for air and missile defence. Today, the company is contracted by Canada's Department of National Defence to advance hypersonic technologies and is developing a range of advanced systems that address the rapidly evolving nature of modern armed conflicts.

One of the company's flagship products is the CM-70 counter-UAS missile, a precision-guided interceptor designed to neutralise threats posed by high-speed, highly manoeuvrable unmanned aerial systems at a fraction of the cost of conventional guided missile interceptors. Thanks to its open architecture, the system is compatible with NATO command-and-control systems and can be integrated into existing layered air defence architectures.

Dr. Paul Ziadé, Co-Founder and CEO of North Vector Dynamics, concluded: "We are proud to welcome a major industry player such as CSG as a strategic investor. Beyond capital, CSG brings deep industrial expertise, extensive knowledge of defence markets, and a strong presence across Europe and around the world. We share the same vision of rapidly building modern defence capabilities for Canada, NATO, and other allied nations, and we believe this partnership will significantly accelerate both the growth of North Vector Dynamics and the deployment of our technologies into operational use."

PALLADYNE AI'S SWARMOS SUCCESSFULLY PERFORMS AGAIN AT ARMY'S PREMIER DIVISION-SCALE TEST OF FUTURE WARFARE

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 the successful performance of its SwarmOS platform and Gremlin-X™ unmanned, reusable mini-bomber at Project Convergence Capstone 6 (PC-C6), the U.S. Army's culminating division-scale force-on-force modernization event.

PC-C6 marked the second time in less than three months that SwarmOS delivered multi-drone, multi-vendor autonomous operations under demanding, operationally realistic battlefield conditions. Following its successful performance at Ivy Mass, the 4th Infantry Division's risk-reduction rehearsal, SwarmOS advanced to a larger and more complex environment involving the Army and the broader U.S. Joint Force as well as military forces from some of America's closest allies.

At both Ivy Mass and PC-C6, SwarmOS integrated with Anduril's Lattice platform, a key integration layer supporting the Army's Next Generation Command and Control architecture. SwarmOS provided the collaborative autonomy that enabled heterogeneous Group 1 and Group 2 unmanned aircraft from multiple manufacturers to operate together as one intelligent system. Additionally, at PC-C6, SwarmOS achieved Impact Level 5 (IL5) certification, meeting the Department of War's stringent cloud security requirements for higher-sensitivity unclassified mission data and mission-critical command-and-control (C2) workflows.

During PC-C6 mission scenarios, SwarmOS enabled unmanned aircraft to collaboratively see, sense and strike targets while responding autonomously in real time as battlefield conditions evolved. SwarmOS coordinated the complete sensor-to-effects mission chain. Autonomous intelligence, surveillance and reconnaissance (ISR) aircraft searched for and identified targets of interest, shared targeting information through the Army's C2 environment and, with a soldier retaining decision authority, tasked Gremlin-X, Palladyne AI's low-cost mini-bomber, to engage the target. SwarmOS then coordinated post-strike battle damage assessment.

"Ivy Mass was the rehearsal, and PC-C6 was the main event," said Doug Dynes, President of Palladyne Aerospace & Defense. "SwarmOS delivered in both environments, enabling aircraft from multiple manufacturers to find targets, share information, adapt to battlefield changes, and coordinate precision effects while a soldier retained authority over the decision to engage."

The progression from Ivy Mass to PC-C6 represents the latest step in Palladyne AI's expanding work with the Army. With each successive event, SwarmOS has been required to integrate with more platforms, coordinate more complex mission workflows, and perform in increasingly demanding operational environments.

At Ivy Mass, SwarmOS enabled drones from multiple manufacturers to operate under the supervision of a single soldier trained to use the system in less than 30 minutes. At PC-C6, Palladyne AI repeated and expanded that performance inside the Army's emerging C2 architecture and before a broader joint and multinational audience.

"What differentiates SwarmOS is that it does more than automate individual aircraft or execute preplanned routes," said Dr. Denis Garagic, co-founder and Chief Technology Officer of Palladyne AI. "It enables heterogeneous unmanned systems to perceive, collaborate and adapt their actions in real time as the mission and battlefield change."

PC-C6 is the largest Project Convergence experiment conducted to date. The event brings together the Army, other elements of the Joint Force and allied military partners to evaluate how emerging technologies can be integrated into operational formations and employed during large-scale combat operations.

"The importance of PC-C6 is not simply that Palladyne AI participated in another exercise," said Ben Wolff, President and Chief Executive Officer of Palladyne AI. "The Army placed SwarmOS into an increasingly demanding progression of operational tests, and it delivered at every stage."

L3HARRIS DEMOS MULTI-DOMAIN SUPREMACY AT ANNUAL PROJECT CONVERGENCE EXERCISE



L3Harris Technologies recently showcased a variety of interoperable, multi-domain capabilities at the Army's Project Convergence-Capstone 6 at Fort Irwin, California.

The company successfully linked decision makers with multi-domain sensors and effectors in unified networks for rapid interdiction of threats in complex and contested environments. L3Harris' key capabilities included interoperable, multi-domain assured communications , Link 16 integration onto UH-60 Black Hawks, and the Deceptor™ modular electronic warfare payload.

"Our wide range of open system defense technologies have modern, high-volume manufacturing and resilient supply chains to support their rapid delivery into the hands of soldiers," said Christopher Aebli, President, Communications & Spectrum Dominance, L3Harris. "Many of the capabilities we demonstrated at Project Convergence show our technology is ready to meet the demands of tomorrow, providing additional value to the U.S. government's investments into software-defined and open-systems solutions."

The company also teamed with ARX Robotics to provide an integrated, counter-unmanned aerial system capability leveraging L3Harris' CORVUS-RAVEN .

L3Harris is making continued progress in support of new Army requirements after its selection as a Next Generation Command and Control transport layer provider . The company also recently showcased its capabilities at Ivy Mass, Lightning Surge and Operation Jailbreak, where its Wraith® waveform and WESCAM® MX®-Series of electro-optical/infrared sensor systems were validated as "jailbroken."

BOEING AND RHEINMETALL ACCELERATE GERMANY'S PATH TO COLLABORATIVE COMBAT AIRCRAFT CAPABILITIES

Leading air forces worldwide are now initiating the practical introduction of Collaborative Combat Aircraft (CCA), also called strike-fighter drone in air-to-ground operations. They are thus moving from the concept phase to the concrete creation of this new military capability. The German armed forces also have corresponding plans.

With the MQ-28 Ghost Bat, a mature platform is already available today that enables this rapid capability build-up. Previous flight tests show that the MQ-28 can meet the German requirements with regard to both air-to-ground and air-to-air operations.

The high maturity level of the MQ-28 enables Germany to immediately build sovereign capabilities – including the integration of German sensors, weapons and mission software. Boeing is continuously investing in the further development of the MQ-28, including its air-to-ground capabilities. To ensure the accelerated build-up of CCA capabilities in Germany, Rheinmetall is contributing as system integrator.

Crucial is the high level of maturity that the MQ-28 Ghost Bat already has today: to date, the MQ-28 Ghost Bat is the first and only strike-fighter drone to have already participated in multinational exercises (for example in the US military maneuver Exercise Valiant Shield). Glen Ferguson, Boeing



Defense Australia, Global Director of the MQ-28 program: "While many CCA programs worldwide are still in the concept, definition or early test phase, the MQ-28A Ghost Bat has already gone through these essential development steps."

At the same time, the MQ-28 Ghost Bat offers the German Air Force a realistic development and test environment to further develop procedures and tactics for cooperation between manned and unmanned aircraft. Glen Ferguson emphasizes: "If the goal is to achieve such a capability by 2029, this work must begin today with the development of tactics, training, definition of force structure and the integration of sovereign technologies."

Together with Rheinmetall, Rohde & Schwarz, Diehl Defence and HENSOLDT, Boeing is currently building an industrial ecosystem that will enable Germany in the long term to develop and integrate the required capabilities within its own country.

Rheinmetall is taking the first step by establishing an independent system integration for the MQ-28 in Germany. Mike Schmidt, CEO of the Business Unit Air, Uncrewed and Space: "Germany does not have to choose between speed and independence. We offer a way to achieve both at the same time. The MQ-28 enables us to bypass the lengthy development phase of a new aircraft and go directly to the decisive task: making the capabilities of unmanned combat air systems available to the German Air Force."

Establishing an independent system integration is at the same time an investment in the German defense industry. Software development, mission integration and intellectual property remain within the German industrial ecosystem.

This allows national capabilities to be developed, tested and integrated immediately on the MQ-28. Future CCA platforms will then benefit from these experiences. With the help of a digital twin, the MQ-28 is continuously being further developed, also supported by extensive flight test data and insights from the test program with the Royal Australian Air Force (RAAF).

Glen Ferguson: "The MQ-28 Ghost Bat has been designed from the outset as an extremely adaptable platform. Experiences gathered in operational use to date show that the MQ-28's architecture can be quickly adapted to new mission requirements, including air-to-ground capabilities. This is not about a retrofit, but about using a modular design that is conceived from the ground up for continuous adaptations."

PALLADYNE AI AND ORKID TECH PARTNER TO EXTEND PALLADYNE PILOT AND SWARMOS AUTONOMY PLATFORM TO FIXED-WING UAVS

Palladyne AI Corp.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, and Orkid Tech, a developer of long-range, NDAA-compliant vertical take-off and landing (VTOL) unmanned aerial vehicles (UAVs),announced a collaboration to integrate its Palladyne Pilot and SwarmOS autonomy software with Orkid's fixed-wing UAV platform. The companies intend to develop integrated drone systems for the U.S. Department of War and commercial industrial markets, including oil & gas, power, wildfire management, and public safety, extending Palladyne AI's Pilot and SwarmOS platform into a new class of aircraft and adding a fixed-wing growth vector to its addressable market.

The companies will combine Orkid's proven, NDAA-compliant VTOL fixed-wing UAV platform with Palladyne AI's Pilot and SwarmOS autonomy software. Orkid's UAV takes off and lands without a runway, deploys in minutes, and features modular payload flexibility that can be reconfigured for different sensors depending on the mission. By adding



Palladyne Pilot or SwarmOS to the Orkid UAV, the companies will deliver fixed-wing systems that operate autonomously, not simply with automated waypoint following or preprogrammed flight, enabling the aircraft to respond in real-time to evolving circumstances on the ground and in the air. The result is a multi-aircraft swarm that a single pilot can operate while reducing cognitive load.

"This is our first partnership focused on bringing SwarmOS to fixed-wing aircraft, and it does so on a proven, fielded platform built for demanding missions," said Ben Wolff, President and CEO of Palladyne AI. "For defense and industrial customers, it means a team of aircraft that will sense, decide, and act together, delivering sharper ISR in contested environments and faster, more complete inspection coverage for commercial operators. It also represents another step toward scaling Palladyne AI's hardware-agnostic software model and capturing the commercial deployment opportunities ahead."

"We evaluated a number of different possibilities for enabling autonomy on our UAVs. There is a lot of hype and overpromising when it comes to true autonomy on UAVs, but Palladyne AI is delivering real collaborative autonomy today. We just completed a joint field exercise with Palladyne AI, and we were able to see SwarmOS in action in the hands of soldiers in real-world exercises," said Santiago Pinzon, CEO and co-founder of Orkid Tech. "The combination of our NDAA-compliant, long-duration, fixed-wing VTOL UAVs with Palladyne AI's collaborative autonomy software will deliver a compelling capability to both defense and industrial customers."

INSTA STRENGTHENS FINLAND'S DRONE CAPABILITIES BY SUPPLYING DOMESTICALLY PRODUCED FPV DRONES TO THE FINNISH DEFENCE FORCES



Insta and the Finnish Defence Forces have signed a multi-year agreement for the delivery of domestically produced FPV drones. Designed, tested and manufactured in Finland, the solutions build on Insta's long-standing expertise in defence technology, secure communications and data links, and unmanned systems.

Insta and the Finnish Defence Forces have signed a multi-year agreement for the delivery of domestically produced FPV drones for use in the training of Finnish conscripts. The total value of the agreement, including options, is EUR 14 million, and the first systems have already been delivered to the Finnish Defence Forces.

The FPV drones manufactured by Insta have been tested and approved by the Finnish Defence Forces. The systems will support the expansion of large-scale flight training across all Finnish Army brigade-level units with micro unmanned aircraft systems capable of carrying mission-specific payloads.

The role of FPV drones in modern warfare has grown rapidly. FPV (first-person view) drones transmit live video directly to the operator. The Finnish Army has recently expanded its use of FPV drones and related training.

A Complete Solution Designed for Finnish Conditions : Insta's long-standing expertise in defence technology, combined with its specialised expertise in unmanned aviation, secure communications and data links, and systems development, provides a strong foundation for domestic drone production.

Insta currently manufactures 7-inch and 10-inch FPV drones designed to meet a wide range of operational requirements. The solutions are designed, tested and manufactured in Finland and are well suited to Nordic conditions. Their modular architecture enables the integration of mission-specific payloads and the flexible development of the systems in response to rapidly changing requirements.

Development Focuses on Scalability and the Evolving Security Environment : The development and production of FPV drones extend beyond the airframes themselves to complete systems. These systems combine the platform, control systems, communications and situational awareness capabilities, payloads, training, maintenance and sustainment. The development work builds on Insta's long-standing expertise in the development, manufacture and sustainment of defence technology, as well as close cooperation with industry partners.

"The modern operating environment requires reliable, scalable solutions that can be adapted rapidly, supported by strong expertise in technology and systems development. The development work has also drawn on international lessons learned from the evolving security environment and the use of drones on the modern battlefield," says Tuure Lehtoranta, Senior Vice President, Sales, Marketing and Government Relations at Insta.

"Domestic drone production strengthens security of supply and supports the operational readiness of the Finnish Defence Forces," says Juha-Matti Ylitalo, Deputy Director of the Finnish Defence Forces Logistics Command and Brigadier General (Eng.).

USMC AWARDS EPIRUS $11M CONTRACT FOR HAVOC PROGRAM



Epirus announced an $11 million U.S. Marine Corps (USMC) contract, awarded through the U.S. Navy's Office of Naval Research, for the High-power microwave Autonomous Vehicle Operational Capability (HAVOC) program.

Epirus will deliver its latest high-power microwave (HPM) system for counter-UAS and counter-swarm point defense. The system will feature a universal sled mount for seamless integration across the Marine Corps' manned and unmanned ground vehicle fleets, enabling scalable deployment and flexible mission configurations.

The HAVOC system is an autonomy-enabled evolution of the Expeditionary Directed Energy Counter-Swarm (ExDECS) system Epirus delivered to the USMC in2025.

"This award highlights the Marine Corps' commitment to fielding integrated, software-defined systems optimized for the complex and rapidly evolving drone threat," said Andy Lowery, Epirus CEO. "The HAVOC system will advance the one-to-many solution introduced with ExDECS and strengthen the Marines' ability to deliver precise, low-collateral protection of high-value points and Marine warfighters."

Powered by the latest evolution of Epirus' high-power microwave platform, the HAVOC system will introduce significant gains in electronic lethality, reliability and operational efficiency. The upgraded system will also expand coverage and power output while enabling continuous software-driven tuning.

As part of a layered, mobile protection solution, the HAVOC system will provide a resilient, non-kinetic option for Low Altitude Air Defense (LAAD) formations. The mobile HPM system will extend the counter-UAS line of defense to protect ground-based air defense assets, refueling points, radars, communications, power equipment and other forward-deployed assets.

The contract includes training, service and sustainment support with options for an additional system and associated solutions.

EVE AIR MOBILITY AND RV CONNEX SIGN MOU TO ADVANCE URBAN AIR MOBILITY REGULATORY FRAMEWORK IN THAILAND

Eve Air Mobility and RV Connex Co., Ltd., a leading Thai engineering and aerospace company, are signing a Memorandum of Understanding (MOU) to work together on regulatory development that will help shape Thailand's Advanced Air Mobility (AAM) industry.

Under the terms of the MOU, RV Connex and Eve will jointly collaborate on long term industry and regulatory engagement in Thailand. Bringing together interested public and private stakeholders to establish safe, efficient, and scalable advanced air mobility operations.

"Thailand offers a fantastic opportunity for urban air mobility. Working with RV Connex lets us help shape the regulations this industry needs to grow," said Johann Bordais,



chief executive officer at Eve Air Mobility. "This MOU shows our strong commitment to building the needed regulatory and operational foundations together with local partners."

This collaboration seeks to evaluate future operational scenarios, safety requirements, airspace rules, and infrastructure needs that are specific to Thailand's aviation system. Learning from global AAM standards while also meeting the needs of the Thai market. RV Connex will collaborate closely with partners from government, academia, and industry to make sure the process is thorough and inclusive.

"RV Connex wants to help make Thailand a leader in global advanced air mobility," said Sujate Jantarang, president of RV Connex. "Our MOU with Eve Air Mobility and our partners will create a strong framework to help Thai authorities develop modern, globally aligned regulations for this new technology."

HEART AEROSPACE COMPLETES 1ST FLIGHT OF WORLD'S LARGEST ELECTRIC AIRCRAFT

Heart Aerospace today announced the successful first flight of the company's X1 demonstrator aircraft. Spanning 106 feet, measuring 76 feet nose to tail, and weighing more than 25,000 pounds at takeoff, X1 is the largest battery-electric aircraft ever flown.

The flight took place on Wednesday, August 12th, 2026, at Heart's X1 flight-test base at Plattsburgh International Airport, a regional commercial airport serving a community of 20,000 people in upstate New York. The piloted mission lasted 27 minutes, during which X1 reached an altitude of 1,100 feet AGL and its all-electric propulsion system delivered more than one megawatt of power.

The flight was conducted under an FAA Special Airworthiness Certificate in the Experimental Category (SAC-EC), with a test profile that included taxi, takeoff, climb, maneuvering, and landing. The mission was designed to demonstrate all-electric flight at a scale relevant to commercial airline operations.

Powered entirely by batteries, X1 used approximately $5 worth of electricity during its first flight. The flight came amid a sustained surge in global jet fuel prices, which averaged $3.50 per gallon for the week ending August 7, up 63% year over year, highlighting the potential for electric propulsion to deliver structurally lower aircraft operating costs while decoupling airlines from the volatility of global oil markets.

"With the first flight of X1, Heart Aerospace has demonstrated electric flight at the scale of a commercial airliner," said Anders Forslund, Founder and CEO of Heart Aerospace. "Electric commercial aircraft have the potential to fundamentally reshape airline economics and, ultimately, lower the cost of air travel for passengers. This is at the heart



of our vision for abundant air travel, with electrification enabling more affordable, frequent, and cleaner air service to and from airports closer to home."

X1 is a full-scale demonstrator representative of Heart's ES-30 production aircraft, designed to validate key technologies, aerodynamics and flight performance, and Heart's organizational capabilities. The ES-30 is a conventional fixed-wing, 30-seat hybrid-electric regional airliner being developed for FAA Part 25 certification. It has attracted customer commitments from major air carriers including United Airlines, Air Canada, and JSX.

"The first flight of X1 is a major technical achievement for Heart Aerospace, a company United has been proud to support," said Michael Leskinen, Chief Financial Officer of United Airlines. "Electric commercial aircraft have real potential to deliver a better travel experience for passengers while strengthening our business, and we look forward to Heart's continued development of the ES-30 and its potential future role in United's network."

"The energy transition for aviation will require a range of solutions, from operational efficiencies to sustainable aviation fuels, and ultimately the development of new aircraft technologies," said John Di Bert, Executive Vice President and Chief Financial Officer of Air Canada. "Our investment in Heart Aerospace and the ES-30 reflects Air Canada's commitment to supporting innovative technologies that have the potential to transform aviation. X1's first flight is an important milestone in that journey, and we look forward to continuing to work with Heart Aerospace as the ES-30 program progresses and plays its part in the future of regional aviation."

With entry into service targeted for 2031, Heart expects the ES-30 to reduce aircraft operating costs by more than 40% compared with legacy regional aircraft. This reduction is driven by lower energy costs, reduced maintenance requirements from simplified electric propulsion and electrified flight systems, and greater aircraft uptime and reliability enabled by an integrated electronics and software architecture.

Heart foresees this cost advantage widening over time through advances in battery technology, technology-enabled gains in crew efficiency, and the ES-30's low exposure to a growing range of emissions-related aviation taxes and fees worldwide.

"Through the X1 program, Heart has built the capability to design, build, test, operate, and continuously improve a clean-sheet electric commercial aircraft," said Ben Stabler, Chief Technology Officer. "We are carrying that full-stack capability directly into the ES-30, our first production aircraft and the foundation of a broader technology platform for electric airliners."

SKYDRIVE SIGNS AUSTRALIA'S 1ST EVTOL AGREEMENT WITH GOLD COAST HELITOURS



SkyDrive Inc. a leading compact eVTOL (*1) aircraft manufacturer based in Japan, announced the signing Letter of Intent (LOI) with Gold Coast Helitours, a premier helicopter operator based in the Gold Coast, Australia.

This milestone agreement represents SkyDrive's first LOI with an Australian operator regarding the introduction of its aircraft. The parties have reached a basic agreement on the terms for purchasing up to five "SKYDRIVE" eVTOL aircraft (Model SD-05) which encompasses specific pricing and a delivery schedule (targeting two aircraft in 2028 and three in 2029). Furthermore, the proposed route for sightseeing services has been mutually agreed upon.

Background to Partnership : Driven by a growing global demand for sustainable transit options and exceptionally quiet mobility experiences, the Gold Coast is spearheading Advanced Air Mobility (AAM) initiatives. As a top-tier resort destination in Australia with a well-established helicopter sightseeing sector, the region aims to integrate these innovative air mobility systems into practical use.

Aligning with this vision, Gold Coast Helitours, an operator with a long-standing record of safe and highly reliable helicopter flights, sought to leverage the unique advantages of eco-friendly, ultra-quiet eVTOL aircraft to transform air travel and build a new tourism ecosystem in the region.

Proposed Scenic Flight Route : SkyDrive and Gold Coast Helitours plan to launch Australia's first eVTOL sightseeing service in 2028, operating out of the existing heliport located at Marina Mirage (*2), Main Beach.

Takeoff and Landing Point: Marina Mirage, Main Beach : Flight Overview: An approximate 10-minute scenic loop flying over the Broadwater, Southport, and Surfers Paradise.

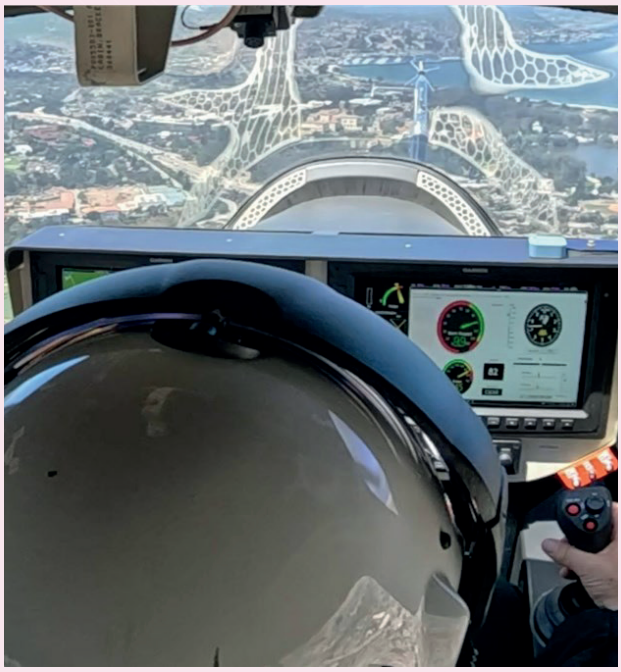
Infrastructure and Future Network Expansion : Leading up to the targeted commercial launch in 2028, SkyDrive and Gold Coast Helitours will work closely to secure necessary type certification from regulatory authorities. As a foundational step for operations, the partners will also drive the development of a dedicated vertiport and a maintenance, repair, and overhaul (MRO) facility at Southport Airfield.

Looking ahead, the long-term vision is to utilize Southport Airfield as a central maintenance hub to build a broader eVTOL aircraft network. This network aims to seamlessly connect the Gold Coast city center, major commercial districts, and the Gold Coast Airport.

Management Comments : Scott Menzies, Chief Pilot and Director, Gold Coast Helitours "For many years, we have provided our guests with breathtaking views of the Gold Coast from the sky. By adding incredibly quiet and environmentally friendly eVTOL aircraft to our fleet, we can offer an unprecedented new era of air travel. This beautiful coastline is the perfect stage for such a launch."

Tomohiro Fukuzawa, Founder & CEO, SkyDrive Inc. "Gold Coast Helitours is an outstanding partner with a proven history of safe operations and a clear, forward-looking vision for next-generation mobility. We are profoundly honored to announce our first aircraft introduction agreement in Australia alongside an operator with such industry-leading ambition."

ARCHER'S MIDNIGHT COMPLETES CITY-TO-CITY FLIGHTS IN CALIFORNIA AHEAD OF WHITE HOUSE'S EIPP



Archer Aviation announced the completion of a piloted roundtrip journey with its all-electric Midnight aircraft on July 30th, departing from Salinas Municipal Airport and landing at Monterey Regional Airport before making the return flight. Archer worked closely with the FAA to execute this piloted, round trip inter city flight, a major step toward launching Midnight operations under the White House's eIPP program later this year.

Midnight covered each leg of the journey in roughly nine minutes, a trip that can take ~35+ minutes by car, demonstrating the kind of short, time-saving hops the aircraft was built to fly.

"This roundtrip journey is exactly the kind of route we plan to fly with Midnight under the eIPP and in LA during the Olympic Games," said Adam Goldstein, founder and CEO of Archer. "This mission provides a template for us to replicate with our partners across Texas, Florida and New York as we get ready for eIPP operations later this year."

As part of its broader eIPP efforts, Archer is working closely with the FAA, federal, state and local partners to establish the procedures, infrastructure and local operational capabilities needed to support future commercial air taxi operations. That work also supports preparations in Los Angeles, where Archer will serve as the Official Air Taxi Provider for the LA28 Olympic Games.

Archer's Midnight air taxi is designed to enable passengers to replace 60-90 minute trips on the ground with quiet, all-electric flights, dramatically reducing travel times compared to traditional ground transportation and helping avoid growing levels of congestion.

ATOMS AND JOBY AVIATION FORM STRATEGIC PARTNERSHIP TO BUILD AMERICA'S VERTIPORT NETWORK

Atoms, the Industrial AI and Infrastructure company, and Joby Aviation, Inc the company developing electric air taxis for commercial passenger service announced a strategic partnership to acquire and develop vertiport sites in the United States. The companies will initially focus on Florida, New York, and Texas, the markets where Joby is preparing to launch early operations under the White House-backed eVTOL Integration Pilot Program (eIPP), as well as California.

Joby's aircraft is approaching commercial readiness. The company has flown its first FAA-conforming aircraft and entered the final stage of FAA type certification. Piloted flights across the San Francisco Bay Area and New York City have demonstrated its operational capability. As air taxis move from certification to early operations, the constraint will shift to the ground: aircraft will need places to land, charge, and connect passengers to the rest of their journey. Building that infrastructure rapidly, in the right locations, and at scale is expected to be the critical path to making electric



flight part of daily life.

"Smart cities require innovative real estate and infrastructure development," said Travis Kalanick, Founder and CEO of Atoms. "As new transport modes and smart city services become available, designing and deploying a new asset class to support them is critical. We're focused on serving city stakeholders with inspired, efficient buildouts that deliver great experiences for residents and communities alike."

Atoms Real Estate builds smart city infrastructure for cities: power-intensive, complex deployments delivered by in-house architects, engineers, technology and construction teams. In this partnership with Joby, Atoms will develop vertiports as next-generation transportation hubs, where electric aircraft, autonomous ground vehicles, and ridesharing services will converge. The hubs will enable passenger connections, aircraft servicing, and last-mile ground transportation.

"Thoughtful urban planning can take a decade or more, and making electric flight part of everyday life will require a new generation of transportation hubs connecting aircraft, ground transportation, and communities," said JoeBen Bevirt, Founder and CEO of Joby Aviation. "As air taxis move closer to early commercial service in the U.S., the right infrastructure becomes increasingly important, not just where aircraft land and charge, but how cities embrace this new form of transportation. Atoms has a vision of building ambitious infrastructure projects that combine technology, operations, and customer experience, making them a natural partner for Joby."

AEG AND ARCHER TO DEVELOP VERTIPORT AT L.A. LIVE, EXPANDING ARCHER'S PLANNED LOS ANGELES AIR TAXI NETWORK AHEAD OF THE LA28 GAMES

AEG, the world's leading sports and live entertainment company, and Archer Aviation announced a collaboration to develop downtown Los Angeles' first vertiport—a vertical takeoff and landing site for electric air taxis—at L.A. LIVE, AEG's four-million-square-foot sports and entertainment district in downtown Los Angeles. The agreement, brokered by AEG Global Partnerships, makes Archer the exclusive air taxi partner of L.A. LIVE.

L.A. LIVE is a premier sports and live entertainment district, anchored by Peacock Theater, The Novo, Regal L.A. LIVE cinemas and the GRAMMY Museum, along with a mix of restaurants, bars and hospitality venues that draw millions of visitors each year for concerts, special events and live entertainment. The district sits adjacent to The Los Angeles Convention Center and AEG-owned, Crypto.com Arena which is the official home of the NBA's Los Angeles Lakers, the NHL's LA Kings and the WNBA's Los Angeles Sparks, as well as host to hundreds of games, concerts and world-class live entertainment events each year.

The planned site at L.A. LIVE will add a key downtown location to Archer's previously announced Los Angeles network, giving fans, artists, and visitors the ability to travel to and from the district in Archer's Midnight aircraft.

Designed for local, point-to-point urban air taxi travel, the goal of Archer's planned LA network is to enable people to move across the city in just 10 to 20 minutes aboard Midnight, turning commutes that can take an hour



or more on the ground into short all-electric flights. Archer has previously announced plans for its network to include SoFi Stadium, USC, and Hollywood Burbank, with Archer's recently acquired Hawthorne Airport as its planned central operational hub. Midnight produces far less noise compared to a traditional helicopter and zero operating emissions. The aircraft is built with redundant systems allowing Archer to target safety at levels of commercial airliners. "We are thrilled to pursue this endeavor with Archer to enhance the fan experience around the major sports and live-entertainment events we host," said Nick Baker, President and Chief Operating Officer, AEG Global Partnerships. "This is an ambitious project and exactly the kind of forward-thinking collaboration that blends infrastructure and technology in service of our fans, visitors, and the broader community around major sports and live-entertainment events hosted at L.A. LIVE."

"Working with AEG on an iconic project like this vertiport at L.A. LIVE gives us the opportunity to continue building the infrastructure needed for Southern California to lead in the next era of all-electric flight," said Archer's Founder and CEO, Adam Goldstein. AEG and Archer have completed the initial feasibility study for the L.A. LIVE site, including land-use and airspace reviews, power availability and community impact. The next phase, reviewing operational approach and guest experience, is currently underway as the partners work toward establishing the site as Los Angeles' first downtown vertiport. The site is planned to be built with BETA Technologies' electric aviation chargers as part of the companies' recently announced ACES consortium, which aims to build the standardized charging foundation required to scale air taxi operations in and around major metropolitan areas.

Archer's planned LA network : The partnership supports Archer's preparations in Los Angeles as the Official Air Taxi Provider of the LA28 Games and Team USA. Additionally, with the DTLA Zone hosting 18 sports across the Olympic and Paralympic Games, the project positions L.A. LIVE and downtown LA as a showcase for urban air mobility innovation ahead of the Games.

To celebrate, Archer will officially unveil Archer's Team USA livery with a display of its Midnight aircraft at L.A. LIVE on the morning of Aug. 24, at 9:30 a.m. PT, with the display remaining open to the public through Aug. 25.

Commenting on the expansion of Archer's planned LA air taxi network, Archer's Founder and CEO, Adam Goldstein added: "We see this as a one-of-a-kind opportunity to add a flagship downtown location to our planned Los Angeles air taxi network ahead of the LA28 Games."

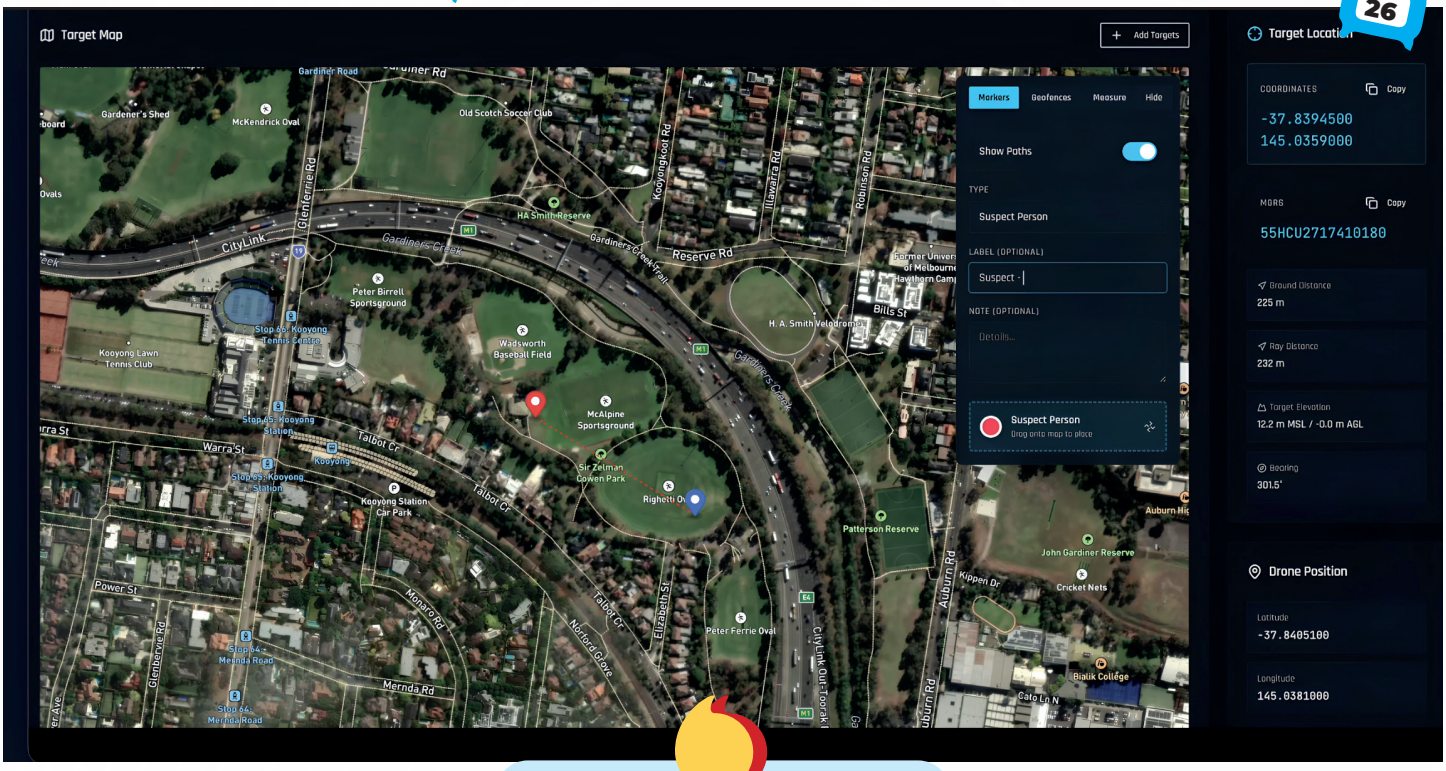
GPS CAN'T REMAIN A SINGLE POINT OF FAILURE: BUILDING MISSION-EFFECTIVE AUTONOMOUS DRONES FOR CONTESTED ENVIRONMENTS

DRONES WORLD Editor Kartikeya in Conversation with

MATT MCCRANN

CEO, SPARC AI US





Q From your experience leading DroneShield's U.S. operations and now SPARC AI, how has the rapid evolution of drone warfare changed the importance of resilient navigation and positioning in modern defence systems?

A Having worked on both sides of this problem, I have seen how quickly the contest has evolved. At DroneShield, the focus was detecting and defeating drones. At SPARC AI, it is ensuring autonomous systems can continue operating when those countermeasures and other challenges are present.

One of the clearest lessons from current conflicts is that electronic warfare is not a novel or temporary disruption. It is part of the operating environment now and should be assumed. When disrupted, a drone may remain airborne, but if it can't reliably determine where it is, where it is going, or where an observed target is located, it has lost much of its mission value.

As far as the importance of resilience is concerned, reliable positioning without GPS is no longer a specialized feature reserved for a small number of exquisite platforms. It is becoming a baseline requirement for autonomous systems expected to operate in contested environments.

Q GPS and GNSS jamming are becoming increasingly common in contested environments. What happens to a conventional drone when GPS disappears, and why is solving this problem becoming critical for the next generation of autonomous systems?

Reliable positioning without GPS is no longer a specialized feature reserved for a small number of exquisite platforms. It is becoming a baseline requirement for autonomous systems expected to operate in contested environments.

A When GPS is lost, the exact behavior depends on the aircraft and its fallback systems. Some drones simply drop and crash. Some might fall back on their onboard inertial estimates that drift over time without an accurate reference. Others may struggle to hold position, abort the mission, lose confidence in their return route, or continue operating with an increasingly inaccurate location. Spoofing can be even more dangerous than jamming in some cases, because the system may continue to act based on position data that appears valid, but is wrong.

The problem is bigger than simply keeping the drone airborne. Without trusted position, everything that relies on positioning degrades quickly. Navigation and target geolocation become unreliable and information from multiple systems cannot be combined confidently. It can create confusion, chaos, and lead to costly mistakes.

Without reliable positioning, a skilled drone pilot may compensate for one aircraft under some of these conditions, but that does not scale to autonomous fleets and operations. The next generation therefore needs resilient positioning as a standard part of the autonomy architecture.

Q SPARC AI's approach uses AI and the inertial sensors already present in commercial drones to provide positioning without additional hardware or external signals. What is technically different about this software-only approach compared with conventional GPS-denied navigation technologies?

A The difference is not simply replacing hardware with software. Overwatch is designed as flexible positioning infrastructure rather than a fixed product that has to be installed in one particular way.

It uses telemetry and sensor data already produced by the aircraft, together with terrain-reference data, machine-learned models and proprietary solvers, to return a timestamped latitude and longitude position. That gives the existing navigation system another trusted position source without requiring a specialized navigation payload. It's also not just limited to GPS alternative navigation applications. Our position network supports target acquisition and geolocation intelligence operations too.

We also have considerable flexibility in where that processing occurs. Overwatch can operate from distributed data centers, within a customer's private network, on an edge-computing

platform or as a self-contained capability onboard the aircraft. Each configuration presents different considerations and addresses customer constraints and priorities, whether that involves connectivity, latency, onboard computing resources or scale.

The important point is that we can deploy Overwatch within the customer's existing architecture rather than requiring the customer to redesign its architecture around our solution. The resilient positioning capability remains consistent, while the deployment model adapts to the mission and its constraints.

Q One of the biggest challenges in defence is achieving advanced capability at a cost and scale that can support mass deployment. Can GPS-denied navigation be brought to low-cost commercial and military drones without significantly increasing their weight, power consumption or unit cost?

A Yes, absolutely, provided GPS-denied positioning is treated as an architecture and infrastructure problem to be solved rather than requiring a new payload for every drone. This is the exact problem Overwatch is built to solve.

A specialized sensor and processor on each aircraft may be appropriate for certain missions, but it adds cost, weight, power consumption, integration work and supply-chain burden to every platform. For platforms that already have the necessary sensors, telemetry and connectivity, a software-defined service like Overwatch can be deployed anywhere in the architecture and provide an additional position source without adding dedicated hardware to the airframe. This can be done on COTS and military platforms, even low-end ones, where volume and unit cost objectives make scaling for DDIL environments prohibitive, unless taking the positioning as infrastructure approach.

Q Your previous experience at DroneShield gave you a close view of the counter-UAS and electronic-warfare market. How do you see the relationship evolving between counter-drone systems, electronic warfare, autonomous navigation and AI-enabled drones?

A That's a good way to frame the main tech initiatives for both sides. These technologies are increasingly part of the same action-reaction cycle. It's a constant counter and counter-counter game.

Counter-UAS and electronic-warfare systems shape the environment in which autonomous systems must operate. Jamming and other countermeasures expose drones that are too dependent on GNSS, control links or continuous operator input. In response, drone OEM's and autonomy developers are building systems with more advanced autonomy stacks and fewer vulnerable dependencies and surface areas.

The way we see it, that autonomy still depends on trusted spatial awareness. AI can help a drone interpret what it sees and make decisions, but for any truly autonomous capabilities to work, the system must also know where it is, where an observed object is located and how that information relates to the wider mission.

As electronic warfare becomes more persistent and sophisticated, positioning can't remain a single point of failure or a specialized solution added to a few individual platforms. It needs to become a resilient enabling layer that can support different aircraft, sensors and autonomy systems at scale. That is where we see Overwatch fit best. Providing the trusted positioning and geolocation network that allows AI-enabled systems to remain mission-effective under the conditions counter-UAS and electronic warfare create.

Q You also have experience as a U.S. Navy Intelligence Operator and NSA/CSS Cryptologic Direct Support Element. How has that operational and intelligence background influenced the way you think about emerging drone technologies and what defence customers actually need from industry?



A I think there are some parallels from intel collection and analysis that are relevant to solving problems on the industry side. You start with the mission, the threat (or problem) and the operator (or end customer) and not the technology. Technology is a tool. It is not the objective, and it should never become the focus at the expense of the operational outcome.

The best technology is easy to adopt, integrates into existing workflows and, where possible, becomes almost invisible at the operational level. The operator should benefit from the capability without having to manage another fragile or overly complex system.

This is especially important in autonomy. Having resilient foundational technologies create the greatest optionality for operators, because every downstream capability ultimately depends on them. For autonomous systems, I see communications and positioning as the two most critical enabling pillars. Without resilient communications, coordination and information sharing degrade. Without trusted positioning, the system cannot reliably determine where it is, where it is going or where an observed target is located. SPARC AI is focused on solving that positioning pillar.

> The important shift will be from asking whether a drone can remain airborne without GPS to asking whether it can remain end-to-end mission-effective.

Defense customers ultimately need capabilities that integrate easily with what they already use, perform effectively under real-world conditions, and deliver measurable mission value at scale. The easier to use the better, because at the end of the day, it's really not about any one technology or another; it's about what it enables the operator to accomplish.

Q Looking toward 2030, do you expect GPS-denied navigation to become a standard capability across military and autonomous drones? And which emerging technologies do you believe will have the greatest impact on how drones operate in contested environments?

A Yes. By 2030, I expect GPS-independent positioning to be a baseline requirement across military autonomous systems. GPS will remain useful, but it cannot remain a single point of failure.

Trusted positioning and resilient comms will be the two foundational tech pillars. Once those are dependable, operators gain far more freedom to employ advanced ISR, AI-enabled decision-making, collaborative/coordinated autonomy and other mission capabilities.

The greatest advances will therefore come from combining technologies across resilient multi-source positioning, passive sensing, secure and adaptive communications, AI-enabled ISR at the edge, and cooperation across multiple platforms. Open architectures for both hardware and software will matter, because systems will need to absorb new sensors, models and countermeasures without redesigning the entire aircraft.

The important shift will be from asking whether a drone can remain airborne without GPS to asking whether it can remain end-to-end mission-effective. Can it navigate precisely, geolocate what it sees, share trusted data and complete the mission? By 2030, and hopefully sooner, that should be the standard against which autonomous systems are judged.

ARCHER TO SHAPE PHYSICAL AI FUTURE OF AEROSPACE AND DEFENSE WITH ACQUISITION OF BOEING'S WISK AERO, INSITU AND SKYGRID SUBSIDIARIES

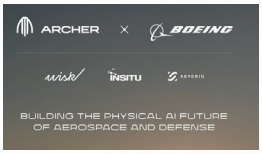
The Boeing Company and Archer Aviation Inc. announced the companies have signed definitive agreements in which Archer will acquire Boeing's Wisk Aero, SkyGrid and Insitu subsidiaries. The deal will combine complementary capabilities developed over decades in autonomy, electric vertical takeoff and landing (eVTOL) aircraft, and unmanned aircraft systems (UAS) – creating a groundbreaking end-to-end physical AI platform for aerospace and defense.

Wisk, SkyGrid and Insitu have pioneered and incubated core autonomous flight technologies for the future that, in combination with Archer's air taxi, UAS and AI technologies, will bring new and innovative solutions to the market. These companies, with nearly two million combined flight hours, are expected to bring a deep autonomy foundation to Archer's ZEE artificial intelligence platform. This positions Archer to deliver an end-to-end physical AI platform across commercial aerospace, defense and air traffic management that can lead the next generation of aviation.

Archer's Founder and CEO, Adam Goldstein said, "This is a watershed moment for Archer and the future of physical AI in aerospace and defense. This is the next big step forward in becoming a diversified platform, rapidly growing our revenue base and bringing scale to our business."

In conjunction with the transaction, Boeing and Archer are entering into a collaboration and technology-sharing arrangement through which Boeing will retain access to the Wisk core autonomous flight technology for its current and next-generation commercial and defense aircraft. The transaction allows Boeing to retain strategic upside through its stake in Archer and simultaneously focus current and future investments into Boeing's core businesses.

"This transaction is a win-win for Boeing and Archer," said Brian Yutko, Boeing vice president, Commercial Airplanes Product Development. "It allows Wisk, SkyGrid and Insitu to accelerate capability development and time to market while ensuring Boeing capitalizes on its investments in these technologies over the past two decades through continued development in our core businesses. Having worked with the incredible teams in these companies firsthand, it's clear this transaction will create an industry leader in the advanced aviation market. We look forward to collaborating with Archer to drive continued innovation in aerospace, defense and autonomy."

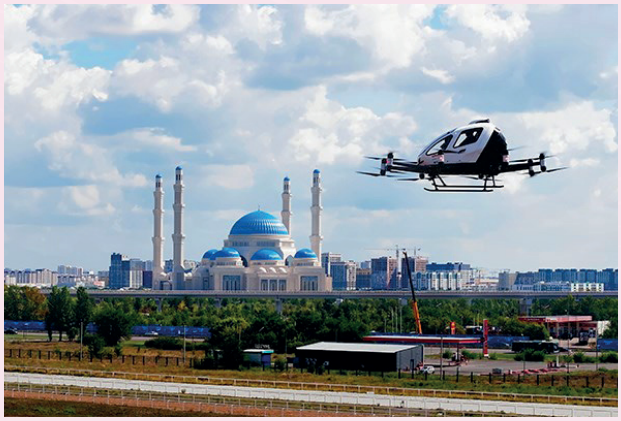


About the companies: Wisk is the only company that has designed, built and flown six generations of eVTOL aircraft, amassing 1,700+ flight tests. Over the past 16 years, Wisk's world-class team has developed unmatched autonomy capabilities powered by a next-gen flight-control computer, sensor suite, and radar system designed for certification in both civil and potential defense markets. Insitu is a pioneer in designing, developing and manufacturing uncrewed aircraft systems (UAS) used in intelligence, surveillance and reconnaissance. Its product portfolio spans high-performance, cost-effective, resilient, VTOL-capable UAS and AI-enabled software solutions. Insitu's technologies have helped the armed forces of 35 nations make quicker, more informed decisions to bring warfighters home safely. With offices in the US, Australia, the UK, and the UAE, Insitu has manufactured and fielded more than 3,500 UAS and provides operations and support networks in every hemisphere of the globe.

SkyGrid has built a leading ground-based, aircraft-agnostic air traffic management solution that establishes the digital foundation for the future of automated airspace. SkyGrid enables safe integration, scalable automation and coordinated traffic management that is necessary for commercialization across the aviation ecosystem.

Additional details of the transaction are available in Archer's Form 8-K filed today with the Securities and Exchange Commission. The transaction remains subject to certain agreed-upon closing conditions, including expiration or termination of the waiting period under the Hart-Scott-Rodino Antitrust Improvements Act and is expected to close by the end of 2026. Moelis & Company LLC is acting as financial advisor to Archer and Fenwick & West LLP is serving as outside counsel. J.P. Morgan Securities LLC is serving as financial advisor to Boeing and Mayer Brown LLP is acting as outside counsel.

EH216-S COMPLETES CENTRAL ASIA'S 1ST PILOTLESS HUMAN-CARRYING EVTOL FLIGHT IN THE HEART OF KAZAKHSTAN'S CAPITAL



EHang Holdings Limited a world-leading advanced air mobility technology platform company announced that its flagship EH216-S successfully completed Central Asia's first pilotless human-carrying flight of an electric vertical takeoff and landing ("eVTOL") aircraft in Astana, Kazakhstan.

During the Games of the Future 2026 ("GOTF2026"), the EH216-S conducted multiple route flights over the event venue in Astana, carrying Nurlan Sauranbayev, Minister of Transport of Kazakhstan, and other distinguished guests.

As the capital of Kazakhstan, Astana serves as an important hub connecting Europe and Asia. Its distinctive temperate continental climate and open airspace environment provide favorable conditions for AAM applications and flight operations.

The President Assitant of the Republic of Kazakhstan Yesekeyev Kuanyshbek, Vice-Minister of Transport Kazakhstan Lastayev Talgat Tleubekovich, and CEO of the Aviation Administration of Kazakhstan Michael E. Daniel attended the event and witnessed the flights.

In June 2026, Kazakhstan proactively established a national initialregulatory framework for eVTOL aircraft, vertiports, and unmanned aircraft traffic management systems ("UTM").

Two months later, the EH216-S completed its first pilotless human-carrying flight under this regulatory framework, demonstrating EHang's technical capabilities in rapidly supporting safe and compliant human-carrying flights across diverse regulatory environments worldwide.

In 2025, EHang signed a Memorandum of Understanding with Allur Group, one of Kazakhstan's largest automotive manufacturers, to jointly develop emerging markets for AAM solutions in Central Asia.

According to the Ministry of Transport of Kazakhstan, the first phase of the project will focus on demonstration and tourist flights lasting between five and 30 minutes, showcasing the country's natural, cultural, and historical landmarks. In the future, the autonomous aircraft could become part of the urban transportation network, complementing existing modes of transportation.

To date, EHang's EH216-S has expanded its flight footprint to 23 countries across five continents, marking Kazakhstan as the latest addition and demonstrating its adaptability to diverse climates, geographic environments, and airspace conditions.

EHang is transforming pilotless human-carrying flight from a technological vision into an increasingly accessible reality around the world, helping bring China's low-altitude economy standards to global markets and reshaping the future of urban and intercity mobility.

ELECTRA AND 2EXCEL AVIATION SIGN MOU TO SUPPORT ULTRA SHORT AIRCRAFT DEMONSTRATIONS IN EUROPE

2Excel Aviation and Electra have signed a Memorandum of Understanding (MOU) to support the demonstration of Electra's Ultra Short aircraft in the UK and Europe, beginning with airworthiness and flight operations support for Electra's EL2 technology demonstrator.

Electra's Ultra Short aircraft is designed to take off and land in less than 50 metres, creating a new category of point-to-point aviation from locations as small as a football pitch. The agreement brings together 2Excel's deep experience in complex flight demonstrations, aircraft modification, maintenance and repair, with Electra's hybrid-electric aircraft technology and vision for Direct Aviation.

Under the MOU, 2Excel will support Electra's planned 2027 European demonstration tour of the EL2, including engagement with the UK Civil Aviation Authority and European Union Aviation Safety Agency, infrastructure and ground support, flight-test support, demonstration operations, planning, and event execution.

Looking ahead, 2Excel is exploring modification of Electra's EL9 production aircraft for potential use across reconnaissance, surveillance, charter, and other mission profiles where Ultra Short performance, hybrid-electric



propulsion, payload, and range could provide a cleaner, more flexible alternative to legacy aircraft. Andy Offer, co-founder and Chief Executive of 2Excel Aviation, said: "We are excited to be working with Electra's Ultra Short aircraft as it has incredible short take-off and landing capabilities paired with hybrid-electric propulsion. These capabilities are future proofing the sustainable aviation that will appeal to 2Excel's operations in the future as it is reducing the environmental footprint as well as costs.

"Supporting this work with the EL2 two-seat technology demonstrator is a pathfinder for the potential delivery of the EL9 production aircraft into service in the UK and Europe. With its fast-cruising speed and impressive payload and range, it has huge potential to replace less energy efficient legacy aircraft with a cleaner and greener platform for a variety of certain mission profiles."

"Europe is an important market for Electra's Ultra Short aircraft, and this partnership is a critical step toward demonstrating how hybrid-electric, ultra-short flight can work across the region," said Jake Ashmore, Director of Strategic Growth of Electra Aero.

"2Excel brings the local flight demonstration experience, and regulatory knowledge needed to help introduce Ultra Short flight in the UK and Europe. We look forward to working with Andy and his team as we bring the EL2 to Europe in 2027, build the regulatory pathway for future EL9 operations, and advance our vision for Direct Aviation across the region."

EVE AIR MOBILITY ACHIEVES 1ST TRANSITION FLIGHT MILESTONE, ADVANCING EVTOL PROGRAM TOWARD WING-BORNE FLIGHT

Eve Air Mobility a leader in advanced air mobility, announced that its engineering prototype has completed its first partial transition flight, marking an important milestone in the development and testing of the company's electric vertical takeoff and landing (eVTOL) aircraft.

The flight involved the activation of the aircraft's rear pusher propeller and thus signified the start of the transition phase from vertical to wing-borne flight. During the test, the aircraft attained a stabilized speed of 27 knots and a maximum ground speed of 30 knots whilst the pusher was activated up to 1,200 RPM.

The flight took 3 minutes and 9 seconds, travelled approximately 0.84 nautical miles and attained a maximum height of 90 feet above ground level.

"This first partial transition flight is an important milestone in Eve's development journey," said Johann Bordais, chief executive officer of Eve Air Mobility. "Successfully activating the pusher propulsion system in flight validates a key aspect of our aircraft design and brings us one step closer to delivering safe, efficient and scalable air mobility solutions."

The transition phase is one of the most critical



aspects of eVTOL flight, as it involves the aircraft moving from vertical lift to forward flight. The successful completion of this initial partial transition test further advances Eve's efforts to expand the aircraft's flight envelope and validate system performance.

"This flight successfully demonstrated pusher activation in flight and validated key performance targets at the start of the transition phase," said Marcelo Basile, head of engineering at Eve Air Mobility. "The data collected will support continued envelope expansion as we advance toward higher speeds and more complex transition flight testing."

Eve's flight test engineering team is continuing ongoing loads and structural analyses to support future envelope expansion. Following the aircraft's flight-testing program, the company plans to conduct datalink testing to validate radio link performance and support operations at speeds up to 50 knots.

Over the coming weeks, Eve expects to progressively expand the aircraft's airspeed envelope, including additional flights with pusher activation as part of the broader transition flight-test campaign.

COMMERCIAL UAV EXPO 2026: THE COMMERCIAL DRONE INDUSTRY MOVES FROM INNOVATION TO INTEGRATION



By Editorial Staff | Drones World

Commercial UAV Expo 2026 arrived in Las Vegas at an important moment for the global unmanned aircraft industry. Held from September 1–3 at Caesars Forum, the 12th edition brought together 3,800 verified professionals from all 50 U.S. states and 65 countries, along with more than 250 exhibiting companies. It was the largest edition in the event's history, but the scale of the gathering was only part of its significance. The bigger story was the changing character of the commercial UAV market itself. The industry is increasingly moving away from proving that drones can perform useful tasks and towards demonstrating that unmanned systems can operate safely, securely, economically and repeatedly at commercial scale.

Walking through the exhibition and following the discussions around the conference, it was clear that the commercial drone sector has entered a considerably more mature phase. The aircraft remain important, but they are no longer the entire story. Sensors, artificial intelligence, autonomy, batteries, navigation, Remote ID, cybersecurity, cloud platforms, data processing and regulatory compliance are becoming equally important components of the commercial UAV ecosystem. The question facing operators is no longer simply which drone to buy. Increasingly, they are asking how to build an entire operational capability around unmanned aircraft and how to demonstrate a measurable return on investment.

That evolution was particularly evident in the conference programme. More than 140 speakers participated in over 50 sessions covering BVLOS operations, AI and autonomy, workforce development, public safety, energy and utilities, construction, transportation and enterprise drone programmes. The event's "Actionable Insights" theme was well chosen because much of the conversation focused on practical problems rather than futuristic predictions. Operators wanted clarity on regulations, manufacturers wanted visibility on procurement requirements, and end users wanted solutions that could be deployed in real operating environments.

Perhaps the most important issue discussed throughout the event was regulation. The commercial UAV industry's growth has reached a point where regulatory policy is becoming one of the primary factors determining how quickly new business models can develop. The FAA's work on Part 108 and the future of routine Beyond Visual Line of Sight operations remains particularly important. BVLOS is widely regarded as one of the biggest opportunities for commercial drones because many of the industry's most valuable applications—from long-distance inspection and infrastructure monitoring to delivery and automated surveillance—depend on operating beyond the traditional visual-line-of-sight framework.

Commercial UAV Expo provided an important international perspective on this issue through its keynote, "Two Skies, One Conversation," which brought together representatives of the FAA and the European Union Aviation Safety Agency. Robert Reckert of the FAA and Daan Dousi of EASA discussed how the two regulatory systems are approaching BVLOS operations, risk-based frameworks and the challenge of creating scalable drone operations. The conversation highlighted an increasingly important



reality: commercial UAVs are no longer confined to individual national markets. Manufacturers and operators increasingly want systems that can ultimately operate across borders, making regulatory consistency and international cooperation more important than ever.

Regulatory uncertainty was accompanied by another major issue: procurement and supply-chain security. The FCC's Covered List restrictions on foreign-produced UAS and critical components have already influenced purchasing decisions across the U.S. market, particularly among government agencies and organisations that require compliant systems. New Section 232 tariffs on imported drones and components, reaching as high as 100 percent, also took effect on September 3—the final day of the exhibition. For manufacturers and operators, this means that the economics of commercial drone deployment are increasingly being influenced by trade policy and national-security considerations alongside conventional technical and financial factors.

This changing environment was reflected in the technology on display. The exhibition floor presented a commercial UAV industry that is becoming much broader than the traditional airframe market. Manufacturers and technology companies were showcasing solutions addressing endurance, navigation resilience, sensing, autonomous operation, aircraft detection and data collection. The direction of innovation was particularly interesting because many of the products addressed limitations that have historically prevented drones from becoming more deeply integrated into critical commercial operations.

A2Z Drone Delivery, for example, introduced the Longtail Dual, a multi-mission platform incorporating a dual-battery architecture designed to provide redundancy in the event of a battery or power-system failure. The company is targeting delivery as well as patrol, survey and surveillance applications, with the additional redundancy particularly relevant to future BVLOS operations over populated areas. The aircraft demonstrates how safety engineering is becoming a central part of commercial UAV product development as regulators gradually open more operational environments to unmanned aircraft.

Another interesting development was the growing emphasis on resilient navigation. Skyline Nav AI's Pathfinder Edge, one of the winners of the event's Pitch the Press competition, was designed to provide GPS-independent navigation capabilities. This is particularly relevant for public-safety and other demanding missions where satellite-navigation signals can be degraded, disrupted or unavailable. Similarly, Infinite Electronics showcased anti-jamming GNSS antenna technology, reinforcing the industry's growing recognition that future commercial UAVs will have to operate reliably in increasingly complex electromagnetic environments.

The sensor market was equally impressive. EagleNXT introduced its Altum-PT Pro, combining multispectral, panchromatic and radiometric thermal capabilities in a single payload. The system is aimed at applications including agriculture, environmental monitoring, solar inspection and industrial temperature mapping. Such developments illustrate another important transition within the UAV industry: sensors are becoming increasingly sophisticated, while the aircraft itself is becoming the platform through which specialised data is collected. The commercial value increasingly lies in what can be extracted from that data rather than simply in the flight itself.

Energy storage was another area attracting attention. Amprius Technologies introduced its second-generation SiCore 500 battery cell, highlighting the industry's continuing effort to increase energy density and extend UAV endurance. Longer endurance remains one of the fundamental requirements for scaling commercial operations, particularly in surveying, inspection, mapping and long-distance missions. Battery technology may not receive the same attention as AI or autonomous flight, but improvements in energy density can have a direct effect on the economics and productivity of commercial fleets.

The exhibition also demonstrated that drone detection and airspace awareness are becoming integral parts of the commercial ecosystem. UAS Sentry introduced its Nexus Remote ID detection architecture and a portable Observer system designed to detect Remote ID signals and provide information about aircraft and pilot locations. As the number of drones operating in commercial and public environments increases, identifying legitimate operations and understanding what is happening in the surrounding airspace will become increasingly important.

The Pitch the Press competition provided a useful snapshot of where the market is heading. Harris Aerial, Skyline Nav AI and UtopiaCompression Corporation were selected as the 2026 winners from 14 exhibitors. Their products represented three different but increasingly important requirements: domestic and compliant manufacturing, GPS-independent navigation and aircraft detection. The diversity of those technologies was itself significant. The commercial UAV industry is no longer competing purely on aircraft performance; it is building an ecosystem around secure, resilient and scalable operations.



Public safety was another major area of growth. The DRONERESPONDERS Public Safety Summit expanded the event's focus on first responders, while a new programme-management course reached capacity. The recognition of Greg Whiting of the Texas Military Department through the Eric Talley Public Safety UAS Excellence Award was particularly notable, coming just after his programme completed its 100,000th drone sortie. Such numbers provide a useful indication of how far public-sector UAV programmes have progressed. What were once experimental units within police, emergency response and government organisations are increasingly becoming established operational capabilities.

The workforce question, however, remains significant. As drone programmes become more complex, the industry needs people who understand much more than flight operations. Pilots and programme managers increasingly need knowledge of aviation regulation, risk assessment, cybersecurity, data management, maintenance, procurement and enterprise workflows. The Pilot Hub at Commercial UAV Expo, together with the wider conference programme, reflected this growing emphasis on professional development. The industry's next generation of UAV professionals will increasingly resemble aviation and technology specialists rather than traditional drone pilots alone.

Artificial intelligence was naturally present throughout the event, but the discussion around AI felt more mature than it has at many technology exhibitions. Instead of presenting AI simply as a futuristic capability, companies and speakers increasingly focused on practical applications such as automated inspection, computer vision, navigation, data classification and decision support. This is an important distinction. The real commercial opportunity for AI in drones is not necessarily to remove the human from every operation; it is to reduce the amount of human effort required to turn enormous volumes of aerial data into useful information.

That is ultimately what made Commercial UAV Expo 2026 significant. The show demonstrated that the commercial UAV market is entering an era of integration. The aircraft, sensor, software and data layers are increasingly becoming part of a single operational system. Customers are looking beyond specifications and asking harder questions about reliability, compliance, security, productivity and total cost of ownership.

For the drone industry, this is a healthy transition. The early commercial market was driven largely by enthusiasm for what drones might eventually accomplish. Today's market is being shaped by organisations that need to justify investments, meet regulatory requirements and deliver measurable operational outcomes. That shift will inevitably eliminate some weaker business models, but it will also create opportunities for companies capable of delivering complete solutions.

Commercial UAV Expo 2026 therefore felt less like a conventional drone exhibition and more like a meeting point for the emerging unmanned aviation infrastructure. Regulation, batteries, sensors, AI, navigation, cybersecurity, public safety and workforce development were no longer separate conversations. They were increasingly interconnected parts of the same commercial equation.

The industry's next major challenge will be turning this technological progress into routine, scalable operations. If regulators can provide clearer pathways for BVLOS flight, manufacturers can build secure and reliable platforms, operators can develop professional programmes and customers can demonstrate a convincing return on investment, commercial UAVs could move rapidly into the next phase of adoption.

Las Vegas offered strong evidence that this transition is already underway. The commercial drone industry is no longer waiting to prove that unmanned aircraft have a place in the economy. It is now working out how to make that place larger, safer and commercially sustainable.

JOBY AVIATION TO SCALE DEFENSE BUSINESS THROUGH ACQUISITION OF RESONANT SCIENCES



Joby Aviation has entered into a definitive agreement to acquire Resonant Sciences, a Dayton, Ohio-based defense technology company, for approximately $500 million. The acquisition will represent a significant expansion of Joby's defense business, delivering immediate scale through a rapidly growing and EBITDA-positive business supporting active U.S. national security programs.

Resonant also brings classified infrastructure, qualified products, established production operations, and longstanding customer relationships, as well as a deeply experienced technical team. By bringing together the companies' complementary aerospace engineering capabilities, the combination will create a scaled defense growth platform that accelerates autonomy and expands the applications for Joby's technology.

Joby's Dedicated Defense Business Unit : Upon closing, Resonant will become Joby's dedicated defense business and continue to operate under the Resonant Sciences name, led by Co-Founder and CEO J. Micah North. Joby's existing defense initiatives, built on more than a decade of work with defense and intelligence customers, will be consolidated within the new business unit. These include the development of dual-use turbine-electric and hydrogen-electric aircraft, as well as a dual-use autonomy technology stack.

JoeBen Bevirt, Founder and CEO of Joby Aviation, stated: "Resonant has built an exceptional business that combines advanced technology, vertically integrated production capabilities, and deep customer trust. The combination will pair Resonant's established capabilities with Joby's globally leading aircraft propulsion technologies, creating a powerful platform for the next phase of Resonant's growth. What makes this combination especially compelling is how closely aligned our teams are."

J. Micah North, Co-Founder and CEO of Resonant Sciences, added: "Demand for advanced defense technology is growing rapidly, and Resonant has built the technology, customer relationships, and manufacturing capabilities required to meet it. Joining Joby gives our team access to additional engineering depth, aircraft platforms, autonomy technology, and production expertise, allowing us to move faster for our existing customers and pursue opportunities that neither company could address alone."

A High-Growth Defense Business : Founded in 2015, Resonant employs approximately 250 people and designs, manufactures, and delivers advanced RF and mission systems for U.S. national security customers. The company is also a global leader in low-observability technologies, structures, and subsystems, with established capabilities spanning advanced sensing, electronic countermeasures, communications, and autonomous systems. Revenue increased approximately 40 percent year over year to more than $100 million over the last twelve months, with high-teens adjusted EBITDA margins.

Rodrigo Brumana, Chief Financial Officer of Joby Aviation, concluded: "Resonant is a fast-growing business with strong visibility into future revenue, supported by a growing backlog and accelerating demand across its core defense markets. It generates healthy adjusted EBITDA margins, and its technology, customer relationships, and scaled manufacturing make it a strong strategic fit for Joby as we build out our defense business."

The transaction is expected to close in the first half of 2027, subject to customary closing conditions, including applicable regulatory reviews. Joby expects to fund the transaction with approximately $450 million in cash and $50 million in Joby common stock.

AUTOFLIGHT AND WHITESKY AVIATION SIGN MOU FOR 60 PASSENGER EVTOL AIRCRAFT IN INDONESIA



AutoFlight, a global leader in Advanced Air Mobility (AAM), has signed an Memorandum of Understanding (MoU) with Whitesky Aviation, one of Indonesia's leading aviation service providers, covering 60 AutoFlight V2000EM Prosperity passenger electric vertical takeoff and landing (eVTOL) aircraft for the Indonesian market.

The partnership marks an important step in AutoFlight's global commercialization strategy. Initial applications will focus on premium VIP air taxi services, with potential expansion into broader transportation and mobility applications.

Whitesky Aviation will contribute its aviation operations experience, local market knowledge and infrastructure capabilities, supporting vertiport development, operating procedures, safety systems, technical support and personnel readiness. AutoFlight will provide its expertise in eVTOL aircraft development and Advanced Air Mobility technology.

"For customers, the question is simple: does the journey become faster, more reliable, and more convenient If the answer is yes, then the technology has real value." said Denon Prawiraatmadja, Founder of Whitesky Group.

"Indonesia is an important market in AutoFlight's global commercialization journey," said Kellen Xie, Senior Vice President of AutoFlight, "Together with Whitesky Aviation, we look forward to developing practical eVTOL applications that address real transportation needs and support the growth of Advanced Air Mobility in Indonesia."

The partnership further strengthens AutoFlight's global expansion and commitment to bringing eVTOL technology into practical commercial applications worldwide.

HYDE COUNTY, N.C. BECOMES FIRST IN THE NATION TO DEPLOY EVTOL AIRCRAFT FOR EMERGENCY MEDICAL RESPONSE

Hyde County Emergency Medical Services, Code Blue Resources and Pivotal® announced a national first that could reshape emergency medical response in rural America. During two live 911 emergency calls, a flight-trained paramedic piloted an electric vertical takeoff and landing (eVTOL) aircraft directly to patients, one call arriving approximately 20 minutes before ground the ambulance and beginning Advanced Life Support (ALS) while crews were still en route.

The operational missions mark the first deployment of an eVTOL aircraft as part of routine emergency medical response in the United States. By dramatically reducing the "First-to-Patient" interval—the critical time between dispatch and the arrival of advanced medical care—the program demonstrates a new model for delivering lifesaving treatment in geographically challenging communities where every minute can influence patient outcomes.

Months of planning, in-depth flight training and operational preparation preceded the milestones. Hyde County EMS, Code Blue Resources and Pivotal developed the nation's first concept of operations (CONOPS) for integrating eVTOL aircraft into emergency medical response, completing more than 300 training sorties before launching live missions under Public Aircraft Operations. Akute Networks, serving as Aviation Program Manager, worked with the partners to develop the operational framework, protocols and flight procedures that made the historic missions possible.

"Every decision we make is about getting advanced care to our citizens faster," said Hyde County EMS Chief Brook Cox. "These missions proved that we can overcome distance, reach patients sooner, and redefine emergency response in rural communities."

Hyde County spans nearly 1,500 square miles of land and water, making it one of North Carolina's largest and most geographically challenging EMS response areas.

"From the beginning, our goal wasn't simply to prove an eVTOL could respond to a 911 call—it was to prove that Advanced Life Support could reach patients sooner," said Carla Baker, President of Code Blue Resources. "This project demonstrated far more than the successful integration of aviation into EMS. It validated a new model for emergency response—one where experienced paramedics can be safely trained to fly, respond, and begin advanced patient care sooner in communities where time and geography have always been barriers. We believe the framework developed through this partnership provides a practical foundation for other communities exploring Advanced Air Mobility and the future of emergency medical response."

During both operations, paramedic Quinn Reece piloted the Pivotal eVTOL aircraft directly to GPS coordinates near each emergency scene. Serving as both pilot and the sole ALS provider aboard the aircraft, Reece carried essential medical equipment, including a cardiac monitor, airway supplies and a primary response bag, allowing patient assessment and treatment to begin immediately upon landing.



Unlike traditional medical helicopters, which are generally dispatched for patient transport require large landing zones, Pivotal's electric VTOL aircraft can land in small clearings near a patient's location, including grass, pavement and other suitable surfaces. With its low acoustic signature and without the heavy blast of air produced by helicopter rotors, responders can operate safely in environments where conventional helicopters may be impractical.

"Emergency medicine has measured response in miles driven for decades," said Ken Karklin, CEO of Pivotal. "The Hyde County program demonstrated that it can instead be measured in minutes saved. When a flight-trained paramedic can fly directly to a patient rather than drive around rivers, farmland and other geographic barriers, advanced medical care begins sooner. This is an entirely new approach to first response."

PARAZERO RECEIVES FIRST DEFENDAIR ORDER FROM U.S. FEDERAL AGENCY, MARKING ENTRY INTO U.S. COUNTER-UAS MARKET

ParaZero Technologies Ltd. has announced that it has received its first order for DefendAir from a U.S. government entity, representing the company's first sale of DefendAir to a U.S. federal customer.

The order, placed by a U.S. federal security entity, includes DefendAir net launchers, Net Pods, and a dedicated on-site training program to be delivered by ParaZero personnel. The order represents the adoption of DefendAir by a U.S. government customer and reflects a broader shift internationally as government, defense, and security organizations increasingly recognize that the expansion of small drones requires practical defensive capabilities that can be deployed close to the people, assets, and missions they are responsible for protecting.

As part of the order, ParaZero's team will provide on-site practical training directly to the customer's operators, supporting system familiarization, correct deployment, and the development of operator proficiency through hands-on use. This approach reflects ParaZero's broader philosophy toward Counter-UAS: providing customers not simply with interception hardware, but with the technology, training, and



operational support required to transform that hardware into a usable defensive capability.

Ariel Alon, CEO of ParaZero Technologies, stated: "Counter-UAS capability is not created when a box arrives. It is created when trained operators can deploy the system confidently and act when seconds matter. This first order from a U.S. government entity is particularly important for ParaZero because it reflects something much larger that we are seeing internationally. Governments and security organizations increasingly understand that the drone threat is no longer theoretical, and they are moving toward practical solutions to protect people, sensitive locations, and critical missions. Our approach extends beyond supplying launchers and Net Pods. DefendAir is designed to provide customers with an operational capability supported by training and hands-on preparation."

Small drones have rapidly expanded from a predominantly military concern into a security challenge affecting government facilities, critical infrastructure, public environments, and other sensitive locations. DefendAir uses ParaZero's net-based interception technology to physically stop hostile drones without relying on an explosive warhead or conventional gunfire. Its various configurations are designed to support multiple operational environments, including individual operators, mobile forces, vehicles, strategic sites, and autonomous Counter-UAS platforms.

The manually operated DefendAir configuration provides security personnel with an immediate physical interception capability for the final layer of defense, particularly in environments where a hostile drone has penetrated other defensive layers and where the consequences of conventional interception methods may be unacceptable.

DENMARK SELECTS TERMA FOR NATIONWIDE COUNTER-DRONE SYSTEM

The Danish Ministry of Defence Acquisition and Logistics Organisation (DALO) has entered into an agreement with Terma for the delivery of a new, integrated command-and-control system for counter-drone defense. The system will create a shared drone situational picture for the Danish Armed Forces and other authorities. Lieutenant General Per Pugholm Olsen, Chief of DALO, stated: "I am pleased to sign this agreement, which will strengthen Denmark's ability to maintain an up-to-date drone situational picture. This new agreement with Terma is an important cornerstone in the ongoing effort to build a strong counter-drone capability, both within the Danish Armed Forces and Danish industry."

From Individual Sensors to a Shared Drone Situational Picture : Denmark already operates sensors across the Armed Forces, civilian authorities, and critical infrastructure, but today the information remains in separate systems and at different locations. The solution is built on Terma Helion, Terma's sovereign multi-domain data backbone. Helion connects existing and future sensors and brings their data together into one shared drone situational picture. The platform integrates distributed systems and transforms large volumes of data into information that supports tactical decision-making at both local and central levels.

Henriette H. Thygesen, CEO of Terma, added: "In a security environment where drones represent a persistent



and growing threat, the ability to detect, classify, and act on threats across domains is fundamental to national security. The ability to connect sensors, process data, and turn information into timely decision support is essential to effective counter-drone defense. We are proud of the trust Denmark has placed in Terma."

The solution also integrates OSL Technology's FACE platform for command and control and data fusion. OSL Technology became part of Terma in 2025. FACE brings together and processes data from Terma's radar and surveillance technologies as well as third-party sensors and countermeasures. AI supports the processing, classification, and prioritization of sensor data, enabling operators to rapidly identify and act on relevant incidents.

The solution builds on OSL Technology's operational experience from complex civilian and military environments. Since 2019, OSL has been the prime contractor and system integrator for Heathrow Airport's counter-drone system and also delivers counter-drone systems to the Ørland and Evenes air bases under a multi-year framework agreement with the Norwegian Defence Materiel Agency (FMA).

National Control and Flexibility for Future Threats : The solution will ensure national control over operational sensor data while enabling technologies from multiple suppliers to be integrated. It will be delivered in cooperation with other Danish industry partners and draw on expertise from across the Danish defense industry.

The scalable architecture allows sensors, sites, countermeasures, and other capabilities to be continuously added over time. The solution can support the management of drone incidents at military installations, airports, ports, energy facilities, government buildings, and other critical infrastructure.

Key capabilities include:

Detect, classify, and track drone activity

Fuse and prioritize sensor data using AI

Maintain a shared drone situational picture

Coordinate decisions and actions at Danish Armed Forces locations

Integrate new sensors and countermeasures as threats evolve

PARAZERO'S DEFENDAIR RECEIVES THIRD ORDER FROM TIER-1 GLOBAL DEFENSE COMPANY



ParaZero Technologies Ltd. has announced that it has received a third order from a Tier-1 Israeli-based global defense company for its DefendAir Net Pods and a dedicated integration support package.

The new order follows the successful completion of the customer's evaluation stage and marks the next phase in the deployment process, as the program advances from evaluation and validation toward system integration and operational implementation.

The order includes additional DefendAir Net Pods together with dedicated ParaZero engineering support to continue the integration of the technology into the customer's Counter-UAS system. The expanded engagement is intended to support the technical work required to advance the integrated solution toward operational deployment.

For ParaZero, the progression from evaluation to repeated procurement and continued engineering integration demonstrates the advancement of DefendAir through the defense technology adoption cycle. The company believes the third order reflects a growing level of commitment to the technology as the customer moves beyond evaluation and toward establishing an operational capability.

DefendAir provides a controlled, non-explosive, net-based physical interception layer designed to neutralize hostile drones. Its modular Net Pod architecture enables integration into autonomous, mobile, fixed, and unmanned defense platforms and can be adapted to different target profiles, system architectures, and operational requirements.

Ariel Alon, CEO of ParaZero Technologies, stated: "Moving from evaluation to integration and operational deployment is where a technology begins to become an actual defense capability. This third order represents continued progress in that process and reflects the customer's advancement with DefendAir beyond the evaluation stage. Our focus now is supporting the integration process and helping move the system toward operational deployment at scale."

The integration support package enables ParaZero's engineering team to work directly with the customer throughout the next phase of system development, supporting integration of the Net Pods into the broader Counter-UAS architecture and adapting the interception capability to the platform's specific technical and operational requirements.

ParaZero believes this model of progressing from evaluation, through technical integration, to operational deployment represents an important pathway for expanding DefendAir adoption among major defense manufacturers and system integrators.

As Counter-UAS systems increasingly evolve toward complete engagement architectures capable of detecting, tracking, and ultimately neutralizing hostile drones, DefendAir is designed to provide the physical interception layer required to complete that engagement. The company's strategy is to establish DefendAir as a modular interception capability that can be integrated across multiple platforms, programs, and operational environments.

ROBIN OPENS NEW, LARGER U.S. OPERATIONS CENTER AS GLOBAL C-UAS DEMAND ACCELERATES

Robin Radar Systems is expanding its U.S. operations following rapid growth across global and North American markets, investing in a larger facility in Northern Virginia to expand its local team and meet increasing customer demand. Marked by an official opening on August 26, our new Northern Virginia facility represents a key milestone in our continued U.S. expansion. The space will support 20 additional roles and provide increased capacity for our growing North American operations.

To celebrate the launch, we welcomed government and industry representatives, including H.E. Birgitta Tazelaar, Ambassador of the Kingdom of the Netherlands to the United States, and Ben Wenger, CRO of Dedrone by Axon, to explore the site firsthand.

"Robin Radar builds world-class Dutch technology, and we are proud to see that technology growing here. This new expansion is a tangible investment in the US, in partnerships, and in the transatlantic relationship. Alliances are not only signed in capitals. They are strengthened through investments like this one, bringing Dutch engineering and American talent together."

H.E. Birgitta Tazelaar, Ambassador of the Kingdom of the Netherlands to the United States

Scaling up to meet rising demand : As demand for drone detection skyrockets across government, defense, law enforcement, and critical infrastructure sectors worldwide, we're seeing remarkable traction. Over the past three years alone, we've grown 60% year over year – with no sign of slowing down.



Momentum in the U.S. has been particularly strong. Compared with H1 2025, we sold 75% more IRIS drone radars in H1 2026. This growth is reflected in the signing of our largest U.S. deal to date with a close partner and proven C-UAS integrator, supporting both Federal and State, Local, Territorial, and Tribal (SLTT) customers.

Recently, more than 30 IRIS radars were deployed across North America in support of security operations during the FIFA World Cup 2026, providing airspace awareness for the U.S. Government and SLTT customers. The deployment marked one of the largest operational uses of IRIS to date and demonstrated its ability to deliver reliable, persistent airspace surveillance at a major international event. This trajectory reflects an evolving U.S. market for counter-UAS and airspace security technology. Operational experience from recent conflicts, including Ukraine, is informing procurement requirements and increasing the focus on systems that can reliably detect, track, and classify diverse targets in complex operational environments.

Our experience deploying systems in demanding mission-ready settings positions us perfectly to respond to the ever-changing requirements faced by the U.S.

Northern Virginia was selected as the site for our new operations center thanks to its strategic position, established defense ecosystem, and alignment with our long-term investment plan for the U.S. The new facility will provide a base for us to work more closely with customers and partners across the government, defense, and national security ecosystem.

"We don't want Robin Radar to be a Dutch company that occasionally sells some radars in America. We want to become part of the American security ecosystem. That means being here, hiring here, supporting our customers here, working with American companies and ultimately building more of our capability here. As our U.S. business grows, we want to be close to our customers and have the people and infrastructure in place to support them. This new facility is an important step in strengthening our presence in North America and building Robin Radar's future in the United States." Siete Hamminga, CEO, Robin Radar Systems

Above all, this investment reflects our growing commitment to the U.S. market and its customers. As deployments increase and U.S. requirements continue to evolve, we're expanding our local presence to provide greater support throughout the customer lifecycle, from evaluation and deployment to ongoing operations.

TERMA AND MYDEFENCE EXPAND COOPERATION WITH FOCUS ON COUNTER-DRONE TECHNOLOGIES

Terma and MyDefence have signed a Memorandum of Understanding to explore closer cooperation across defence technologies. The first step will combine the companies' complementary counter-drone capabilities, with further areas of cooperation to be explored over time.

The Danish defence industry needs to work more closely together if Denmark and Europe are to strengthen their position in the face of a rapidly evolving threat landscape and field new technology more quickly. This is the premise behind the cooperation between Terma and MyDefence, which have signed a Memorandum of Understanding on the development, integration, and joint marketing of solutions to counter hostile and unwanted drones.

At the same time, the cooperation reflects a broader European challenge. New threats are evolving rapidly, while operational requirements increasingly demand that technologies function as one integrated system. The MoU is therefore also intended to demonstrate how Danish companies can combine their respective strengths and bring complete solutions into operational use more quickly.

Henriette Hallberg Thygesen, CEO of Terma, says: "Denmark has strong defence technology companies



with capabilities that are individually competitive on the international stage. But Europe's security needs increasingly cut across technologies. We therefore need to become better at combining our strengths and building integrated solutions together. Our cooperation with MyDefence is a concrete example of how Danish industry can contribute more cohesive capabilities while strengthening Europe's ability to develop and deploy critical defence technology independently."

Dan Hermansen, CEO of MyDefence, says: "The modern drone threat cannot be addressed with a single sensor or a single technology. The real value emerges when RF, radar and other sensors work together and provide the operator with one common operational picture. Denmark and Europe already have many of the technologies and capabilities we need. The task is to make them work better together and bring them into operational use more quickly. That is exactly the ambition behind our cooperation with Terma."

The first concrete step will be taken in 2026 with the integration of Terma's SCANTER Sphera radar technology with MyDefence's RF-based sensors, jammers and IRIS C2 system. This will bring multiple sensor technologies together in a single integrated counter-UAS solution, providing one common operational picture.

MyDefence's RF sensors can detect and identify radio signals from drones and their operators, while radar adds an additional layer of detection of the drones in flight and can, among other things, help detect autonomous drones or drones operating without a conventional radio link. The data is brought together in MyDefence's C2 system, enabling operators to assess threats across multiple sensors. The combination is intended to provide more robust protection against different types of drones and different modes of operation.

L3HARRIS AND ARX ROBOTICS DEMONSTRATE MOBILE COUNTER-DRONE CAPABILITY AT PROJECT CONVERGENCE-CAPSTONE 6

L3Harris and ARX Robotics UK have demonstrated the integration of the CORVUS-RAVEN passive counter-drone sensor onto the GEREON uncrewed ground vehicle during Project Convergence-Capstone 6. CORVUS-RAVEN passively detects signals associated with potential drone threats and provides bearing information to improve operator situational awareness.

Mounted directly on the ARX platform, the capability demonstrated how a remotely controlled uncrewed ground vehicle could carry the sensor into forward areas and share threat information with operators elsewhere in the battlespace.

Nicky Tabram, Managing Director of Global Spectrum Superiority UK at L3Harris, stated: "Our collaboration with ARX Robotics UK demonstrated the value of combining proven mission capabilities with innovative robotic technologies from across the defense ecosystem. By mounting CORVUS-RAVEN on a remotely controlled uncrewed ground vehicle, we explored how operators could extend passive sensing into forward or hazardous areas, enhance situational awareness, and reduce personnel exposure."

The integration brought together two complementary technologies: an adaptable counter-drone capability designed to provide passive detection



and situational awareness with a modular robotic platform capable of transporting mission payloads.

David Roberts, CEO of ARX Robotics UK, added: "Project Convergence has allowed us to demonstrate how uncrewed ground systems can extend the reach of specialist capabilities without extending the risk to personnel. Integrating CORVUS-RAVEN with the GEREON shows how passive and active electronic warfare can be moved closer to the threat while keeping operators at a safer distance."

Small uncrewed aircraft can approach from multiple directions at low altitude, presenting threats across wide areas. Countering those threats requires sensors that can be positioned where needed and adapted as the operational environment changes. Integrating CORVUS-RAVEN onto a remotely controlled uncrewed ground vehicle offers a way to move passive sensing closer to likely threat approaches and reposition the capability as mission requirements evolve.

The effort also demonstrated the flexibility of the CORVUS-RAVEN system. Built on open architecture, the capability can generate TAK-compatible messages and support integration with command-and-control applications, allowing threat-bearing information to contribute to a shared geospatial operating picture.

The L3Harris-ARX demonstration showed how modular hardware and open architectures can reduce integration barriers and enable complementary technologies to be combined more quickly. It also provided insight into how counter-drone and uncrewed ground systems could work together to support dispersed formations and future operational concepts.

DESTINUS, CUBEDIN, AND OMT SIGN MOU TO ADVANCE MODULAR NAVAL HORNET INTERCEPTOR CAPABILITY



Destinus, CUBEDIN A/S, and OMT Group A/S have signed a Memorandum of Understanding to develop a containerized naval counter-UAS capability, integrating the Destinus Hornet family into a 10-ft or 20-ft mission module for shipboard deployment. The agreement was announced at DALO Industry Days in Herning, Denmark.

The concept is designed to give navies an additional, scalable interceptor layer against high-volume aerial threats, complementing higher-end shipborne air-defence systems. It combines Destinus' interceptor technology, OMT's naval platform engineering, and CUBEDIN's standardised ship interfaces.

The mission-module approach is designed for integration into existing vessels and future ship classes, subject to platform-specific engineering and qualification. It addresses a growing and diversifying threat set, including Class 2 unmanned aerial systems and adjacent threat categories.

Under the MoU, Destinus intends to contribute the Hornet interceptor system and mission module, OMT naval platform engineering and maritime design, and CUBEDIN standardised interfaces and integration architecture. Each partner will support concept development, design reviews, and qualification within its own scope.

"Navies need more defence and deterrence capacity against threats that keep multiplying, without spending a high-end missile on every engagement," said Wouter van Beek, Chief Commercial Officer at Destinus. "A modular mission architecture is a practical way to bring Hornet aboard different vessel classes without redesigning the ship around it."

"Modularity and adaptability are becoming defining requirements for future naval capabilities," said Kåre Groes Christiansen, CEO of OMT Group A/S. "Combining interceptor technology with naval platform engineering and standardised interfaces lets navies add new defensive capabilities without waiting for a new ship class."

"Advanced effectors do not become operational capability on their own. They have to be integrated safely and efficiently into the platform," said Danny Ingemann, CEO of CUBEDIN A/S. "Together with Destinus and OMT, we are building a standardised integration approach that shortens the path from concept to capability at sea."

The envisaged development path includes preliminary design review, critical design review, and final qualification. The three companies also intend to pursue opportunities with European navies

INVARIANT DEMONSTRATES FULLY PASSIVE COUNTER-UAS KILL CHAIN

Invariant Corporation has announced the successful integration of the FireFLY passive acoustic sensor and its artificial intelligence-driven EO/IR architecture with the Surface to Air Kinetic Engagement (STAKE) counter-unmanned aircraft system, establishing a completely passive sensor-to-effector kill chain for the detection and defeat of unmanned aerial systems. FireFLY is a passive acoustic sensor developed jointly by Invariant Corporation and Hyperion Technology Group.

Danny Levis, Invariant President, stated: "Small UAS have created an urgent need for distributed sensing and affordable defeat capabilities that can operate with maneuver forces in contested environments. FireFLY adds passive acoustic coverage where radar and RF are challenged. By integrating that passive acoustic detection directly with a proven kinetic effector, we've completed a sensor-to-effector kill chain that detects and defeats unmanned aerial systems without ever emitting a signal. It gets us from detection to defeat faster, with less equipment and a smaller electromagnetic footprint."

The integrated capability uses acoustic signatures generated by UAS to detect, classify, and determine the location and altitude of an approaching aircraft without transmitting radar or radio-frequency energy. Track-quality detection data is passed directly to the kinetic system's command-and-control architecture, providing operators with an actionable track.

The acoustic detection system automatically cues Invariant's passive EO/IR sensor toward the area of interest. An onboard AI stack, named Drone Vision, then searches the live video, locates the UAS within the image, fuses the data, and maintains target lock as the aircraft moves through the environment, without any operator input required.



The resulting track data is passed to the kinetic system's fire control to develop a refined firing solution.

This layered approach combines the broad-area awareness of passive acoustic sensing with image-based EO/IR AI-enabled identification and tracking performance. Detection, classification, sensor cueing, visual target acquisition, and precision tracking can occur at the edge without an active sensor transmission, reducing the electromagnetic signature of the force.

Unlike traditional radar-dependent architectures, the Invariant solution can maintain continuous awareness without creating an electromagnetic signature that may reveal the location of friendly forces. The system is designed to complement, not replace, radar, electro-optical/infrared, and radio-frequency sensors, allowing commanders to construct a layered architecture appropriate to the mission, terrain, threat, and available resources.

In addition to supporting fully passive engagements, FireFLY can serve as a complementary sensor layer inside broader counter-UAS architectures. When active systems are constrained by radar masking, low-altitude flights, terrain, clutter, or RF-silent control methods, passive acoustic detection can provide an independent alert and cue other sensors or effectors toward the threat.

The integration directly addresses emerging Department of War priorities. Recent DoW experimentation efforts have emphasized combinations of passive and active sensors, portable shooters, AI-enabled command and control, and live data networks. STAKE is an integrated C-UxS system capable of kinetic defeat of Group 1-4 UAS at range utilizing the Advanced Precision Kill Weapon System, providing a cost-effective defeat mechanism at approximately $30,000 per shot.

FireFLY is an acoustic sensor deployed globally that provides acoustic detection of gunshots, rocket and mortar fire, and aircraft, including unmanned aircraft. Utilizing a Sensor Open Systems Architecture, FireFLY is capable of being integrated into any C2 or integrated system.

PARAZERO RECEIVES INITIAL DEFENDAIR ORDER FROM TIER-1 EUROPEAN DEFENSE MANUFACTURER FOR AUTONOMOUS COUNTER-UAS PLATFORM

ParaZero Technologies Ltd an aerospace defense company pioneering smart, autonomous solutions for the global manned and unmanned aerial systems (UAS) industry announced that it has received an initial order for its DefendAir Net Pods from a Tier-1 European defense manufacturer.

The Net Pods are intended for integration into an autonomous Counter-UAS system and will support integration as the customer incorporates ParaZero's controlled, net-based physical interception capability into its broader system architecture.

The technology can be configured for integration across autonomous ground systems, remotely operated platforms, armored vehicles, fixed installations and other Counter-UAS applications. Its modular architecture enables customers to adapt deployment characteristics and launch



parameters according to the target profile, platform and operational environment.

"Autonomous Counter-UAS systems are moving from identifying threats to completing the entire engagement cycle, and that requires a physical interception layer capable of delivering a controlled and decisive outcome," said Ariel Alon, CEO of ParaZero Technologies. "Detection, tracking and decision-making create awareness, but interception is what ultimately protects the mission, the platform and the people operating around it."

"This initial order from a leading European defense manufacturer reflects the growing recognition that net-based interception can become an integral component within next-generation autonomous defense systems," Alon continued. "For ParaZero, we believe that integration with established defense manufacturers has the potential to expand the reach of DefendAir beyond individual products and into larger platforms and programs. Each successful integration strengthens our position as an enabling technology provider to the global Counter-UAS market and creates a foundation for broader commercial opportunities as these systems advance."

DESTINUS AND THE NL MOD LAUNCH HORNET B2 NAVAL COUNTER-UAS DEVELOPMENT PROGRAM

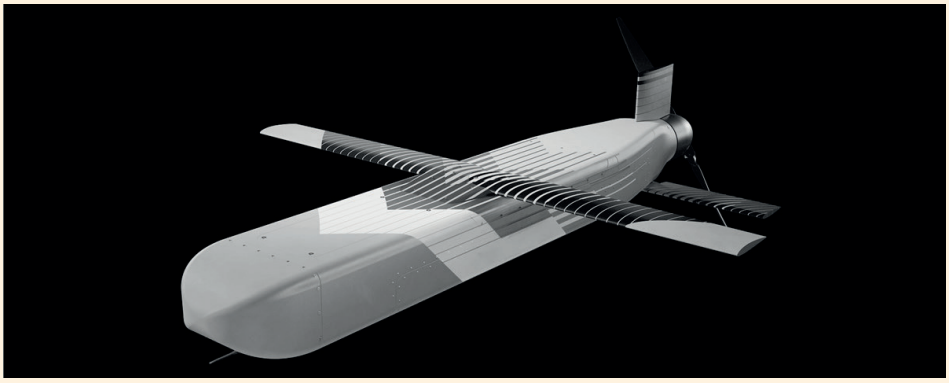
A new Concept Development & Evaluation (CD&E) program will integrate the Hornet B2 interceptor with Royal Netherlands Navy warships and develop the system toward a possible initial operating capability.

Naval air defence faces an increasingly difficult economics problem. Low-cost aerial threats can arrive in volume, and meeting each one with a premium interceptor is an equation no navy can sustain. High-end naval air-defence missiles remain essential, but fleets also need an additional interceptor layer that can be deployed in greater numbers and matched more closely to the cost and scale of the threat.

The Netherlands Ministry of Defence and Destinus are now working to develop that layer with Hornet B2. The Ministry of Defence's Materiel and IT Command, COMMIT, has signed a contract with Destinus to launch a CD&E program for a kinetic counter-UAS capability for the Royal Netherlands Navy. The program includes the delivery of Hornet B2 interceptor systems, integration with several Royal Netherlands Navy warships, and Integrated Logistics Support activities toward a possible initial operating capability. The CD&E program is scheduled for completion in Q2 2027.

A Different Approach to Naval Interception

Hornet B2 is built around a different architecture from a traditional interceptor missile. The system is stored in a sealed canister and launched by a rocket booster. After launch, it deploys folding wings and transitions to electric-powered cruise flight. This



combines missile-class launch readiness with aircraft-class range and endurance, while targeting a cost per engagement far below that of traditional interceptor missiles.

Hornet B2 is designed to engage one-way attack systems using electro-optical and infrared sensing, supported by AI-based processing during the terminal phase. Engagement decisions remain under human command in accordance with applicable rules of engagement. Its predecessor, Hornet B1, is already in serial production.

Built with the Operators from the Start : Royal Netherlands Navy operators will be involved directly throughout the CD&E program. They will contribute operational expertise and help shape the capability requirements and system specifications as Hornet B2 is developed for the naval environment.

For naval systems, that distinction matters. The interceptor itself is only one part of the capability. Ship integration, logistics, operator requirements, support, and operating procedures all have to work together. Bringing those requirements into the development process from the outset reduces the need to adapt a finished system after development.

Mikhail Kokorich, CEO of Destinus, stated: "Low-cost aerial threats have inverted the economics of naval air defence: no navy can sustainably trade multimillion-euro missiles against low-cost threats arriving at volume. Hornet B2 answers this with a different architecture: launched from a canister like a missile, cruising on electric power like an aircraft, and engaging subsonic threats at a fraction of the cost per engagement. Developing this capability together with COMMIT and the Royal Netherlands Navy from day one means it will be shaped by the operators who will depend on it."

RAYTHEON AND COMPOSITE ENERGY TECHNOLOGY SUCCESSFULLY DEMO NEW UNMANNED UNDERSEA VEHICLE



Raytheon, an RTX business, and Composite Energy Technologies (CET) have successfully demonstrated the undersea launch capabilities of HADALUS, a new, low-cost, long-endurance unmanned undersea vehicle (UUV).

During a recent U.S. Navy exercise, the UUV completed a series of at-sea missions on a Navy undersea test range, successfully demonstrating its undersea launch capabilities while submerged. This marks the first time the U.S. Navy has seen this integrated capability in the water and points toward a future where a single unmanned undersea platform can perform detect, reacquire and engage functions within one mission.

"This demonstration is an important step in a broader roadmap to deliver autonomous, end-to-end undersea capabilities that are far less detectable than surface platforms," said Jen Gauthier, vice president of Naval Systems & Sustainment at Raytheon. "By tightly coupling design, integration and at-sea experimentation, we've proven we can bring new autonomous solutions to the fleet quickly and cost-effectively."

HADALUS is a 34-foot UUV with a six-foot cross section and more than 2,000 nautical miles of endurance. Its free-flooded, all-carbon-fiber exoskeleton delivers exceptional strength and payload capacity while enabling a significantly lower-cost architecture. Designed to cost roughly one-third to one-fifth of comparable long-endurance vehicles, HADALUS offers a scalable path to fielding affordable undersea capabilities.

In less than 18 months, Raytheon and CET progressed from a conceptual sketch to a complete prototype successfully demonstrated in water. This was driven by investment from both companies in the design and build of the vehicle, integration of the launcher, sonar and electronics and full system testing leading up to the exercise.

"HADALUS demonstrates that the undersea industrial base can move with greater speed and dynamism than traditional development cycles allow," said Chase Hogoboom, CEO and president of CET. "By combining CET's advanced composite vehicle architecture with Raytheon's mission systems, sensors and integration expertise, we have created a highly capable platform that can be produced at a fraction of the cost of conventional alternatives."

Raytheon is significantly expanding its workforce to support critical military programs. Opportunities are available for emerging talent, experienced professionals, and veterans. Discover open roles on our website and apply today.

REGENT ADVANCES SQUIRE SEAGLIDER DRONE TOWARD MISSION READINESS AT SILENT SWARM EVENT



REGENT, the developer and manufacturer of Seaglider™ vessels announced that it successfully demonstrated the capabilities of its autonomous Seaglider drone, Squire, at Silent Swarm, an elite military experimentation event sponsored by Office of the Under Secretary of War for Research and Engineering, Quantum and Battlefied Information Dominance (OUSW R&E QIBD) that took place July 13-24, 2026 across Michigan's Northern Lower Peninsula, the Alpena Combat Readiness Training Center and their combined ranges, airspace, and water ways.

Silent Swarm brought together small, multi-domain uncrewed systems from across the military to test how well they can employ and defend against capabilities known as electromagnetic spectrum operations (EMSO), in real-world conditions. This includes signals such as Radar, Communications, Navigation infrared and directed energy capabilities. Squire partnered with various payloads for use in electronic attack, electronic protection, and electronic warfare support over 13 days of varying mission types, highlighting its versatility to meet the needs of multiple mission profiles and its ability to interconnect with existing and other frontier technologies.

"Silent Swarm gave us the chance to show key defense stakeholders exactly what our autonomous Seaglider drone, Squire, can do in an operationally relevant setting," said Billy Thalheimer, co-founder and CEO, REGENT. "Our team has worked relentlessly to get us here, and this demonstration proves Squire is ready to deliver the capability our warfighters urgently need."

"I've seen how long it can take promising technology to reach the fleet," said Admiral William Moran, former Vice Chief of Naval Operations, U.S. Navy and member of the REGENT Defense Advisory Board. "Squire's performance at Silent Swarm demonstrates a program moving at the speed our warfighters need. This is exactly the kind of capability and urgency the defense community should be paying attention to."

Squire, REGENT's Seaglider USA-V : Squire is a Seaglider USA-V (Unmanned Surface and Aerial Vehicle) drone capable of speeds up to 70 knots, a planned operational range exceeding 100 nautical miles, and a 50-pound configurable payload. Operating in ground effect, within a wingspan of the water's surface and below line-of-sight radar, Squire is designed to support intelligence, surveillance, and reconnaissance (ISR); tailored logistics; search and rescue; and anti-submarine warfare.

Squire addresses a critical national security gap in the maritime domain, delivering a high-speed, long-range, low-signal platform that is highly versatile across mission types and interoperable with existing and emerging defense technologies. In April 2026, Squire achieved the first flight of a defense-specific wing-in-ground effect (WIG) craft in the United States, a milestone that positions the U.S. to establish leadership over China in this critical and rapidly emerging technology domain. Its performance at Silent Swarm builds on that foundation, further validating Squire's readiness to support the joint force's evolving operational needs.

Silent Swarm was led by NSWC Crane, in partnership with the Michigan National Guard, Naval Information Warfare Center Atlantic Division, National Oceanic and Atmospheric Administration (NOAA), Army C5ISR Center, and the Air Force Test Center.

HII/METALCRAFT MARINE AUTONOMOUS ROMULUS USV WITH HII AUTONOMY SUCCESSFULLY PASSED A CRITICAL DOW TEST

HII announced that the U.S. Defense Innovation Unit (DIU) has officially recognized the successful completion of the company's Production-Ready, Inexpensive, Maritime Expeditionary (PRIME) prototype project, featuring the Watcher small Unmanned Surface Vessel (sUSV), which is based on HII's ROMULUS-25 Unmanned Surface Vessel and powered by HII's Odyssey Autonomous Control System (ACS).

The DIU recognition follows HII's delivery and successful sea testing of two autonomous Watcher ROMULUS-25 vessels in December 2025 under a DIU contract to develop smaller-form-factor autonomous surface vessels for the U.S. Marine Corps.

Developed in partnership with MetalCraft Marine, the Watcher sUSV successfully met the program's technical objectives and is now positioned for a potential transition to production.

HII's Odyssey ACS modular open systems architecture (MOSA) enables intelligent navigation, mission planning, collaborative behaviors, and multi-domain autonomous operations while allowing operators to rapidly integrate autonomy across multiple vehicle types and increasingly complex missions in contested environments. Its service-based design enables seamless integration with other mission-enabling technologies, enhancing mission effectiveness through AI-enabled contact recognition, identification, and edge-based decision-making.



In a memorandum to HII, DIU stated: "The HII Watcher sUSV has successfully demonstrated its appropriateness to address the Department of the Navy's operational need for sUSV interceptors, capable of autonomously transiting hundreds of miles through contested waterspace, loitering in an assigned operating area while monitoring for maritime surface threats, and then sprinting to interdict a noncooperative, maneuvering vessel."

The memorandum further concluded that HII achieved the prototype's key technical goals and success metrics, supporting a potential transition to production under Other Transaction Authority (OTA) prototype agreements.

"This milestone is another example of HII's strategy to rapidly transition innovative technologies from concept to operational capability," said Duane Fotheringham, president of the Unmanned Systems group within HII's Mission Technologies division. "As demand for autonomous systems continues to grow, HII remains focused on delivering proven, mission-ready autonomous solutions that strengthen naval readiness and provide our customers with greater operational flexibility."

Mike Reed, General Manager of MetalCraft Marine, said, "This milestone is a significant accomplishment for the entire MetalCraft team and a strong validation of what can be achieved when our experienced boatbuilders combine their expertise with HII autonomy capabilities. The Watcher was engineered and built to deliver the speed, seakeeping, strength and reliability demanded by this mission. Successfully completing the government-led autonomy, seakeeping, performance and degraded-environment assessments confirms the quality of the aluminum platform and the discipline behind its design and construction. MetalCraft has built its reputation on high-performance aluminum vessels that perform when needed most, and this milestone positions the Watcher for the next step, from successful prototype to production"

DESIGN OF UNCREWED VESSELS FOR NEW ASW FRIGATES GETS UNDERWAY

Each of the Royal Netherlands Navy's new Anti-Submarine Warfare (ASW) frigates will be equipped with a 12-metre-long uncrewed surface vessel (USV). A so-called FLASH dipping sonar from Thales, which is yet to be adapted, will be installed on this USV. The Ministry of Defence today gave the go-ahead for Dutch Naval Design (DND) to commence the design work and, at the same time, to finalise the procurement of the FLASH dipping sonar. DND is a partnership between the Ministry of Defence, industry, academia and research institutions.

A number of parties within Dutch Naval Design had submitted a proposal under the name USV Alliance. These companies and research institutions have different profiles in terms of size, technical focus and background. Together, they possess the skills, knowledge and expertise relevant to this project.

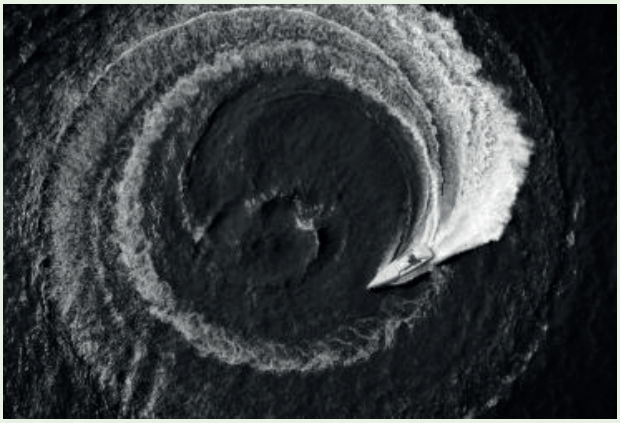


Dipping sonars : When designing the new 12-metre-long uncrewed vessels, the builders must take the integration of various new systems into account from the outset. One example is the Compact Flash sonar from Thales Underwater Systems France. These dipping sonars extend the frigate's field of view without revealing the vessel's location.

Anti-submarine warfare : Uncrewed surface vessels are set to play a major role in future anti-submarine warfare. The Royal Netherlands Navy can deploy them for tasks such as detecting and tracking enemy submarines. The navy also uses the vessels as a deterrent in areas where there is a high concentration of submarines. In this way, the USVs make a significant difference in improving the effectiveness and efficiency of operations.

With uncrewed vessels, the new ASW frigates extend their range and improve their responsiveness. This strengthens the operational capability of the maritime forces.

BLUE OPS, A RED CAT COMPANY, AND HAVOC PARTNER TO DEVELOP OPEN-ARCHITECTURE AUTONOMOUS MARITIME DEFENSE SYSTEMS



Red Cat Holdings, Inc. a U.S.-based provider of advanced all-domain drone and robotic solutions for defense and national security, and Havoc, a leader in all-domain collaborative autonomy, announced a partnershi, formalized through Red Cat's maritime division, Blue Ops.

Under the partnership, Blue Ops and Havoc plan to integrate Havoc's collaborative autonomy software and command-and-control capabilities across multiple Blue Ops uncrewed surface vessels, including the Variant 7 and additional platforms as they are introduced. The integration is intended to enable coordinated multi-vessel operations and expand the range of autonomous functions available to U.S. and allied defense customers.

The partnership builds on Blue Ops' Modular Open Systems Architecture ("MOSA") approach to maritime systems, which is designed to support the rapid integration of autonomy, sensors, communications, payloads, and other mission technologies based on evolving operational requirements. Havoc's collaborative autonomy technology has been successfully deployed on behalf of the U.S. Department of War in multiple operational contexts.

"This partnership is exactly what our open-architecture strategy was built for," said Barry Hinckley, President of Blue Ops. "Our goal is to build the best small USVs in the world while making it easy to integrate leading technologies from across the U.S. and our allies. Havoc has developed a powerful collaborative autonomy solution and integrating it with Blue Ops platforms gives customers greater choice and flexibility while accelerating how quickly advanced autonomous maritime capabilities can be fielded."

Blue Ops and Havoc also plan to establish operational fleets at Havoc's headquarters in Rhode Island and Blue Ops' headquarters in Florida. These locations will provide U.S. and allied defense customers and partners with access to integrated Blue Ops and Havoc systems for live demonstrations, testing, training and operational evaluation, including both single-vessel autonomy and coordinated multi-vessel operations.

"Havoc's primary strategy is to pair our leading-edge collaborative autonomy software with platform manufacturers who have already proven innovation, excellence, and scale," said Paul Lwin, CEO and Co-Founder of Havoc. "Blue Ops is the perfect partner to continue our journey because they are building an open, flexible family of maritime systems that align directly with how we believe autonomy should be deployed. By integrating Havoc across the Blue Ops portfolio, we can give operators the ability to command and coordinate multiple autonomous vessels while preserving the flexibility to adapt as operational requirements evolve."

LEONARDO DRS DEMOS DEFEAT OF GROUP 1-2 UNMANNED AERIAL SYSTEM THREATS FOR FIELDED SGT STOUT M-SHORAD



Leonardo DRS, Inc. announced that the company's SGT STOUT M-SHORAD Mission Equipment Package (MEP) successfully defeated Group 1–2 small, unmanned aircraft system (UAS) threats during a U.S. Government test event, demonstrating the system's ability to adapt rapidly to evolving air threats through a modular, open-architecture design.

"SGT STOUT was engineered from the start for modernization, so capability can evolve as the threat evolves," said Aaron Hankins, senior vice president and general manager of the Leonardo DRS Land Systems business unit. "This event highlights an upgrade path that emphasizes speed, safety, cybersecurity-by-design, and operational interoperability."

Several hundred SGT STOUT systems are already fielded, providing an established baseline for readiness, training, and sustainment. While SGT STOUT was originally designed to counter larger Group 3 and above UAS as well as fixed-wing and rotary-wing threats, this government test event demonstrated expanded effectiveness against smaller Group 1-2 UAS enabled solely through updates to detection and fire control software, without adding any new hardware to the MEP.

This test milestone also reinforces the role of formation-based air defense, where integrated sensing, cueing, and engagement support protection of maneuver forces, distinct from solutions intended primarily for point defense. SGT STOUT's architecture supports scaling to mission needs while maintaining a disciplined emphasis on system safety, cybersecurity, and qualification rigor for operational employment.

At the core of SGT STOUT is the Leonardo DRS modular MEP, which was designed to be platform-portable with modular interfaces. This approach enables rapid integration of best-of-breed capabilities, such as passive detection options, AI-enabled decision aids, edge computing, and evolving effectors, as requirements mature, without redesigning the full system. As a result, several proven capabilities could be incorporated in the near term as MEP enhancements to fielded systems, further strengthening SGT STOUT's ability to defend against Group 1–2 UAS threats.

Building on the fielded performance of the SGT STOUT MEP and operational insights from its prime role on the Mobile Low, Slow UAS Integrated Defeat System program, Leonardo DRS continues to apply lessons from fielded air defense and counter-UAS programs to advance modular, software-driven capabilities and develop scalable, upgradeable solutions for evolving customer requirements and next-generation air-defense programs.

INSTA AND TENCORE PLAN TO LAUNCH PRODUCTION COOPERATION FOR UGVS IN FINLAND

Finnish technology company Insta, specialising in defence solutions and cybersecurity, and Ukrainian robotic platform manufacturer Tencore are deepening their cooperation and preparing to establish production of Ukrainian unmanned ground vehicles in Finland.

The cooperation aims to create a distributed production model in Finland that draws on the manufacturing, assembly, and supply chain expertise of Finnish industrial partners. The model will enable secure production capacity to be expanded outside Ukraine while harnessing Finland's strong technological, engineering, and industrial expertise. The objective is also to accelerate deliveries of the systems to support Ukraine's defence needs.

The Joint Statement of Intent concerning the cooperation was signed in connection with a meeting between Ukrainian President Volodymyr Zelensky and President of the Republic of Finland Alexander Stubb on Sunday, 23 August.

The first step in the partnership is to manufacture TerMIT 2.0 UGV ground vehicles for use by the Armed Forces of Ukraine. The Letter of Intent covers product manufacturing and assembly as well as supply chain development. It also includes joint product development related to integrating artificial intelligence and autonomous solutions into different platform types.

Petri Reiman, CEO of Insta Advance, stated: "Our cooperation is now progressing from plans towards



concrete production, combining Tencore's experience from the Ukrainian battlefield with the technological expertise, production capabilities, and experience in demanding conditions of Insta and Finnish industry. Together, we are building a scalable production model that supports the defence capabilities of both Finland and Ukraine while strengthening the European defence industrial base."

Insta and Tencore signed their first Memorandum of Understanding on 24 February. The newly signed Joint Statement of Intent advances the cooperation towards production in Finland, the establishment of a distributed network of industrial partners, and the creation of a joint venture.

Roman Tkachenko, Chief Business Development Officer of Tencore, added: "This partnership is about more than cooperation between two companies – it reflects how Ukraine and Finland can bring their strengths together to address common security challenges. We are especially pleased that we have already moved beyond an MoU to concrete numbers and a clear roadmap, and we look forward to turning it into real capabilities."

The manufacturing model to be established in Finland will be based on an extensive network of industrial partners. Its distributed structure will enable production to be scaled rapidly while strengthening production continuity and security of supply.

TerMIT 2.0 is a modular unmanned ground vehicle developed by Tencore. It can be used for a range of missions, including logistics, casualty evacuation, mine clearance, fire support, and electronic warfare.

BLUE OPS INTEGRATES VOLVO PENTA D4-320 PROPULSION SYSTEM INTO VARIANT 7 UNCREWED SURFACE VESSEL

Red Cat Holdings, Inc. a U.S.-based provider of advanced all-domain drone and robotic solutions for defense and national security announced that its maritime division, Blue Ops, has completed the first integration of a Volvo Penta D4-320 diesel engine and DPI drive into the Variant 7 ("V7") uncrewed surface vessel.

The integration adds the Volvo Penta D4-320 and DPI drive to the range of propulsion configurations available for V7, giving defense, homeland security and allied customers access to a proven marine propulsion package supported by Volvo Penta's global service network. The system has been integrated with V7's autonomous navigation, remote operation, mission planning and payload management capabilities.

"We design our boats to give customers flexibility while maintaining the reliability, maintainability and mission performance required for demanding maritime

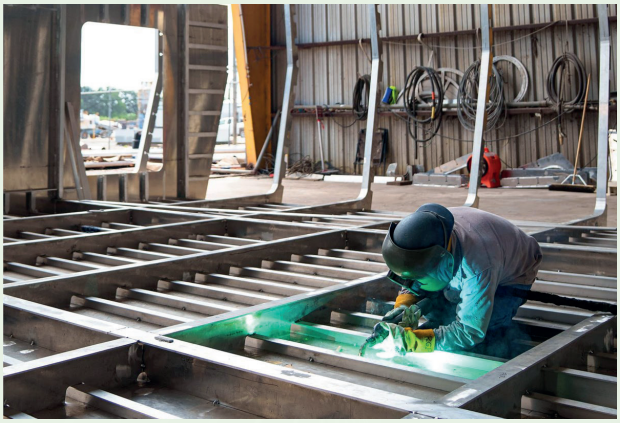


operations," said Barry Hinckley, President of Blue Ops. "Integrating the Volvo Penta D4-320 gives operators another proven propulsion option from a manufacturer they know and trust, while preserving the common autonomy and mission architecture at the core of the platform."

The Volvo Penta D4-320 is a 320-horsepower, 3.7-liter, four-cylinder common-rail diesel engine. Paired with the DPI DuoProp drive, the integrated package is designed to deliver responsive handling, durability and efficient marine performance. In addition to its propulsion systems, Volvo Penta's global parts and services network provides a significant benefit to Blue Ops customers who are operating USVs globally and depend on rapid service.

"Volvo Penta is committed to delivering dependable propulsion solutions, as well as parts and support for customers where and when they need it," said Brock Gavin, Vice President of marine sales and service for Volvo Penta North America. "The integration of the D4-320 and DPI drive into Variant 7 demonstrates how proven propulsion technology can support the growing requirements of autonomous maritime operations in demanding environments. We are pleased to support Blue Ops with reliable propulsion solutions and service expertise as the company continues to develop and deploy innovative autonomous marine technologies for its customers."

HALIMAR SHIPYARD ADVANCES CONSTRUCTION OF ROMULUS USVS



Halimar Shipyard is advancing construction of HII's ROMULUS 151 unmanned surface vessels (USVs), further strengthening HII's strategy to expand production capacity through a distributed manufacturing network of experienced U.S. shipbuilders.

Halimar joined HII's ROMULUS manufacturing network in July 2026, adding to the program's serial production capability alongside Breaux Brothers Enterprises in New Iberia, where four ROMULUS 151 vessels are currently under construction.

As part of the Romulus 151 network, HII works closely with Halimar, Breaux Brothers, and key manufacturing partner Bayou Metal Supply & Manufacturing in Slidell, Louisiana. Bayou Metal has established a dedicated production line for precision cutting, bending, welding, and assembly of major structural components for the ROMULUS USV, helping reduce production delays and accelerate overall build schedules. This distributed shipbuilding approach increases throughput and enables faster, more consistent serial production of ROMULUS vessels across multiple shipyards.

For William «Bill» Hidalgo Sr., president and CEO of Halimar Shipyard, joining the ROMULUS program reflects a lifelong commitment to building vessels for the U.S. military.

Hidalgo began his shipbuilding career constructing U.S. Navy Swift Boats — officially designated patrol craft fast (PCF) — the iconic 50-foot aluminum vessels used during the Vietnam War for coastal patrol, weapons interdiction, and special operations. That early experience established a commitment to quality, precision, and mission readiness that continues to guide Halimar's work today.

«It is rewarding to see ROMULUS taking shape here in Morgan City,» Hidalgo said. «Our team takes tremendous pride in building vessels that will support the next generation of maritime operations. The same commitment to craftsmanship and quality that defined military shipbuilding decades ago continues to define our work today.»

Halimar brings decades of commercial and government shipbuilding experience, a highly skilled Gulf Coast workforce, and modern production facilities to the program. As part of HII's expanding industrial base, the shipyard is building complete ROMULUS 151 vessels while collaborating with other Louisiana shipbuilders to accelerate serial production and strengthen domestic manufacturing capacity.

HII›s continued investment in the Gulf Coast's maritime industrial base is increasing national production capacity, strengthening supply chain resilience, and accelerating delivery of autonomous maritime systems for the U.S. Navy and allied partners.

As construction advances at Halimar Shipyard, the collaboration demonstrates how U.S. shipbuilders are working together to deliver scalable, mission-ready autonomous systems that will help shape the future of naval operations.

THAYERMAHAN AWARDED CONTRACT TO DELIVER 40 OUTPOST ACOUSTIC INTELLIGENCE PAYLOADS TO ROYAL AUSTRALIAN NAVY



ThayerMahan, Inc., the premier provider of end-to-end acoustic intelligence solutions for unmanned systems, has announced a major contract award to deliver 40 Outpost acoustic intelligence payloads and associated TransparenSea processing software to the Royal Australian Navy (RAN) as part of the SEA1200 Program of Record. The award, delivered through ThayerMahan's Australian partner and Bluebottle USV manufacturer Ocius, designates ThayerMahan as the acoustic intelligence provider for Ocius Bluebottle USVs supporting the RAN's program.

The Honourable Pat Conroy, Minister for Defence Industry Australia, stated: "The Ocius Bluebottle is a formidable asset. It's already providing near persistent intelligence, surveillance, and reconnaissance for Australia, having even remained on station as cyclones rolled through. Now, thanks to this new partnership, this capability will provide enhanced protection of Australia's vast maritime domain."

The contract follows exercises in which ThayerMahan's Outpost acoustic intelligence payload and TransparenSea software demonstrated wide-area acoustic intelligence operations to the RAN. The exercise demonstrated system operations for more than 85 consecutive days, providing continuous ISR. The systems detected, classified, tracked, and held targets of interest, achieving ranges that exceeded expectations. These results, combined with operational performance, reliability, low power draw, and software user interface, supported the selection of ThayerMahan's Outpost for the Commonwealth of Australia's Program of Record — the world's first large-scale deployment of unmanned acoustic sensing systems.

Mike Varney, President Products & Engineering at ThayerMahan, added: "Persistent, wide-area, over-the-horizon acoustic intelligence is an exacting mission, but it is also a capability that ThayerMahan has spent the last decade perfecting. The performance Outpost and TransparenSea demonstrated to the Royal Australian Navy, while integrated in an Ocius USV, supported this first-of-its-kind order. Our systems, software, and unmatched expertise in analysis deliver performance that consistently exceeds expectations and sets a new global benchmark for unmanned acoustic ISR."

The Program of Record represents the largest volume acquisition of unmanned subsea and surface acoustic sensing packages by any nation to date and establishes a new standard for undersea domain awareness in the Indo-Pacific region. It positions the Royal Australian Navy as a global leader in the operational employment of unmanned acoustic sensing systems to strengthen maritime security and national defense.

Robert Dane, CEO of Ocius Technology, stated: "In an increasingly contested global landscape, Australia requires the most advanced technologies to address evolving maritime threats. The integration of the Ocius Bluebottle platform with ThayerMahan's advanced sensing capabilities delivers a proven, near-persistent undersea surveillance solution."

Mike Connor, Chairman and CEO of ThayerMahan, concluded: "ThayerMahan is proud to be a longstanding technology partner with Ocius, and proud of the advances in next-generation maritime awareness that we have achieved together. This contract represents the latest significant advancement in undersea warfare surveillance capability. Our selection to deliver 40 systems for the SEA1200 program demonstrates how our mature, autonomous acoustic surveillance can provide our allies and partners with persistent scalable maritime domain awareness and actionable intelligence at significantly lower cost while extending coverage across critical operating areas."

ANRA COMPLETES FIRST ACCEPTANCE TEST FOR DUBAI UTM SYSTEM



ANRA Technologies has completed the first factory acceptance test (FAT-1) for a new Unmanned Traffic Management (UTM) system being developed for Dubai in collaboration with Dubai Air Navigation Services (dans) and Dubai Aviation Engineering Projects (DAEP).

The system is designed to provide the digital infrastructure needed to safely manage Dubai's growing drone ecosystem. It will enable authorities to approve drone flights, monitor real-time airspace activity, identify potential conflicts and coordinate operations with commercial UAS operators and other stakeholders.

A central feature will be an integrated digital airspace picture, combining radar, weather information, NOTAMs and live drone tracking into a unified operational view. The platform will also provide tools for flight approvals, dynamic airspace management, strategic conflict detection and emergency coordination.

The system is being designed with high-availability connectivity between aviation authorities, drone operators and cloud-based services, supporting coordinated operations across Dubai's airspace.

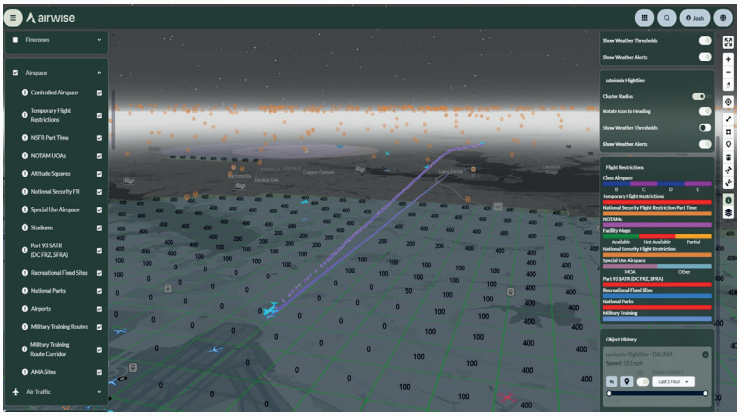
ANRA said the architecture is also designed to evolve as Dubai's unmanned aviation sector expands. Future capabilities could include counter-drone solutions, advanced analytics, Urban Air Mobility (UAM) operations and eventual integration with conventional Air Traffic Management (ATM).

The completion of FAT-1 follows preliminary training and represents an important milestone in the phased development of Dubai's next-generation UTM platform.

The project is part of Dubai's broader efforts to establish a connected and scalable drone ecosystem. By providing a common digital environment for flight approvals, surveillance, traffic coordination and conflict management, the UTM system could support the expansion of commercial drone operations across the emirate.

With drone delivery, inspection, logistics and future air mobility applications expected to grow, Dubai is positioning digital airspace infrastructure as a key component of its aviation strategy.\

UAVIONIX AND AIRWISE PARTNER TO ENHANCE BVLOS AIRSPACE INTELLIGENCE



UAvionix and Airwise Solutions have partnered to strengthen airspace awareness and support the growth of Beyond Visual Line of Sight (BVLOS) drone operations at Skyway Range in Oklahoma. The collaboration integrates uAvionix's FlightLine surveillance data with the Airwise platform and its Nexus common operating picture (COP), giving drone operators access to real-time information on nearby aircraft within a unified operational environment.

The integration is designed to provide operators with low-latency, deduplicated surveillance data, improving awareness of cooperative aircraft operating in the surrounding airspace. This capability is particularly important as commercial and government drone programmes increasingly move toward routine BVLOS operations.

uAvionix's FlightLine system uses its nationwide FlightStation network to collect Automatic Dependent Surveillance-Broadcast (ADS-B) information across both 978 MHz Universal Access Transceiver (UAT) and 1090 MHz Extended Squitter (ES) frequencies. The network provides visibility of cooperative aircraft, including traffic operating at lower altitudes that may be relevant to drone missions.

Through a secure API integration, FlightLine surveillance data is delivered directly into the Airwise platform. This allows users to incorporate airspace intelligence into their existing operational workflow without having to establish and maintain a separate network of surveillance sensors.

The companies say the combined capability can help improve situational awareness, support operational decision-making and assist with identifying potential conflicts between crewed and uncrewed aircraft.

The technology is being deployed at Skyway Range, a 1,200-square-mile BVLOS flight-test environment in Oklahoma. The facility supports commercial companies, government organisations and research institutions developing and testing autonomous aviation technologies across rural and urban environments.

uAvionix has previously contributed technology to Skyway Range, including capabilities supporting command and control and Detect-and-Avoid requirements for BVLOS operations. The latest partnership expands that capability by connecting surveillance data with UTM functionality through the Airwise operational environment.

The integrated architecture is also intended to support organisations as they scale their drone programmes. Rather than being limited to individual flights, the system can support larger enterprise operations involving multiple aircraft, locations and missions.

As regulatory frameworks and industry adoption continue to advance BVLOS operations, reliable airspace surveillance and integrated traffic-management capabilities are becoming increasingly important. The uAvionix-Airwise partnership aims to address this requirement by combining real-time surveillance with a unified operational picture.

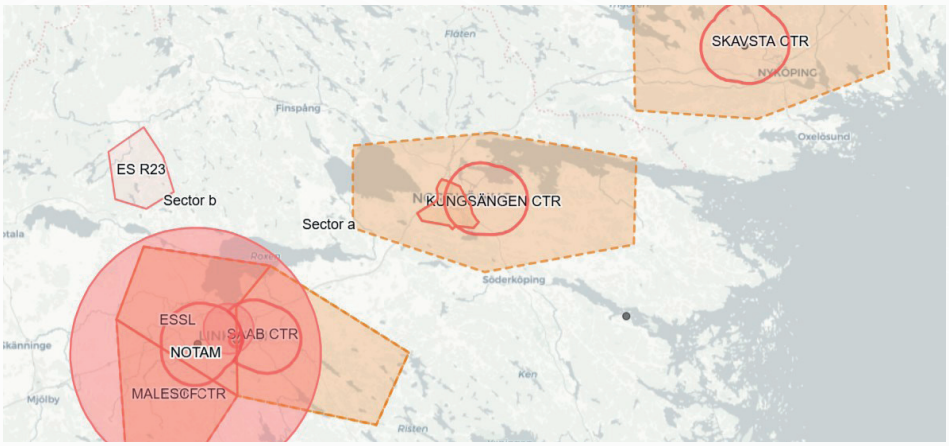
The integrated capability is available to Skyway Range participants and enterprise customers using the Airwise platform and Nexus common operating picture, providing a foundation for more scalable and connected BVLOS drone operations.

SWEDISH TRANSPORT AGENCY APPROVES POLICE REQUEST TO ESTABLISH BVLOS DRONE ZONE – PRECURSOR TO UTM

The Swedish Transport Agency (STA) has approved the establishment of a temporary D-area and associated geographical UAS zone in Norrköping, allowing the Swedish Police Authority to conduct beyond visual line of sight (BVLOS) operations with automated "drone-in-a-box" systems within controlled airspace (Norrköping CTR). This is a first-of-its-kind solution in Sweden and potentially a model that could be applied at other control zones where there is a demonstrated need for BVLOS operations before U-space becomes available.

Christoffer Massinger, State Focal Point & U-space Specialist at the Swedish Transport Agency, stated: "The decision enables police UAS operations up to 120 metres AGL and is intended to support, among other things, situational awareness, crime prevention, and incident management. What makes the case particularly interesting is the way the airspace has been designed. The D-area was developed through local coordination with airport stakeholders, ATS, and other relevant airspace users, with the aim of designing a volume that enables the operation while minimizing its impact on other aviation."

A geographical UAS zone that correlates with the D-area has been designed to limit access to other UAS operations above 79 metres AGL, giving the Police authority an exclusive right of way between 80 and 120 metres AGL. The D-area does not exclude manned aviation; instead, specific conditions and coordination procedures are used to balance the rights and responsibilities of different airspace users and to enable coexistence.



The STA published several conditions to be applied to police drone activities within the new zone. According to the agency's decision statement: "The Swedish Transport Agency considers that the Swedish Police Authority has demonstrated a concrete and urgent operational need to conduct BVLOS operations. The temporary D-area and the geographical UAS zone are, according to the Swedish Transport Agency's assessment, necessary and proportionate measures to enable safe coexistence between manned and unmanned aviation."

Massinger added: "From our perspective, D-areas are therefore an important step on the way towards U-space: we need practical solutions today, rather than waiting for the full U-space framework to be operational. The decision explicitly recognizes that temporary airspace segregation can be necessary to enable safe BVLOS operations, while also emphasizing proportionality and continued access for other airspace users."

Key conditions include that the Swedish Police Authority must ensure the ability to communicate the status of activity through contact telephone numbers and VHF monitoring, maintain ADS-B IN receiver capability, correct altitude data, geofencing technology, and continuous flight monitoring. The police must also be able to immediately terminate activity when required for flight safety. For the geographical UAS zone, the police must administer permissions for other operators wishing to conduct UAS operations above 79 metres AGL.

ADLC COMPLETES BVLOS CARGO DRONE MISSION BETWEEN SINGAPORE PETROLEUM TERMINAL AND MAINLAND

ADLC has completed a trial commercial mission using a cargo drone to transport petroleum samples between Singapore's Maritime Drone Estate at Marina South and a marine petroleum terminal on Pulau Sebarok.

The 17 August flight covered approximately 13 kilometres each way, following the route intended for daily operations. ADLC stated that the mission involved collecting and sealing a petroleum sample at the terminal, placing it in a certified dangerous-goods container, and transporting it beyond visual line of sight (BVLOS) to the mainland under live tracking shared with authorities.

The company's PW.ORCA cargo drone can carry up to 15 kilograms in a 96-litre payload bay, according to ADLC. The company said the Singapore operation represents its first APAC deployment and was conducted under a CAAS



permit covering the BVLOS operation.

The mission was observed by regulators, terminal operators, surveyors, and shipping companies including Columbia Shipmanagement, Wilhelmsen, PSA Singapore, and Advario.

ADLC stated that the operation follows its terminal-to-laboratory drone logistics model already used in commercial operations at the Port of Antwerp-Bruges.

BRITISH TRANSPORT POLICE EXPANDS BVLOS DRONE OPERATIONS WITH SEVEN SITES OPERATIONAL



British Transport Police (BTP) has completed the first phase of its Drone in a Box (DIAB) project with seven operational sites now live. Delivered through BTP's Drones Development Programme, which integrates beyond visual line of sight (BVLOS) drone technology into the force's wider operational capabilities, the DIAB project focuses on trespass and emergency incident response.

Drones are launched and piloted remotely from a London-based control room, providing officers and Network Rail staff on the ground with live aerial intelligence. BTP's BVLOS drones are operated under a safety management system designed to ensure operations are safe for the aviation community as well as those on the ground. BTP is working with the UK Civil Aviation Authority as it further develops its BVLOS capabilities. BTP was the first police force in the UK to obtain legal advice and use BVLOS routinely and regularly in support of policing, rather than just for emergencies.

The first BTP DIAB site was established in Leeds in April 2025. Four sites have since been introduced across south London, as well as in Leicester and Manchester. BTP states that these locations are known trespass hotspots.

Between 1 April and 25 July, BTP's DIAB conducted 550 flights. During that period, drones were the first resource on scene in 68 percent of operational incidents, with an average response time of just three minutes and 28 seconds.

The police force is planning further investment in drone operations and expects to move to a new flight operations room in London, with further sites scheduled to open in the coming months.

HONEYWELL AEROSPACE UNVEILS SATELLITE ANTENNA ENABLING SAFE, RELIABLE DRONE OPERATIONS BVLOS



Honeywell Aerospace has announced the successful validation of a new satellite communications antenna designed to enable safe, reliable command-and-control of unmanned aircraft flying beyond visual line of sight (BVLOS). Developed at Honeywell Aerospace's European R&D center in Brno, Czechia, as part of the European Space Agency's (ESA) Iris Global program, this breakthrough marks a major advancement towards scaling routine commercial drone operations.

The lightweight antenna provides continuous, resilient connectivity essential for real-time flight control, airspace awareness, and conflict avoidance. These core capabilities are required for BVLOS services such as infrastructure inspection, logistics, and emergency response. The technology was validated in partnership with Viasat using its highly reliable satellite network under real flight conditions.

Martin Mlaskac, Senior Technical Manager at Honeywell Aerospace, stated: "As regulators and operators prepare for scaled BVLOS operations, resilient command-and-control connectivity is foundational. Flight testing at Budkovice Airport confirmed that combining satellite and terrestrial communication links ensures operators maintain positive control of the aircraft even in demanding or complex scenarios."

During demonstrations, operators were able to adjust flight trajectories and maintain safe separation from other airspace users when potential conflicts were detected, including scenarios where another drone crossed a planned flight path. Honeywell Aerospace's antenna was integrated with its VersaWave satcom system, enabling seamless switching between satellite and terrestrial networks to maintain uninterrupted command-and-control.

The flights formed part of a broader test campaign showcasing how resilient connectivity supports safe drone integration into airspace shared with crewed aircraft. Several missions were conducted within a U-space environment — Europe's digital, automated, and regulated airspace framework for unmanned aircraft.

Frequentis provided its Uncrewed Traffic Management (UTM) suite, enabling secure data exchange for operator registration, flight authorizations, and geo-awareness. A Honeywell Aerospace Ground Control Station equipped with a ground-based Detect-and-Avoid (DAA) system processed telemetry from both the drone and an actual crewed aircraft acting as an intruder. This consolidated airspace picture allowed the GCS to identify potential conflicts, alert the operator, and recommend safe route adjustments.

Bernhard Kirschner, Solution Architect for Integrated Lower Airspace at Frequentis, added: "The successful demonstration underlines the importance of strong industry collaboration. Together with our partners, we're building the digital infrastructure required for safe and efficient unmanned aviation."

Once an updated flight plan was approved by the operator, it was uploaded and executed automatically, illustrating how resilient connectivity and automated U-space services work together to ensure safe BVLOS operations.

Honeywell Aerospace is now preparing the antenna for industrial production and evaluating Czech suppliers for inclusion in its manufacturing supply chain. The initiative is co-funded by the European Space Agency (ESA), with additional support from the Ministry of Transport of the Czech Republic and the Ministry of Industry and Trade of the Czech Republic.

ZIPLINE AND UBER TARGET ONE MILLION DRONE DELIVERIES A DAY

Zipline and Uber are expanding their partnership to bring large-scale drone delivery to Uber Eats, with an ambitious goal of reaching one million drone deliveries per day in the United States by the end of 2029.

The service is expected to launch in Dallas and Houston, allowing customers to choose drone delivery for eligible restaurant, grocery and retail orders. Uber is also making a strategic investment in Zipline to help accelerate the expansion of its autonomous delivery network.

The partnership will combine Zipline's autonomous aircraft with Uber's established delivery platform. Instead of replacing traditional delivery drivers, the companies plan to create a hybrid system in which Uber can select drones, human couriers or other delivery methods depending on factors such as distance, location and order requirements.

Zipline's latest delivery aircraft are designed for fast urban and suburban operations. The drones can deliver packages to designated locations without landing, supporting rapid and precise drop-offs. The company has positioned the technology as a way to significantly reduce delivery times for food, groceries and other lightweight products.

The scale of the target is substantial. Zipline has already completed around one million commercial deliveries over the past year, while the new objective would require that volume to be achieved every day. Meeting the target will require major expansion of Zipline's aircraft fleet, delivery infrastructure and operational network.



The partnership comes as the US drone industry moves toward more routine Beyond Visual Line of Sight (BVLOS) operations. Regulatory progress could enable autonomous delivery networks to operate over larger areas and at greater scale.

For Uber, drone integration could provide customers with faster delivery options while increasing flexibility across its logistics network. For Zipline, the partnership provides access to Uber's large consumer marketplace and a potential pathway to dramatically increase drone delivery volumes.

The initiative could become a major test of whether autonomous aerial delivery can move beyond specialised applications and become a mainstream part of everyday food, retail and logistics services.

FOCA AUTHORISES SWISSCOM BROADCAST FOR BVLOS SAIL III NIGHT TEST FLIGHTS

Swisscom Broadcast AG, supported by Murzilli Consulting and working in partnership with the Swiss Federal Office of Civil Aviation (FOCA), has secured a further regulatory approval for its Specific Assurance and Integrity Level (SAIL) III beyond visual line of sight (BVLOS) drone operations in Switzerland. The approval authorises Swisscom Broadcast to conduct its first night BVLOS drone SAIL III test campaign in a residual Air Risk Class b (ARC-b) environment.

The campaign will validate the Tactical Mitigation Performance Requirements (TMPRs) and assess the performance of an integrated detect-and-avoid (DAA) solution under representative operational conditions.

The latest approval amends Swisscom Broadcast's existing FOCA operational authorisation to permit night BVLOS drone flights along dedicated test routes in the Jura-Südfuss region. It follows the original SAIL III authorisation granted on 19 January 2025 for operations in Ittigen, Bern.



The new night-flight campaign will generate operational evidence on how the integrated DAA system performs during representative BVLOS drone operations. The trials will assess whether the system can detect relevant air traffic, communicate information within the required timeframes, and support appropriate operational responses. This evidence will support the continued validation of the TMPRs required for operations in residual ARC-b airspace.

KNETCO AND SKYPORTS EXPLORE ADVANCED AIR MOBILITY INFRASTRUCTURE IN KUWAIT



KNETCO and Skyports Infrastructure have signed a Memorandum of Understanding (MoU) to explore the development of Advanced Air Mobility (AAM) infrastructure in Kuwait.

The partnership will focus on creating the infrastructure needed to support future electric vertical take-off and landing (eVTOL) aircraft operations, including the development of vertiports and related systems.

Under the agreement, Skyports will work with KNETCO on vertiport development, market opportunities, stakeholder engagement and future commercial projects. The companies will also explore the requirements for establishing a wider AAM ecosystem across Kuwait.

The initiative brings together KNETCO's expertise in infrastructure and telecommunications with Skyports' experience in designing and developing vertiports and AAM networks internationally.

The companies recognise that the successful introduction of eVTOL aircraft will require more than the aircraft themselves. Vertiports, communications networks, digital infrastructure, regulatory frameworks and operational systems will all play an important role in supporting commercial AAM services.

Skyports' experience in the Middle East, including its work on vertiport infrastructure in Dubai, is expected to support the development of potential AAM solutions in Kuwait.

For Kuwait, the partnership represents an early move toward developing an aerial mobility network that could eventually support passenger transportation, cargo delivery and other urban air mobility applications.

The initiative comes as governments and aviation companies across the region investigate how eVTOL aircraft could complement existing transportation networks and provide new options for moving people and goods.

By combining infrastructure development with technology, connectivity and stakeholder engagement, KNETCO and Skyports aim to help establish the foundations for Kuwait's future Advanced Air Mobility market.=

THALES AND KELLY HILLS LAUNCH BVLOS NETWORK FOR AGRICULTURAL DRONES IN KANSAS



Thales and Kelly Hills Unmanned Systems are partnering with the Kansas Department of Agriculture to develop a Beyond Visual Line of Sight (BVLOS) drone network designed to expand the use of unmanned aircraft for agricultural operations.

The initiative will provide infrastructure enabling agricultural drones to operate beyond the direct visual range of their pilots. Potential applications include crop spraying, field monitoring, fertilisation and seeding, allowing farmers to use drones across larger areas and for longer-duration missions.

Kelly Hills Unmanned Systems received a $3 million contract from the Kansas Legislature in February 2026 to develop BVLOS capabilities for agricultural operations. The project is also intended to demonstrate how the technology and infrastructure could support other commercial drone applications across the US National Airspace System.

Thales will provide airspace management capabilities through its TopSky platform, which is used by air navigation service providers in more than 100 countries. The system will form part of the infrastructure required to coordinate BVLOS drone operations and integrate them safely into shared airspace.

The network will also incorporate detect-and-avoid technologies, helping drones identify and respond to potential conflicts with other aircraft and obstacles. Such capabilities are critical for agricultural BVLOS missions, where drones may operate over extensive areas without continuous visual observation by a remote pilot.

The Kansas programme builds on Thales' experience supporting BVLOS operations through initiatives such as Vantis, North Dakota's statewide UAS network. Vantis provides communications, surveillance and other infrastructure intended to enable routine BVLOS operations.

For agriculture, BVLOS capability could significantly increase the efficiency and coverage of drone-based services. Instead of restricting operations to areas within a pilot's visual range, networked systems could enable drones to cover larger fields and support multiple missions from centralised operational locations.

The Kansas initiative could ultimately serve as a model for deploying dedicated BVLOS infrastructure in other agricultural regions and commercial sectors. By combining airspace management, detect-and-avoid technology and operational support, Thales and Kelly Hills aim to demonstrate a scalable approach to integrating drones into routine commercial airspace operations.

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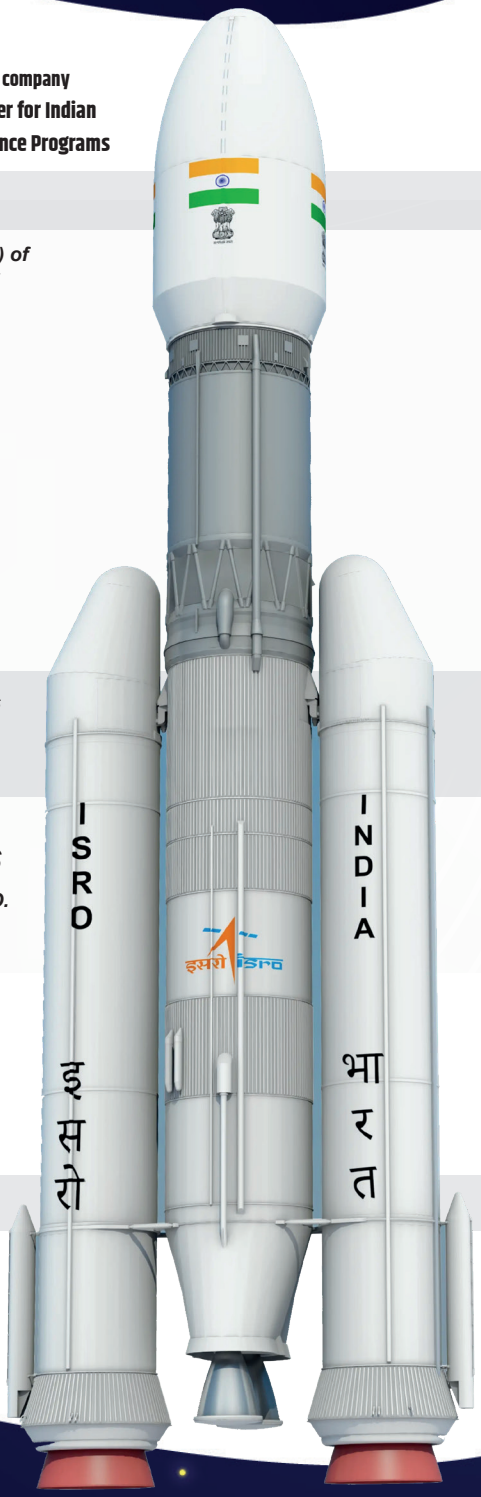
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