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RV Maya
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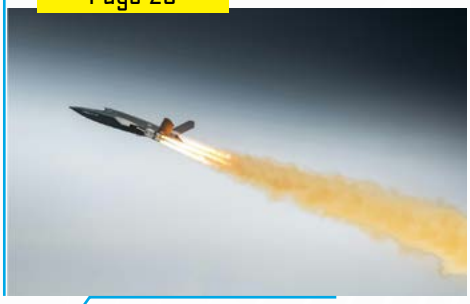


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B. KARTIKEYA

BEYOND THE PLATFORM: BUILDING THE FUTURE OF UNMANNED SYSTEMS

Hello Readers,

The unmanned systems industry is entering a more demanding phase. The conversation is no longer limited to flight performance or individual platforms. Across defence, commercial operations and public safety, the priorities are becoming clear: dependable technology, secure supply chains, scalable manufacturing and the ability to integrate autonomous systems into wider operational environments. This November issue of Drones World explores how these priorities are shaping the next stage of the global industry.

Our cover story, "Europe's Drone Revolution: Building a Sovereign Unmanned Systems Industry", examines Europe's effort to move beyond a fragmented base of manufacturers and research programmes towards a stronger industrial ecosystem. The feature looks at the importance of production capacity, resilient supply chains, access to critical components and closer cooperation between civilian and defence industries. Europe's challenge is not simply to develop capable drones, but to manufacture, support and sustain them at scale.

In this issue's interview, Steve Bakos, Chief Revenue Officer and General Manager at Enovix, discusses the growing importance of high-performance batteries for unmanned platforms. The conversation explores silicon-based battery technology, energy density, weight, power delivery and endurance, as well as the importance of manufacturing location, qualification and supply-chain compliance. As drones take on longer and more demanding missions, dependable energy storage is becoming a critical part of platform capability.

Our Global News section follows major developments across the industry, including Saab and GA-ASI's flight testing of an airborne early-warning capability on the MQ-9B, Indra Group's acquisition of Dares Technology, and progress in autonomous ground systems and collaborative combat aircraft. These developments underline the growing role of sensors, software, interoperability and mission autonomy.

The Defence section examines new military platforms and operational capabilities, from tactical unmanned aircraft and autonomous mission planning to systems being introduced for allied forces. Counter-Drone coverage looks at the expanding range of detection, tracking and response technologies, including radar, electronic warfare, interception systems and integrated command-and-control solutions. The issue also looks beyond aerial platforms through its UGV, USV and UUV coverage, reflecting the growing use of autonomy across land and maritime domains.

Our eVTOL and Advanced Air Mobility coverage considers the infrastructure, partnerships and operational models needed to bring new aircraft into service. Across these stories, the message is consistent: autonomy must be matched by safety, reliability, regulation and real-world readiness.

The issue also highlights testing, training and collaboration between developers, operators and procurement organisations. These practical links will determine whether promising technologies move from demonstrations into dependable service across different missions and markets worldwide, reliably.

We hope this issue gives our readers a useful view of the people, technologies and industrial decisions shaping the unmanned systems sector. Thank you for being part of the Drones World community.

Kartikeya B.

CUGS PROJECT MARKS MAJOR STEP FORWARD FOR EUROPEAN UNMANNED GROUND CAPABILITIES



The Combat Unmanned Ground System (CUGS) project has successfully reached its final major milestone, demonstrating the progress achieved in the development of next -generation uncrewed technologies for ground operations. Funded by the European Defence Agency (EDA) and coordinated by Leonardo, CUGS is the EDA's largest research and technology initiative in this sector, aimed at developing and validating new uncrewed technologies for land operations.

During the project's final demonstration, several remotely operated systems developed by the partner countries were tested in simulated operational scenarios. The tests demonstrated their full interoperability and highlighted the potential of European cooperation in developing technologies based on a common open architecture.

The three simulated scenarios brought together the Lince VTLM-2 with Hitrole (IDV and Leonardo, Italy), Themis (Milrem, Estonia) with Hornet (Arquus, France), ZSMU 1276 (Zaklady Mechaniczne Tarnów, Poland), Wiesel (Rheinmetall, Germany), Scout Vehicle (WAT and PIAP research institutions, Poland), Patria AMV (Patria, Finland), Scout UAV (Thales, France), and loitering munitions systems (MBDA) in a complex operational environment, with the Command Post located several kilometres away from the operational area.

Each system was deployed at a different location, and all were tasked with reaching and identifying a number of simulated potential threats.

The combat functional modules developed as part of the project and integrated onboard the uncrewed vehicles provided autonomous navigation—including situational awareness through the use of onboard sensors—as well as Communication-Command-Control and Cooperation capabilities and effector management capabilities. The land and aerial systems were therefore able to autonomously move, detect, track, classify, and engage targets, supported by Artificial Intelligence and under the continuous supervision of human operators (human-in-the-loop), who could take control of the platforms involved at any time.

Leonardo's role as Coordinator of this project, building on its leadership across other major European defence programmes, further strengthens the company's position as a key international hub f or land defence .

VISION PACE READY FOR DEPLOYMENT BY US DHS

OpenWorks Engineering, a leader in kinetic targeting and surveillance technologies has announced that it has been awarded a purchase order to provide the U.S. Department for Homeland Security (DHS) with capability to counter-uncrewed aerial systems (C-UAS) under the Amentum DOD IAC MAC contract. Amentum is a global leader in advanced engineering and innovative technology solutions to support evolving requirements from the Department of Homeland Security (DHS) Science and Technology Directorate (S&T). Amentum was awarded the DOD IAC MAC contract by the U.S. Air Force's 774th Enterprise Sourcing Squadron.

The IACMAC is an indefinite delivery indefinite quantity (IDIQ) contract that provides a wide range of mission-critical Research and Development to hundreds of required activities throughout the DoD. Under this contract, Amentum offers its research, development, test, and evaluation (RDT&E) expertise to meet urgent U.S. defense needs.



"We're incredibly proud to support the U.S. Department for Homeland Security with performance C-UAS capability. The U.S. is host to a number of high-profile sporting and cultural events, where the world's eyes will be watching. The threat posed by nuisance and malicious drones is well-documented with sightings at airports, major events and military locations. The precision and accuracy afforded by Vision Pace will contribute significantly to ensuring security for U.S. citizens and international visitors." James Cross, Chief Commercial Officer at OpenWorks

OpenWorks' Vision Pace, an ultra-high-performance C-UAS system designed to detect, track, identify and target the most dynamic threats from stationary or on-the-move platforms, has been provided. It contributes to the U.S. Government's ever-increasing air defenses to reduce the potential for unwanted surveillance, nuisance engagements and payload threats.

Vision Pace combines the latest imaging technology with a direct drive, low friction positioner to provide best-in-class performance for stabilized tracking of highly dynamic targets. Vision Pace systems are configurable, lightweight and compact, and can be used with built-in twin-AI modules or third-party classifiers and trackers. A Laser Range Finder (LRF) provides accurate and fast geospatial target reporting, whilst an integrated radar and sensor-fusion capability enhances operational deployability.

The Vision Pace Rapid Deployment Kit enables operators to deploy ultra-accurate sensing with ease. With an integral battery pack, storage space and specially designed lifting points, the system can be moved to advantageous positions, enhancing tactical flexibility and operational readiness.

This milestone represents the deployment of Vision Pace's capability on three continents since its launch in 2025.

HELSING UNVEILS CONTRA AUTONOMOUS AIR DEFENCE ALONGSIDE MISSILE INTERCEPTORS AD-1 INFERNO AND AD-2 AMBUSH

Helsing, the military AI company unveiled Contra, an AI-controlled autonomous air defence system designed to protect countries from scaled drone and missile attacks. The company also introduced two advanced interceptor missiles, AD-1 Inferno and AD-2 Ambush, designed to outmatch and outrun even the fastest jet-powered drone and cruise missile threats.

According to recent intelligence reports, Russia has systematically increased its jet-powered drone and cruise missile production, with Geran-4 and Geran-5 jet drone output alone rising to 4,000 units per month. At the same time, Russia is constructing numerous additional launch sites for such drones. This brings parts of the EU within range of potential Russian attacks.

Contra is designed to counter this threat. Autonomous AI-based operation allows the detection and engagement of hundreds or thousands of drone and missile threats at the same time by fusing sensors and effectors into a single air picture. With Helsing's Altra C2 platform as the foundation, users retain full control over decision making and prioritisation.

To effectively engage large numbers of fast aerial targets, Helsing is also developing two missile interceptors



with advanced radar seekers: AD-1 Inferno is a jet-powered interceptor capable of aerial loitering, swarming, and repeated re-engagements. AD-2 Ambush is a solid-rocket-motor (SRM) missile for rapid intercepts, reaching Mach 2.5 and a range of 20km+. Both systems receive mid-course guidance from Contra radar ground stations and feature an advanced onboard radar-seeker for all-weather terminal guidance. Both interceptors are container-launched. Mass production will take place at Helsing's Resilience Factories, with unit prices significantly undercutting those of existing missile interceptors.

While AD-1 and AD-2 form an essential part of the Contra offering, the system is natively set up to integrate third-party hardware, such as other interceptors, cUAV lasers, cUAV guns or net-based systems, in a matter of days. Helsing is already demonstrating multiple such hardware integrations to military customers.

Contra reflects Helsing's cross-domain approach: using AI and software to draw high capability from affordable, mass-producible hardware. The result is autonomous fire dominance at scale that remains under meaningful human control. Niklas Köhler, Co-Founder and President of Helsing, says: "Contra ends the air defence dilemma: slow fair-weather drones, or million-euro missiles fired at cheap, mass-produced targets. Our AI links existing sensors and effectors in real time and adds our interceptors, AD-1 and AD-2. With jet and rocket propulsion, a low-cost all-weather radar seeker, and two independent European supply chains, they deliver autonomous fire superiority up to ten kilometres high – affordable and at industrial scale."

UK AND POLAND STRENGTHEN DEFENCES ON EUROPE'S EASTERN FLANK

The United Kingdom and Poland have agreed to deepen defence cooperation across land, sea, air, cyber and defence industry capabilities under a new Warsaw Defence Plan aimed at strengthening security and deterrence along NATO's eastern flank.

Announced on 27 October 2026 during a meeting in Warsaw between UK Defence Secretary Wes Streeting and Polish Deputy Prime Minister and Defence Minister Władysław Kosiniak-Kamysz, the three-year plan establishes priorities for implementing the countries' Security and Defence Partnership Treaty. The agreement responds to growing security concerns linked to Russia's activities and the evolving threat environment across Europe.

A key element of the plan is cooperation on next-generation air defence missiles, alongside the joint development of drone and counter-drone technologies. The two countries intend to strengthen their ability to protect civilians, military facilities and critical national infrastructure against emerging aerial threats.

Cybersecurity and resilience will also receive greater attention, with both governments seeking to improve protection for defence and civilian infrastructure. Cooperation will extend to maritime security in the Baltic Sea, where joint exercises and regional coordination are



intended to protect important communication and transport routes.

The partnership will build on existing industrial programmes, including Poland's Narew air defence system procurement from MBDA UK and cooperation between British and Polish shipbuilding industries. The countries will exchange experience from the British Type 31 frigate programme and Poland's Miecznik programme, which share a common design foundation.

Defence manufacturing cooperation is also set to expand. BAE Systems and Poland's PGZ will work to increase the capacity and capability of large-calibre ammunition production. Both governments also intend to strengthen defence procurement coordination, workforce mobility, training and technical education to support a more integrated industrial base.

Military readiness will remain central to the agreement, with continued participation in exercises including Steadfast Defender, Polish Dragon and Joint Warrior. These activities will help develop interoperability and prepare forces for emerging challenges involving counter-drone warfare, electronic warfare and missile defence.

The agreement also reinforces UK and Polish coordination in supporting Ukraine. A planned multinational exercise in Poland is intended to prepare participating forces for potential contributions to military training and post-war reconstruction.

The Warsaw Defence Plan represents a further step in the countries' efforts to strengthen bilateral defence ties, reinforce NATO deterrence and develop shared capabilities. By combining operational cooperation with industrial investment and technology development, the partnership aims to improve European security while expanding defence production capacity.

HIGH EYE AIRBOXER COMPLETES 4.5-HOUR ENDURANCE FLIGHT IN MARITIME CONFIGURATION



High Eye has successfully completed a 4-hour, 30-minute endurance flight with its Airboxer unmanned helicopter in a representative maritime configuration, demonstrating the platform's ability to support extended operations from land and vessels.

During the flight, the Airboxer carried an electro-optical/infrared (EO/IR) payload, a flotation system and two Extended Range Fuel tanks. This configuration reflects equipment required for maritime surveillance and persistent intelligence, surveillance and reconnaissance (ISR) missions.

The aircraft completed 4 hours, 30 minutes and 30 seconds of continuous flight, landing with approximately 0.7 kg of fuel remaining. Testing took place at an ambient ground-level temperature of around 22°C, with winds of approximately 15 knots.

Operating at an endurance cruise speed of about 35 knots, the flight represented an equivalent airborne distance of approximately 290 kilometres while carrying mission-relevant equipment.

High Eye CEO Joost de Ruiter highlighted that the achievement was significant because the aircraft maintained its endurance while carrying equipment directly relevant to maritime operations, rather than flying in a stripped-down configuration.

Developed and manufactured in the Netherlands, the Airboxer is a long-endurance vertical take-off and landing (VTOL) unmanned helicopter. Its runway-independent design enables operations from confined locations, including naval and other maritime vessels.

High Eye has also advanced the platform's shipborne capabilities through operational testing and cooperation with maritime users. The Airboxer has demonstrated automatic take-off and landing from a moving vessel, addressing operational challenges associated with limited deck space, changing weather and vessel movement.

The platform's modular payload architecture supports a range of missions, including maritime surveillance, coastal and Exclusive Economic Zone monitoring, search and rescue support, critical maritime infrastructure monitoring, border security and persistent ISR operations from naval and coast guard vessels.

The latest endurance flight forms part of High Eye's ongoing development programme to improve flight duration, communications range, sensor integration and autonomous shipborne operations. The company is also working with customers and technology partners on additional capabilities, including advanced EO/IR systems, LiDAR, communications, maritime positioning and beyond-line-of-sight connectivity. These developments are intended to expand the Airboxer's operational flexibility for maritime security and surveillance missions.

EDA TO STEP UP DRONE TESTING AND EXERCISES IN 2027 AS TECHNOLOGY HUBS DEVELOP



The European Defence Agency (EDA) will organise new operational exercises in 2027 to help develop two Drone Technology Hubs. These pilot hubs are the first step towards a European network aimed at bringing drone and counter-drone innovation to armed forces faster.

The hubs stem from the EU's Priority Capability Area on Drone and Counter-Drone Systems (PCA DCDS), one of the nine areas where EU leaders want faster progress towards achieving defence readiness by 2030. Latvia, the Netherlands, Croatia, Denmark and Spain are the lead nations of the PCA DCDS. The hubs also fall within the European Defence Project of Common Interest DECODER.

The first hub will be established in Selonia, Latvia, where EDA and the Latvian armed forces organised the first European drone pilot training in June 2026. The hub will focus on aerial and ground drone and counter-drone technologies, including the detection, identification, tracking and defeat of unmanned systems. The second will be in Scheveningen, the Netherlands. It will address maritime and seabed security, in particular shallow-water counter-unmanned maritime systems.

Both hubs will have EDA support and will follow a common approach, connecting operational requirements, innovation, testing, evaluation and standardisation. Operational experimentation will play a central role, with the aim of moving towards more coordinated testing approaches and, where appropriate, common test methodologies and mutual recognition of test results.

Practical spaces to test and learn

Operational experimentation is becoming a central activity for EDA, following similar work in Italy, Portugal and Switzerland in 2025 and 2026. It will also be at the heart of EDA's new Centre for European Defence Innovation (CEDI), which will be established within the Agency in November 2026.

Technology is evolving faster than traditional development and procurement cycles can accommodate. The hubs will give EU Member States, industry, research organisations and operational users practical environments to develop, test and evaluate new concepts under relevant operational conditions. Lessons learned will then be shared across the European community.

The pilots will also deepen cooperation between the EU and NATO, with the hubs co-located with NATO innovation ranges. Test methodologies, technical insights and other findings can be shared and aligned across both communities, following the principle of maximising complementarity, avoiding unnecessary duplication and ensuring interoperability by design.

AUTONOMOUS VEHICLES DELIVER COMMAND-CONTROLLED ROBOTIC LETHALITY



The US Defense Advanced Research Projects Agency (DARPA) has demonstrated a team of four autonomous unmanned ground vehicles (UGVs) capable of navigating difficult terrain, detecting potential targets and coordinating mission activities during a field exercise at Fort Knox, Kentucky, on 15 October 2026.

Conducted under DARPA's Robotic Autonomy in Complex Environments with Resiliency (RACER) programme, the demonstration explored how autonomous mobility could be combined with sensing systems and mission payloads to support future military operations. The vehicles operated as a coordinated team, using onboard sensors and satellite imagery to navigate terrain and search for simulated enemy positions.

During the exercise, one vehicle advanced along a route to investigate a potential target, while other vehicles subsequently moved forward to provide support. The demonstration included simulated strikes against targets, illustrating how robotic platforms could coordinate surveillance, manoeuvre and payload deployment.

A key feature of the system is the distinction between autonomous movement and human-authorised engagement. The vehicles could independently navigate terrain, detect potential targets and transmit information to operators, but a human decision-maker retained authority over whether to engage. This approach is intended to combine robotic mobility with human oversight of consequential battlefield decisions.

DARPA's RACER programme has spent approximately five years developing software that enables vehicles equipped with appropriate sensors and drive-by-wire controls to travel at high speeds across complex off-road environments. The programme focuses on improving speed, resilience and autonomous navigation in challenging conditions.

The Fort Knox exercise also examined the potential use of robotic systems beyond the forward line of troops, following a request from US European Command. Such systems could help military personnel identify potential threats at greater distances while reducing direct exposure to danger.

Beyond combat applications, modular unmanned ground vehicles could support logistics, including the movement of food, ammunition and other supplies, as well as casualty evacuation and reconnaissance missions. Their adaptable payload configurations offer opportunities to support a range of operational requirements.

DARPA officials are expected to gather feedback from soldiers in a subsequent evaluation planned for December 2026. The feedback will help assess practical deployment concepts and identify areas for further development.

The demonstration highlights continuing efforts to integrate autonomous mobility, sensing and mission systems into coordinated military platforms, while retaining human control over engagement decisions.

THALES READY TO DELIVER AUTONOMOUS CAPABILITIES THROUGH PROJECT NYX



A UK Sovereign deployable capability, with 20+ years' experience and 200,000 combined flight hours, ready to deliver to the British Forces.

As Thales in the UK shapes the future of autonomous operations, the team is prepared to offer a ready-to-field core system through Project NYX. Implementing spiral development and leveraging over 20+ years of expertise in Integrated Uncrewed Air Systems (UAS), Thales is able to offer a Minimal Deployable Capability.

Building upon existing programmes, including the UK Peregrine Programme and deployments in the Gulf Region, Thales has demonstrated it's capability by delivering complex rotary-wing weapons integration in less than 8 months.

As a UK-sovereign solution, supported by more than 200 UK suppliers and over £500 million of annual UK spend, Thales can offer low-risk, flight-proven and deployable solution ready to meet the requirements of our British Forces, leveraging its operational expertise in autonomy.

TEKEVER DELIVERS AERIAL INTELLIGENCE FOR USSOCOM

TEKEVER, a leading provider of AI-driven autonomous systems, announces the purchase of UAS systems by the United States Special Operations Command (USSOCOM). The UAS systems have successfully completed a programme of validation and acceptance testing, supported by dedicated training activities, with an extensive flight programme performed at multiple locations.

Continuous iteration is central to TEKEVER's product-development model. Data and feedback from each flight cycle are used to inform further refinements, allowing the company to respond rapidly to operational needs and deliver increasingly capable and relevant systems.

Ricardo Mendes, CEO of TEKEVER, said: "This procurement represents an important milestone in a relationship that has been built over time through rigorous testing, open dialogue and a clear focus on delivering effective capability. We greatly value the professionalism and engagement of the USSOCOM personnel with whom we have worked, and look forward to continuing to support their evolving requirements."

The uncrewed aerial system is a highly deployable system designed to provide intelligence, surveillance and reconnaissance capabilities in demanding operational environments. Its modular architecture brings together the air platform, mission-specific payloads, communications and AI-enabled mission software within an integrated autonomous intelligence ecosystem. TEKEVER's vertically integrated model-spanning engineering, manufacturing, software, artificial intelligence and operational support- enables the company to incorporate user feedback rapidly and maintain a continuous development cycle throughout the life of its systems.

The purchase represents a further step in TEKEVER's long-term commitment to the United States and its special operations community. TEKEVER has an established presence in Fayetteville, North Carolina, supporting its engagement with US defence and security customers.

The number, model and specific configuration of the UAS systems purchased are not being disclosed.

AIRO EXPANDS NATO MARKET ACCESS THROUGH NSPA FRAMEWORK AGREEMENT



AIRO Group Holdings, Inc. a next-generation aerospace and defense company announced that its wholly owned subsidiary Sky-Watch A/S has been selected under a framework agreement with the NATO Support and Procurement Agency (NSPA), awarded through NSPA's AGS & UAS Programme on behalf of the UAS Partnership. The agreement enables UAS Partnership member nations to acquire the RQ-35 unmanned aircraft system (UAS) through a streamlined procurement pathway.

The agreement expands AIRO's access to UAS Partnership member nations and creates new opportunities for the RQ-35 platform, supporting the Company's plans for long-term revenue growth across international markets.

"The NSPA framework agreement represents another important step in executing AIRO's international growth strategy and expands our presence across allied defense markets," said Joe Burns, AIRO's Chief Executive Officer. "The framework broadens our access to potential customers for the RQ-35 and positions us to pursue additional growth opportunities as NATO members continue to invest in tactical unmanned capabilities."

The RQ-35 Heidrun is an operationally proven, battle-tested UAS designed for intelligence, surveillance, target acquisition, and reconnaissance missions in contested environments. The hand-launched platform offers up to 2.5 hours of endurance, optional onboard AI capabilities, and rapid deployment by a single operator.

The agreement comes as NATO members continue to invest in unmanned ISR and situational awareness capabilities and underscores the RQ-35's competitive position in the market.

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SAAB AND GA-ASI SUCCESSFULLY FLIGHT TEST LOYALEYE AEW CAPABILITY ON MQ-9B

Saab and General Atomics Aeronautical Systems, Inc. (GA-ASI) have successfully flight tested an unmanned airborne early warning (AEW) capability, integrating Saab's LoyalEye airborne early warning radar with the MQ-9B remotely piloted aircraft system.

Conducted during a flight at GA-ASI's Desert Horizon Flight Operations Facility in Southern California, the activity validated the performance of the integrated system, including its ability to detect, track, and classify airborne targets from an unmanned platform. Stakeholders attended the flight test and observed the capability in real time within a representative operational scenario, highlighting the progress made in the system's development.

The flight test is part of an evaluation programme that began with the system's first flight in May 2026, underscoring the rapid progress of the capability.



"This flight test marks an important milestone in the development of unmanned airborne early warning capabilities. LoyalEye is designed to complement existing AEW&C solutions by providing additional flexibility and persistence, and today's flight validates the capability in a representative operational scenario", says Carl-Johan Bergholm, head of Saab's business area Surveillance.

"This has been one of the most highly anticipated flight tests we have performed," said GA-ASI President David R. Alexander. "The level of customer interest in AEW capability on MQ-9B throughout the world is extremely high. It just makes sense."

LoyalEye on MQ-9B can operate independently or alongside manned AEW&C platforms. An unmanned AEW capability will be able to surveil large areas with persistent surveillance in operating environments where endurance, geographic reach, and reduced aircrew exposure are critical.

BITTIUM AND UNIKIE DEMONSTRATE AUTONOMOUS DRONES ON NATO TACTICAL COMMUNICATIONS NETWORK

Finnish defence technology companies Bittium and Unikie have demonstrated the integration of autonomous drone technology with a tactical communications network at the NATO Innovation Range Capability Demonstrator in Oulu, Finland, held on 28–29 October 2026. The demonstration explored how autonomous unmanned aerial systems can operate within a connected military communications environment.

The collaboration combines Bittium's tactical communications expertise with Unikie's capabilities in physical artificial intelligence, sensor fusion and autonomous systems. The objective is to connect unmanned platforms to a broader network supporting shared situational awareness, information exchange and command-and-control functions.

A key component of the demonstration is Bittium's Tough SDR Unmanned radio module, designed to integrate unmanned systems into resilient tactical communications networks. The technology is intended to support communication between autonomous platforms and military command structures, helping operators coordinate unmanned assets alongside other forces.



Unikie has spent more than five years developing intelligent technologies for coordinating autonomous vehicles. Its previous work includes autonomous surveillance applications and voice-controlled drone operations. The latest demonstration brings these capabilities into a tactical communications setting, allowing the companies to examine how autonomous systems and military networks function together.

The initiative also involves Creoir, which specialises in speech recognition and voice AI; Airolit, a manufacturer of unmanned aerial vehicles; and Offcode, an embedded software company. Their participation brings together expertise in communications, autonomous platforms, voice technologies and embedded systems.

The NATO Innovation Range Capability Demonstrator provides an environment for technology companies, research organisations and other stakeholders to develop and test advanced connectivity solutions and dual-use technologies. The Bittium–Unikie collaboration highlights the importance of interoperability between communications networks and autonomous systems as armed forces expand their use of unmanned platforms.

By combining tactical radios with autonomous drone technology, the companies aim to support more integrated and adaptable defence capabilities for future military and security operations.

SKYETON UNVEILS STORMBIRD UAS: A TACTICAL STRIKE PLATFORM



Skyeton, a Ukrainian-born leading manufacturer of fixed-wing unmanned aerial systems, launches a new product – the Stormbird, a tactical UAS purpose-built for precision strike missions. Building on the combat-proven architecture of the Raybird UAS, Stormbird introduces enhanced payload integration and mission adaptability designed to meet modern battlefield demands.

Stormbird has completed the codification process with the Ministry of Defense of Ukraine and is certified and ready for wide operational use. The new platform is already being used by units of the Armed Forces of Ukraine in combat, where it has demonstrated its operational reliability.

Leveraging more than 350,000 flight hours of operational experience gained in Ukraine, Stormbird inherits Raybird's legendary reliability, endurance, and resilience to electronic warfare – while integrating advanced strike capabilities for both autonomous and remotely guided missions.

Roman Knyazhenko, CEO of Skyeton: "With Stormbird, we are taking a step beyond reconnaissance. It combines the endurance and stealth of Raybird with the precision and versatility required for modern strike missions. Our vision is to develop a comprehensive ecosystem of small fixed-wing UAS capable of performing intelligence, detection, target acquisition, and now – precision strike missions in environments where manned aircraft or even larger UAVs cannot."

Payload options

Remora – a glide munition;

Quadremora – FPV-type loitering munition;

Retranslator – a communications relay that extends range, improves link reliability, and enables persistent connectivity where ground infrastructure can't reach.

Designed with stealth and survivability in mind, Stormbird's compact airframe minimizes radar visibility and resists electronic warfare interference. Stormbird and Raybird can operate together on ISR and strike missions, sharing similar ground infrastructure and requiring only a small crew. The system's high level of autonomy and precision strike capability make it ideal for dynamic combat environments, where accuracy, endurance, and reliability are paramount.

5 L3HARRIS SYSTEMS ACHIEVE JAILBROKEN STATUS AT US ARMY EVENTS



Multiple L3Harris Technologies systems received "Jailbroken" status at U.S. Army Operation Jailbreak events this year, including on a new autonomous threat-sensing capability.

The Army's experiments determined whether technologies had standards-based application programming interfaces for open-system integration into future networks. The L3Harris Falcon® IV family of radios, Wraith® waveform and Wraith Shield™ software, WESCAM® MX®-Series electro-optical/infrared sensors, and VAMPIRE® counter-unmanned systems all received jailbroken status. The technology's interoperability validation with any data layer is suitable for Army, joint and coalition warfighting architectures.

"Military operations are increasingly data-driven, and assured communications across the battlespace to share that data are essential for strategic and tactical decision advantage," said Chris Aebli, President, Communications & Spectrum Dominance, L3Harris. "We are focused on supporting the Army's Right to Integrate initiative with open, adaptable and scalable systems to accelerate interoperability across multiple battlefield systems."

The three-week exercises also included L3Harris working with three industry partners to connect communication systems with WESCAM MX-Series sensors and VAMPIRE through the Wraith waveform. This action demonstrated an interoperable, deployable robotic system that enables early intelligence and warning for improved decision advantage for combatant commanders.

GA-ASI TEAMS WITH US NAVY TO DEMO COLLABORATIVE AUTONOMOUS MISSION PLANNING FOR SIMULATED BATTLE



General Atomics Aeronautical Systems, Inc. (GA-ASI) and the U.S. Navy's Strike Planning and Execution Systems program office (PMX-281) collaborated on a demonstration of collaborative autonomous mission planning using GA-ASI's MQ-20 Avenger® Autonomous Collaborative Platform (ACP) test aircraft on September 10 from GA-ASI's Gray Butte Flight Operations Facility near Palmdale, California, and the Mission Operations Center located in Poway, California.

The team extended the Navy's planning systems with Autonomy Government Reference Architecture (A-GRA)-compliant mission context. This allows mission autonomy software to understand a human commander's intent, then exercise autonomous judgment and autonomously coordinate a diverse team of Group 5 uncrewed aircraft with human-crewed teammates against land, air, and maritime threats. The system proved it could understand its human boss's instructions and then carry them out with the team.

The demonstration highlighted how mission autonomy software can work across the full kill chain using passive sensors, autonomy, and coordinated operations among live, virtual, and constructive participants. The MQ-20 Avenger aircraft used GA-ASI's Tactical Autonomy Ecosystem (TacACE®) software and platform information that provided an environment for integrated human-machine mission planning, command and control, autonomy configuration, simulation, and post-mission analysis.

In an exercise called Gray Flag 2026, the Navy's baseline mission planner was augmented with A-GRA-compliant data products that exposed mission objectives, constraints, and threat context to the autonomy layer. This allowed TacACE to reason over the plan and adapt it in real time as the scenario evolved. The system supported planning and coordination of missions involving multiple aircraft and other mission participants, enabling operators to define objectives, tasks, priorities, and coordination rules across the force.

The demonstration also incorporated a Live, Virtual, and Constructive (LVC) framework to support scalable mission rehearsal and operational evaluation. LVC environments connect physical aircraft with simulated platforms and constructive entities, allowing teams to evaluate multi-ship coordination, autonomy behaviors, mission timelines, and operator interactions in representative scenarios. The event showed a practical path for inserting mission autonomy into current Navy planning workflows.

"By taking the Navy's practices, adding A-GRA-compliant mission context, and connecting it to TacACE, we showed that autonomy can understand commander's intent, coordinate a heterogeneous team of uncrewed aircraft, and adapt the plan using its judgment in real time alongside human pilots," said Michael Roberts, Advanced Programs Emerging Technology Director at GA-ASI. "Working together, we can get the Navy to the next level."

EUROPEAN VIGILANT SHIELD: TESTING JOINT RESPONSE TO WEAPONISED DRONES



The European Defence Agency (EDA) has conducted the European Vigilant Shield tabletop exercise in Portugal to strengthen coordination among military specialists responding to weaponised drone incidents. Held at the Santa Margarida military camp from 28 September to 2 October 2026, the exercise focused on managing threats both during and after a hostile drone has been neutralised.

Neutralising a drone does not necessarily eliminate the danger. Explosive payloads may remain active, while chemical or radioactive substances could pose additional risks. The exercise therefore examined how specialists can assess threats, secure dangerous devices, manage hazardous materials and safely recover drone components.

Participants also explored procedures for analysing recovered equipment and preserving evidence that could help identify those responsible for an incident. The findings are expected to support improvements in existing counter-drone procedures, operational techniques and military doctrine for protecting military installations and critical civilian infrastructure.

The exercise brought together experts in counter-drone operations, command and control, chemical, biological, radiological and nuclear defence, explosive ordnance disposal, technical exploitation and military legal affairs. National specialists worked alongside representatives from United Nations and NATO organisations, supporting a multidisciplinary approach to managing complex drone threats.

The programme will continue with virtual wargaming planned for 2027, introducing more complex scenarios involving multiple teams. Live experimentation is scheduled for 2028 to test the complete response under field conditions, from countering a drone to specialist intervention and analysis of recovered material.

European Vigilant Shield supports the broader Defence Readiness 2030 agenda by identifying operational challenges and translating lessons into priorities for capability development and cooperation. The initiative highlights the importance of coordinated responses that extend beyond interception to include investigation, safe recovery and the exploitation of technical evidence.

LEONARDO DRS ESTABLISHES UK SUBSIDIARY AND LAUNCHES LOCAL CAPABILITIES FOR ITS TACTICAL RADARS INCLUDING FULL MANUFACTURING

Leonardo DRS, Inc. announced the establishment of DRS UK, a new subsidiary created to support the company's business in the United Kingdom, along with the launch of local production of tactical radars in the UK.

The newly purpose-built production site expands DRS's manufacturing footprint and creates a dedicated local presence to support UK defence customers, industry partners and system integrators. The company said the investment is intended to strengthen long-term support for UK programmes and provide greater flexibility to meet evolving operational requirements.

DRS tactical radars are designed to detect, track and classify a wide range of airborne and ground threats, including unmanned aircraft systems (UAS) and rockets, artillery and mortars (RAM). The radars support counter-UAS, air defence, force protection and active protection system applications.



DRS said more than 10,000 radar panels have been deployed worldwide with operational service with the United States Armed Forces, NATO allies and other international customers.

"Establishing DRS UK and launching a full local tactical radar capability, strengthens our ability to support customers and partners with the proximity, responsiveness and manufacturing capacity needed to meet evolving operational requirements," said John Baylouny, president and chief executive officer of Leonardo DRS. "This investment enables closer collaboration with UK industry partners and integrators to deliver counter-UAS, air defence and force protection capabilities that help protect the warfighter."

"Our investment in UK-based manufacturing for advanced sensing technologies reinforces the industrial capability, supply chain resilience and skilled workforce needed to support critical defence priorities," said Max Cohen, senior vice president and general manager overseeing DRS's tactical radar portfolio. "By establishing this local capacity, we are creating high-value engineering and manufacturing opportunities while positioning DRS UK to support future export growth and deliver greater value to customers across the UK and Europe." The UK operation will serve as a strategic hub for DRS's tactical radar business in the UK and Europe, the company said.

NORTHROP GRUMMAN ADVANCES AUTONOMOUS AIRPOWER WITH FIRST TALON BLUE FLIGHT

Northrop Grumman's YFQ-48A Talon Blue completed its first fully autonomous flight, including taxi, takeoff, in-flight maneuvers, and landing. Developed through company investment, Talon Blue combines modular design and advanced manufacturing to lower cost and support faster production without compromising mission capability. The flight builds on Northrop Grumman's seven decades of autonomy experience and more than 500,000 autonomous flight hours, with lessons from Talon Blue informing future autonomous systems.

Details on YFQ-48A Talon Blue:

Talon Blue is part of Northrop Grumman's internally-funded Project Talon portfolio focused on accelerating the development of mission-ready autonomous airpower capabilities.

Manufacturing and design innovations cut part count and overall weight, lowering cost and enabling faster production to meet growing demand for autonomous systems.

Designed with flexible operational concepts in mind, Talon Blue's high air intake, wide wheelbase and integrated weapons bay support a wide variety of mission needs for U.S. and allied partners.



Expert: Craig Woolston, vice president and general manager, research and advanced design, Northrop Grumman: "Our customers made it clear they need autonomous systems that can be fielded faster and more affordably without sacrificing mission effectiveness. We listened. Talon Blue's first flight is one step toward a new generation of autonomous capabilities. Every flight and lesson strengthens our broader autonomy work and sharpens what comes next."

Details on the Project Talon Portfolio: The Project Talon portfolio includes Talon IQ™, a cutting-edge autonomous testbed operating on the Scaled Composites Model 437 aircraft. Powered by Northrop Grumman's Prism Mission Autonomy software, Talon IQ offers an accessible government reference architecture that accelerates autonomy maturation while reducing the time and cost to bring new mission capabilities forward.

Together, Talon Blue and Talon IQ allow Northrop Grumman and its partners to rapidly develop, test and field autonomous capabilities tailored to meet emerging threats and operational requirements.

ANDURIL ACQUIRES POPOTO MODEM

Anduril announced the acquisition of Popoto Modem, an underwater acoustics company based in Massachusetts.

The future of maritime dominance hinges on the ability of a single operator to command dozens, even hundreds, of vehicles at once. That places a priority on persistent, resilient, and affordable communications infrastructure. That requirement, however, is complicated by the nuances of the undersea domain: sound waves are the only signal that travels a meaningful distance through water, making them the only way to transport the high-fidelity, low-latency data required to connect assets from surface to sub-sea.

To make matters worse, undersea acoustic communications equipment has historically been prohibitively expensive, placing an upper limit on the size of undersea maritime formations. As a result, undersea communications are largely point-to-point links between exquisite platforms — an architecture that doesn't scale to the desired end state where a single operator can control many affordable autonomous systems.

Popoto Modem's acoustic communications technology changes that equation, enabling persistent, multi-node mesh networking underwater that lets autonomous vehicles communicate with each other, with surface vessels, and the broader



fleet simultaneously. Anduril has worked with Popoto Modem for over a year, integrating their affordable acoustic modems into a variety of products across Anduril's family of maritime systems.

Acquiring Popoto Modem will accelerate Anduril's efforts to develop, produce, and deploy a fleet of autonomous underwater systems. The immediate priority is scaling integrations into Anduril's Copperhead family of affordable autonomous underwater vehicles (AUV), enabling a single operator to command and oversee large formations of AUVs while maintaining confidence that every vehicle stays in contact and on task.

Dominance of the undersea domain demands systems that operate together, rather than individually. That construct has underpinned Anduril's work across every domain. Recently, at BlueTIDE 2026 and in the U.S. Navy's Lanternfish exercise, Anduril demonstrated how Lattice fuses disparate platforms above the waterline into a single operating picture, creating an integrated system to streamline port defense. Acquiring Popoto Modem enables Anduril to extend that integration to subsea, unlocking the affordable undersea communications mesh network required to deploy systems at scale.

INDRA GROUP REINFORCES ITS LEADERSHIP OF THE RADAR AND DRONE SECTOR WITH THE ACQUISITION OF DARES TECHNOLOGY

Indra Group is expanding its radar and unmanned aerial systems capabilities through the acquisition of Dares Technology, a Barcelona-based company specialising in synthetic aperture radar (SAR) image processing and radar technology.

Founded in 2015 in Castelldefels, Spain, Dares Technology originated as a deep-tech startup supported by the European Space Agency Business Incubation Center. Its expertise includes processing imagery from proprietary and third-party SAR systems, as well as developing compact, high-performance radar sensors.

The acquisition will enable Indra to integrate Dares Technology's radar sensor and advanced processing software into its existing portfolio. The company plans to incorporate the sensor into its Tarsis family of drones, supporting the development of Class I unmanned systems weighing less than 150 kg for military applications.



The enhanced systems are intended to support high-precision topographic mapping and identify terrain changes measuring just a few centimetres. These capabilities could strengthen military surveillance, ground movement monitoring and intelligence operations.

SAR technology also offers applications beyond defence, including maritime patrol, satellite-based Earth observation, vessel tracking, border surveillance and monitoring critical infrastructure. Its ability to capture high-resolution imagery in challenging weather and lighting conditions makes it valuable for intelligence, surveillance and reconnaissance missions.

As part of the transaction, 27 specialists from Dares Technology will join Indra's Radar Center of Excellence, expanding its expertise in advanced radar systems.

The acquisition will also broaden Indra's radar portfolio, support its Weapons and Ammunition business and establish a presence in the specialised SAR market. By combining radar hardware, image-processing software and unmanned platforms, Indra aims to strengthen its position in advanced defence technologies for international customers.

INDRA GROUP ACQUIRES A HOLDING IN THE COMPANY QILIMANJARO TO SPEED UP THE APPLICATION OF QUANTUM PHYSICS IN PHYSICS AND ROBOTICS



Indra Group, through its IndraMind division, has invested €10 million in Spanish quantum computing company Qilimanjaro Quantum Tech to strengthen its capabilities in quantum technology and accelerate the development of advanced applications for artificial intelligence, defence and security.

Founded in 2019, Qilimanjaro is described as Spain's only full-stack quantum computing company. It develops its own quantum chips, software and algorithms, while integrating the components required to build and operate complete quantum computers. Its technology is based on multimodal quantum computing, combining digital and analogue approaches using fluxonium superconducting qubits.

The investment will support IndraMind's development of advanced capabilities in physical AI, robotics and complex system simulation. Quantum computing offers potential advantages in addressing computationally demanding challenges involving optimisation, simulation and artificial intelligence, where conventional computing technologies may face limitations.

Potential applications include modelling complex energy and material systems, electromagnetic phenomena and the behaviour of autonomous platforms. These capabilities could contribute to next-generation solutions for defence, security, space and the protection of critical infrastructure.

For Qilimanjaro, the funding will help scale and industrialise its quantum computing systems, develop new generations of processors and expand manufacturing and deployment capacity. The investment is also intended to strengthen Spain's domestic quantum technology ecosystem and contribute to greater European technological autonomy.

Ignacio Martinez, General Manager of IndraMind, said the investment would strengthen Indra Group's position in quantum computing and expand its ability to develop sovereign technological solutions for defence, security and industry.

Enric Blasco, Director of Indra Group in Catalonia, highlighted the project's contribution to the region's innovation ecosystem, particularly in supercomputing and quantum technologies.

The Spanish Society for Technological Transformation (SETT), under the Ministry for Digital and Civil Service Transformation, has also reinforced its commitment to Qilimanjaro through a new investment. The company plans to complete its financing round during the final quarter of the year, with participation from Avançsa and existing investors.

Qilimanjaro CEO Marta P. Estarellas described the combined support from public and industrial investors as an important step towards strengthening Spain's technological independence and expanding domestic quantum computing capabilities.

The partnership will also explore joint pilot projects in priority technology areas and the integration of quantum computing into the IndraMind platform. The collaboration aims to accelerate the adoption of quantum computing in industrial applications while strengthening Spain's position in an emerging technology considered strategically important for European competitiveness.

AV AND ELSIGHT PARTNER TO STRENGTHEN MAYHEM 10 CONNECTIVITY IN CONTESTED ENVIRONMENTS



AeroVironment, Inc. and Elsight announced a partnership to integrate Elsight's Halo connectivity technology into AV's Mayhem™ 10 launched effects system, strengthening communications resilience in complex and contested environments.

The integration will enable Mayhem 10 to intelligently manage multiple communications networks, including satellite, private and public cellular and point-to-point radio, through a single connectivity layer. Elsight's Halo is designed to intelligently bond multiple available communication links into one resilient connection, adapt to changing network conditions and reduce dependence on any single link without requiring operator intervention.

"Reliable connectivity is critical to mission success, particularly in contested environments," said Austin Miller vice president and general manager of the loitering munition systems business unit at AV. "Mayhem 10 was built to evolve with the mission. Its open architecture allows us to integrate new capabilities quickly, giving operators more flexibility and resilience as threats and operational demands change."

The collaboration builds on Mayhem 10's modular, open architecture, which enables the integration of third-party technologies to expand operational capabilities without redesigning the platform. Integration efforts are underway, with both companies working to advance the combined capability.

"Halo was designed to keep missions going, even as communications conditions change," said Yoav Amitai, CEO of Elsight. "Integrating our technology with Mayhem 10 will help operators maintain reliable control across changing and contested environments, without the added workload of managing multiple communications links ."

SIKORSKY INTRODUCES NOMAD 100 FAST PACK, A CONTAINERIZED VTOL UAS KIT FOR RAPID DEPLOYMENT IN AUSTERE ENVIRONMENTS

Sikorsky, a Lockheed Martin company introduced the Nomad 100 fast pack, a containerized vertical takeoff and landing uncrewed aerial system (UAS) kit designed to help customers rapidly deploy autonomous air capability from austere and infrastructure-limited locations.

The U.S. Armed Forces require rapid expansion of autonomous platforms: compact, low-footprint solutions that can be deployed, sustained and repositioned quickly in contested environments. The fast pack delivers that capability in a single 20-foot ISO container that houses four Nomad?100 aircraft, mission-command software, power, communications and sustainment equipment, all designed for maximum mobility, rapid set-up and minimal personnel requirements.



"Military leaders are challenging industry to expand the inventory of uncrewed aircraft, and Sikorsky is delivering proven autonomous air capability with speed and scale, offering field-ready solutions to deploy and sustain those systems where they are needed most." said Rich Benton, vice president and general manager, Sikorsky. "By packaging aircraft, mission command, communications, power and sustainment into a single containerized system, we are making it easier to move, employ and reposition VTOL UAS capability with urgency and flexibility."

FORTERRA DEBUTS OASIS-ONELINK, AN OPEN COMMUNICATION ARCHITECTURE BUILT TO CONNECT AUTONOMOUS MILITARY SYSTEMS

Forterra, the leader in autonomous mission systems launched OASIS-OneLink (OneLink), its open mission integration platform that brings autonomous vehicles and mission tools together into a single operator interface without locking mission data behind a pay-to-play application.

Every new autonomous system can bring its own dashboard and workflow, adding another operational layer that the end user must manage. OneLink solves this fragmentation problem by easily integrating and working alongside existing command and control tools rather than replacing them. Built on Forterra's open interface system and integration framework, OASIS-Fabric (Fabric) and OneLink allow mission owners to combine platforms, payloads, and applications from different vendors and add or swap capabilities, even mid-mission, without requiring custom engineering work.



"Requiring operators to start an integration process from scratch every time a new system is introduced is both inefficient and burdensome for the end user," said Forterra Head of Growth, Sustainment and Shaping Operations Phil Cotter. "OneLink gives operators one place from which to monitor and command, and it's designed to grow and adapt as mission requirements change."

OneLink's native desktop applications also support offline operations so mission information is preserved, making it especially helpful in contested environments where connectivity can't be assumed.

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RED CAT LAUNCHES RED CAT AERIAL, UNIFYING ITS UAS PORTFOLIO UNDER ONE BRAND



Red Cat Holdings, Inc. a U.S.-based provider of advanced all-domain drone and robotic solutions for defense and national security launched Red Cat Aerial, a newly unified entity that brings the Company's aerial systems, teams and engineering capabilities under a single brand. Red Cat Aerial also unveiled its newest platform, TRICHON™, a hand-launched, long-endurance vertical takeoff and landing (VTOL) tricopter built for intelligence, surveillance and reconnaissance (ISR) missions.

Red Cat Aerial combines the teams and technology previously represented by Teal Drones and FlightWave Aerospace into one organization with one public-facing identity. The division's portfolio includes Black Widow™, FANG™, Edge 130, and Hellcat™, now joined by TRICHON. Uniting both businesses gives customers a single point of engagement for Red Cat's aerial systems and gives the division a shared engineering foundation to develop new platforms faster as mission requirements change.

"Red Cat Aerial brings together deep engineering experience, proven technology and a shared focus on solving the operational challenges facing today's warfighters," said Mitch McDonald, CEO of Red Cat Aerial. "As one organization, we can build on the strengths across our portfolio and accelerate the development of purpose-built systems for evolving mission requirements. TRICHON is the first example of that approach, combining long-endurance ISR with a proven technology foundation in a platform designed to be fielded in meaningful numbers."

Modern operations are driving demand for small UAS in quantities that support training, deployment, attrition and replacement, rather than a limited number of high-performance aircraft. TRICHON is designed around that requirement. It pairs long-endurance VTOL ISR with a proven electronics core, building on technology already trusted by U.S. and allied operators. The result is a lower cost of entry for units fielding capable ISR systems in meaningful numbers.

TRICHON marks the start of Red Cat Aerial's next phase of development. The division will continue to expand its portfolio with platforms and technologies designed for changing mission requirements across the modern battlefield.

PARAZERO EXPANDS US FOOTPRINT WITH ORDER FROM A NEW CUSTOMER, AN AMERICAN DEFENSE MANUFACTURER



ParaZero Technologies Ltd. an aerospace defense company pioneering smart, autonomous solutions for the global manned and unmanned aerial systems (UAS) industry announced receipt of an initial order from a new U.S.-based defense manufacturer for DefendAir Net Pods and related integration support.

The customer develops drone detection and interception technologies and holds contracts to protect critical infrastructure and strategic sites. The order supports the integration of ParaZero's DefendAir Net Pods into the customer's drone interceptor platform, adding non-explosive net interception alongside its existing hit-to-kill capability.

The integration is intended to connect the customer's detection and tracking capabilities with DefendAir's physical interception technology, providing an additional engagement option for countering hostile drones. ParaZero will supply Net Pods and technical support for the integration process.

The initial order expands ParaZero's footprint in the U.S. counter-UAS market and reflects demand for adaptable interception technologies that can be integrated into third-party defense platforms.

"Protecting critical infrastructure and strategic sites requires the ability to detect a drone threat and act to stop it," said Ariel Alon, Chief Executive Officer of ParaZero. "This initial order expands our U.S. footprint through a new platform integration, adding DefendAir's non-explosive net interception to the customer's existing capabilities. Our Net Pods and integration support provide the foundation for that work."

DefendAir uses net-based physical interception to stop hostile drones at the last defensive layer. Its Net Pods support integration into multiple platforms, enabling manufacturers to incorporate ParaZero's interception technology into their counter-UAS systems.

TELEDYNE FLIR DEFENSE WINS $48M CONTRACT TO PROVIDE NEXT-GEN NUCLEAR, BIOLOGICAL AND CHEMICAL RECONNAISSANCE SENSORS FOR BULGARIA STRYKERS

Teledyne FLIR Defense, part of Teledyne Technologies Incorporated announced it has been awarded a $48 million contract by the U.S. Army to deliver Nuclear, Biological and Chemical Reconnaissance Vehicle Sensor Suite Upgrades to the Republic of Bulgaria for its new fleet of Stryker vehicles.

The contract was awarded by the U.S. Army Contracting Command at Aberdeen Proving Ground, Md., as part of a Foreign Military Sales agreement to support Bulgaria's military modernization. Bulgaria is acquiring nearly 200 U.S.-made Stryker armored vehicles to replace its Soviet-era tactical vehicle fleet and to enhance interoperability with NATO forces. It will outfit 10 of the Strykers with NBCRV SSU systems.

Teledyne FLIR Defense is the lead integrator in modernizing the Army's NBCRV system with improved and autonomous chemical, biological, radiological and nuclear (CBRN) sensors. Following successful development and testing, the company began delivering the new NBCRV sensor suites to Army units in 2025. The system provides



standoff detection of CBRN threats, reducing risks to troops by providing decision-quality data to commanders and optimizing freedom of maneuver during combat operations.

In January, the company announced it had won a contract worth up to $32 million to deliver and integrate advanced thermal imaging sights and radars for Bulgaria's Stryker fleet. That effort will give vehicle crews enhanced situational awareness, including 360-degree visibility and long-range threat detection.

"The upgraded Stryker vehicles will provide Bulgaria with the most advanced mounted CBRN reconnaissance capabilities in Europe," said Dr. JihFen Lei, President of Teledyne Defense and Aerospace Group and Senior Vice President of Teledyne Technologies. "Together, our two Stryker modernization efforts highlight the breadth of sensor solutions Teledyne FLIR can deliver to NATO allies and partners, helping warfighters detect, identify and respond effectively to an array of battlefield threats.

"We're proud to support this U.S. Army-led program and look forward to working closely with end-users in Bulgaria during integration," Lei added.

ROBINSON UNMANNED EXPANDS US DEFENSE ECOSYSTEM WITH LYNTRIS AUTONOMY INTEGRATION

Robinson Unmanned announced the latest expansion of its defense technology integration ecosystem with Lyntris, a sense-to-act connectivity company for the connected battlespace. Together, the companies will integrate Lyntris' Dragonflight distributed autonomy technology with the SPARTAN Group 2 UAS in support of Lyntris' $6.48 million expansion of its Maritime Tactical Command and Control program with the U.S. Navy.

This latest integration reflects Robinson Unmanned's broader approach to autonomous aviation: pairing rugged, aviation-grade, NDAA-compliant aircraft with leading autonomy, sensing, communications and mission technologies from specialized defense technology providers. Built around modular open system architectures, Robinson Unmanned platforms are designed to readily integrate new capabilities as requirements evolve, operating as part of larger, distributed mission systems within a connected ecosystem.

The Lyntris collaboration expands Robinson Unmanned's work with established members of the U.S. Defense Industrial Base and a growing technology ecosystem spanning aircraft Groups 1 to 4. Across its portfolio, the company works with autonomy, mission-system and defense technology providers to integrate specialized capabilities onto scalable aircraft platforms.

"The future of unmanned aviation isn't going to



be built around closed aircraft with fixed capability," said Paul Fermo, President of Robinson Unmanned. "Operators need reliable platforms that can integrate the best technology available today and continue adapting as autonomy, sensors, communications and mission requirements evolve. This is what a strong U.S. industrial base should enable: bringing proven aircraft and advanced technology together to deliver meaningful capability to the fleet."

For the Navy effort, SPARTAN provides a rugged, all-weather, aviation-grade Group 2 VTOL platform for extending Dragonflight into coordinated autonomous UAS operations. SPARTAN's modular, open architecture supports integration of advanced autonomy and mission systems while preserving the payload capacity, endurance and all-weather performance required for demanding operational environments.

"Precision formation flight takes aircraft and software designed to work together," said Jack Zaientz, Lyntris VP of C4I and Autonomy. "Robinson's SPARTAN gives us a nimble, open platform for integrating our autonomy technology. By pairing their aircraft expertise with Lyntris' Dragonflight autonomy software, we're working to expand what operators can accomplish with a team of autonomous aircraft."

"SPARTAN was never intended to be a single-mission aircraft," Fermo continued, "and we're seeing that vision play out in the market now. Different partners are looking at the same underlying platform for autonomy, sensing, effects, and integration into larger systems-of-systems. Our work with Lyntris is another example of what SPARTAN was designed to do: provide an open, aviation-grade foundation that allows new capabilities to be integrated quickly and employed as part of a larger force."

EDA PROJECT SHOWS UNMANNED AIRCRAFT CAN NAVIGATE WITHOUT SATELLITE SIGNALS OVER LAND



A project funded by the European Defence Agency (EDA) has shown that unmanned aircraft can navigate reliably over land without satellite signals, a step towards drones operating safely when satellite signals are disrupted, jammed or denied.

The trials took place within the Unmanned Aircraft Systems Single European Sky eXperimental Integration (USESXI) project, during the 2026 edition of the Robotic Experimentation and Prototyping using Maritime Unmanned Systems (REPMUS) exercise. Held in September in the Troia area of Portugal, South of Lisbon, they were part of the search for a resilient positioning, navigation and timing (PNT) solution for unmanned aircraft systems (UAS) when Global Navigation Satellite Systems (GNSS) are unavailable, degraded or subject to interference.

USESXI is a €1.2 million project running for four years until 2028, carried out by Spain's GMV and Indra. Its navigation system, AIRSENSE, uses sensors and artificial intelligence to understand the environment and maintain positioning without relying on satellites.

The exercise tested how well the system captures images, sends data and keeps its sensors in sync, and whether it could support flights beyond and communications visual line of sight. The aircraft flew more than 100 kilometres from the ground control station and reached an altitude of 2,100 metres. A key achievement was running the image-based navigation software on board the aircraft in real time, rather than processing the data after the flight or on the ground station, which would be data-link dependant, and hence a fragility in today's demanding frontline scenarios.

The system performed well over land, staying close to the aircraft's true position without satellite signals and showing that combining several navigation sources with advanced algorithms can provide a reliable position even when satellite navigation cannot be trusted or is unavailable.

Over the sea, however, the system was less effective because the sensor-based software had too few landmarks to recognise. EDA will now focus on land operations, in line with lessons learned from current conflicts, so this limitation does not affect the project's priorities.

The system was tested in realistic operational conditions on a commercially available drone already in service with the Spanish Army. The next step is to develop it into a complete system that meets the required standards and is ready for operational use. By funding projects such as USESXI, EDA contributes to more resilient autonomous systems, which are increasingly relevant for surveillance, infrastructure protection and emergency response.

These results show that, with EDA support, European industry can develop advanced navigation technologies that are approaching practical use. Such technologies could also help strengthen the resilience of military operations. EDA has co-organised REPMUS since 2024, and the system will be tested again at the 2027 exercise.

F-22 DIRECTS COLLABORATIVE COMBAT AIRCRAFT IN AIRBORNE TACTICAL-CONTROL DEMO



The Department of the Air Force executed airborne tactical command and in-flight control of a YFQ-44A Collaborative Combat Aircraft from an F-22 Raptor earlier this month, advancing efforts to rapidly develop, evaluate and deliver mission-autonomy capabilities to the warfighter.

During the demonstration, an F-22 pilot served as an airborne "quarterback," issuing high-level tactical directives to a single YFQ-44A. The aircraft's onboard autonomy software interpreted and executed those directives in real time, conducting dynamic flight maneuvers and simulated combat tasks.

"This achievement demonstrates what is possible when we are aligned with industry on a shared imperative: delivering capability to the warfighter at unprecedented speed," said Secretary of the Air Force Troy Meink. "We are driving urgency into every part of acquisition from rapid integration and flight learning to disciplined assessment, so we can turn promising technology into combat capability at the pace the threat demands."

The event brought together personnel from the 412th Test Wing, 422nd Test and Evaluation Squadron, 309th Software Engineering Group, Experimental Operations Unit, F-22 System Program Office and the CCA Software Autonomy and Teaming Branch.

The Department will use data from this test milestone to inform continued software integration, developmental testing and the Air Force's future CCA concepts.

"This flight shows the power of crewed-uncrewed teaming and the advantage it provides our warfighters," said Air Force Chief of Staff Gen. Ken Wilsbach. "We must test often, learn fast and give commanders what they need, when they need it."

The CCA program is part of a broader Department of the Air Force effort to deliver affordable, adaptable and combat-ready capability at speed. The Air Force intends to have 500 combat-ready, semi-autonomous systems by 2032, with an overall fleet size of 1000 that will extend reach, awareness and survivability of American airpower in contested environments.

REDWIRE SECURES ADDITIONAL ORDERS TO DELIVER STALKER UAS TO US NATIONAL GUARD FOR THE ARMY'S NEXT-GEN DRONE OPERATORS

Redwire Corporation global leader in space and defense technology solutions announced it will deliver Redwire's Stalker Uncrewed Aircraft Systems (UAS) in support of the National Guard Bureau's evolving mission requirements and UAS modernization priorities. The value of the purchase orders was approximately $13.8 million.

The long range, Group 2 Stalker UAS will provide National Guard instructors with a highly reliable, modular platform to train incoming soldiers on complex flight operations, field maintenance, and multi-mission payload deployment. Stalker serves as an ideal bridge for this advanced training environment due to its ease of use and sophisticated yet highly learnable architecture.

"As the threat environment evolves so do mission requirements, and the National Guard requires versatile operators who are trained on combat proven aircraft that are ready to field," said Joshua Stinson, Co-President and Chief Growth Officer at Redwire Defense Tech. "The Stalker UAS offers advanced multi-mission capabilities and



operational durability in extreme environments. We are incredibly proud to partner with the National Guard Bureau to equip guardsmen with the hands-on experience they need to ensure domestic readiness and overseas mission success."

National guardsmen will utilize Stalker to master critical competencies required by the U.S. Army's newest Military Occupational Specialty (MOS): the 15X Tactical UAS Specialist. The 15X MOS represents a major paradigm shift in military aviation, combining the traditional roles of UAS operator and maintainer into a single, highly adaptable operator. Guardsmen trained under this curriculum are expected to embed within maneuver formations to operate, maintain, and rapidly troubleshoot Group 1 through Group 3 systems at the tactical edge.

By deploying the combat proven Stalker across key regional training sites, including Camp Shelby, Mississippi and Fort Indiantown Gap, Pennsylvania, the National Guard Bureau is pursuing standardized, high-tier instruction that replicates the multi-domain challenges guardsmen will face when integrated into brigade and lower-level maneuver units.

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

L3HARRIS, SKYDIO PARTNER TO ADVANCE CONNECTED BATTLEFIELD CAPABILITIES

Modern military operations increasingly depend on the ability to quickly collect, transport and act on information across contested battlespaces. Connected autonomous airborne sensors, paired with resilient communications, rapidly push edge collected information across the network, enabling commanders and warfighters to maintain situational awareness even in highly complex or contested environments.

L3Harris Technologies and Skydio Inc. are collaborating to deliver this crucial integrated capability to the warfighter. The companies have brought together Skydio's autonomous drone technologies with L3Harris' radios and Wraith® waveform to maintain uninterrupted command-and-control links, ensuring the delivery of mission-critical data and position location information.

"Our work with Skydio demonstrates how we can connect best-of-breed technologies and resilient networks to give warfighters the right information at the right time," said Faisal Munir, President, Mission Critical Communications, Communications & Spectrum Dominance, L3Harris. "This partnership directly facilitates the warfighter's ability to continue to communicate, fly UAS assets and affect threats in electronic warfare-constrained environments."

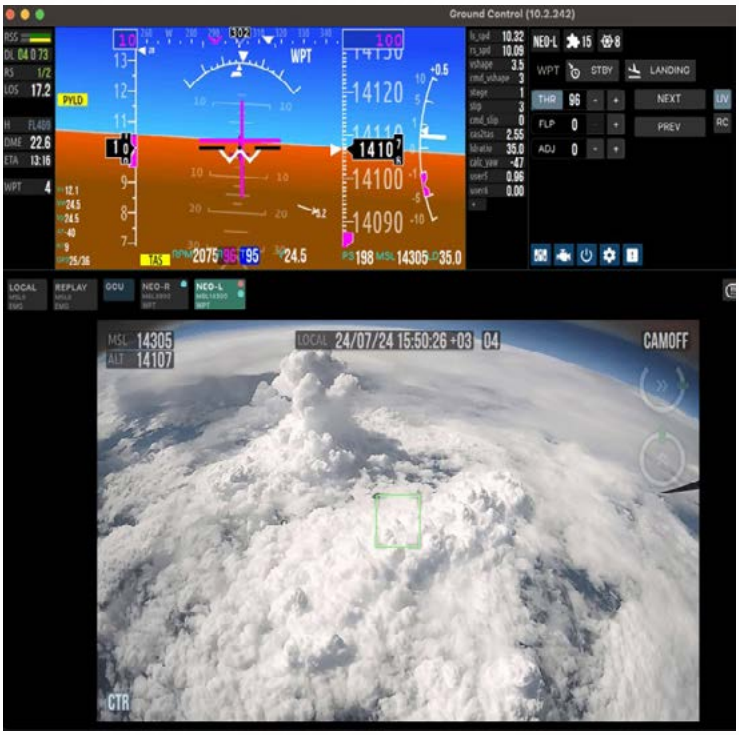
Leveraging the companies' open-system architectures, L3Harris waveforms and the Falcon® IV embeddable radios have been integrated with Skydio's X10D drone to provide layered anti-jam protection and



electronic warfare capability. The collaboration also takes advantage of the more than 150,000 fielded tactical radios currently within U.S. and allied inventories that are capable of hosting the Wraith waveform. With the addition of the new Wraith Shield™ waveform, the radios can also scan the spectrum, detect threats and neutralize adversarial drones.

The collaboration reflects a broader shift toward open, interoperable architectures that allow defense customers to rapidly incorporate new systems, platforms and communication devices into connected nodes across the battlespace at the speed of the mission. It's also another example of both company's commitment to partner across the defense technology ecosystem to deliver the advanced solutions that today's threat environment demands.

APUSNEO HAPS COMPLETES 1ST FLIGHT AT 14,500 METERS IN EUROPEAN AIRSPACE



UAVOS Inc., the founding technology partner of Mira Aerospace, announced the successful completion of the first flight of the ApusNeo HAPS stratospheric aircraft in European airspace, reaching an altitude of 14,500 meters (approximately 47,600 feet). The flight was conducted at Canarias Stratoport for HAPS & UAS, located in Fuerteventura Technology Park, Spain. It marked an important milestone in the development and operation of high-altitude platforms in Europe.

The results of the test flights demonstrated the readiness of the ApusNeo HAPS to perform missions focused on wildfire monitoring and environmental protection. The aircraft completed a continuous 28-hour flight, providing persistent observation over a wide area.

During the mission, the ApusNeo HAPS carried an Earth observation payload consisting of a high-resolution camera and optical and infrared sensors. The system transmitted imagery and sensor data in real time, enabling ship tracking and environmental monitoring.

The tests also demonstrated the successful coordination of ApusNeo HAPS operations with ENAIRE, Spain's air navigation manager. This coordination confirmed the platform's ability to operate safely within European airspace and established a foundation for future wildfire response and protection missions in Spain and across Europe.

"The UAVOS team demonstrated its ability to prepare for and conduct complex high-altitude test flights while meeting aviation safety requirements and coordinating effectively with regulatory authorities," said Aliaksei Stratsilatau, Founder and CEO of UAVOS . "Successful coordination with aviation authorities is enabling the team to build valuable experience in integrating HAPS platforms into European airspace. This experience may provide a foundation for future tests and potential operational scenarios."

LIGHTPATH TECHNOLOGIES SECURES ORDER FOR OVER 50,000 OPTICAL ASSEMBLIES FOR DRONES FROM KEY DEFENSE CUSTOMER

LightPath Technologies, Inc. a leading provider of next-generation optics and imaging systems for both defense and commercial applications announced it has received an order from a key defense customer for over 50,000 optical assemblies for use in drone camera systems. In accordance with customer confidentiality requirements, the order value and customer identity have not been disclosed.

The order comes as the U.S. and its allies rapidly scale up drone procurement. In the U.S. alone, the Department of War's $1.1 billion Drone Dominance Program is working to field more than 200,000 low-cost drones. LightPath is well positioned as a trusted supplier to defense customers that require infrared optics at production scale.

The order reflects the continued growth of LightPath's optical assemblies business, one of the Company's three pillars of growth. Assemblies and modules accounted for 44% of the Company's revenue in fiscal 2026, up from 23% in fiscal 2025.

LightPath Chief Executive Officer Sam Rubin said: "Drones are being built and deployed at a scale few would have predicted just a few years ago, and the cameras on board depend on high-performance optics. An order for over 50,000 optical assemblies from a key defense customer is a strong validation of our ability to deliver those optics at production volumes. We have been preparing for exactly this kind of demand, adding automation and capacity to our assembly operations so we can support high-volume programs without compromising quality or delivery schedules.

"Defense customers need partners that can deliver infrared optics reliably and at scale. We view this order as a significant milestone for our drone business, and we believe the drone market represents a meaningful long-term growth opportunity for LightPath," concluded Rubin.

RHEINMETALL DELIVERS 1ST CARACAL SERIES-PRODUCTION VEHICLES TO THE GERMAN AND DUTCH ARMED FORCES

Rheinmetall has delivered the first Caracal series-production vehicles to the German and Dutch armed forces. During a formal ceremony on 29th October 2026 at the Dutch production site in Ede, Rheinmetall Landsysteme GmbH and Rheinmetall Defence Nederland B.V. handed over the first production vehicles to the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBw) and to the Dutch Ministry of Defence. The latter had already received the first vehicle for the drivers' training on 29 September 2026.

The delivery of the first series-production vehicles of the Caracal – the military designation being "Einsatzsystem Luftlandeplattform" (Deployment System Airmobile Platform) – marks an important milestone in the project's progress. This is the foundation for the delivery of further vehicles, which offer an impressive variety of roles, with a current total of 28 different equipment kits.

The contract not only covers the delivery of the vehicles but also full life-cycle support over 20 years, thus providing a long, sustainable service life. A total of more than 1,500 vehicles will be delivered by 2030 to the German Bundeswehr and the Dutch Armed Forces.

The Caracal is a modular, multipurpose, highly mobile vehicle. It is built on the latest-generation Mercedes-Benz G-Class (464 model series) military production chassis, which is also used for the Wolf 2. Its lightweight, modular superstructure is manufactured to suit its specific role. Final assembly of the vehicle will take place at



Rheinmetall Defence Nederland's production site in Ede, the Netherlands.

The Caracal provides the Bundeswehr and the Dutch armed forces with a tactical vehicle that significantly improves the mobility of airborne forces. In its basic configuration, the Caracal can accommodate four soldiers, alongside their personal and mission-specific equipment.

Thanks to its compact design, it can be transported in different variants with mission-specific configurations, either within a cargo hold area or as an underslung load carried by a heavy-lift transport helicopter.

With its versatility, it covers a wide range of operational scenarios for light and specialised units, whilst offering modular, scalable protection against mines and ballistic threats. The armament mounted on the vehicle's ring mount ranging from MG5 machine guns and heavy machine guns (HMGs) to automatic grenade launchers and anti-tank weapons. In addition, the vehicles are equipped with secondary armament consisting of a machine gun mounted on a co-driver's weapon mount.

"The highly mobile and modular Caracal is one of the most versatile vehicles in our portfolio," said Björn Bernhard, Managing Director of Rheinmetall Landsysteme. "Rheinmetall colleagues from Germany and the Netherlands are working closely with other industry partners to make this project a reality. We are delighted to be able to mark this milestone in the delivery process together with our German and Dutch customers, and look forward to a long and trusting partnership."

LEONARDO SELECTS SHIELD TO FURTHER ITS ROTARY-WING AUTONOMY DEVELOPMENT

Shield announced an agreement with Leonardo under which Leonardo will use Shield's Hivemind software to further develop autonomy capabilities for integration onto Proteus, Leonardo's autonomous uncrewed rotorcraft. The agreement expands Leonardo's tools to build its own mission autonomy software for new and existing systems.

Using the Hivemind Software Development Kit (SDK), the two companies will work together to integrate the software so Leonardo engineers can develop new autonomy capabilities for rotary-wing operations, including anti-submarine warfare (ASW), intelligence, surveillance, and reconnaissance (ISR), and contested logistics helicopter operations.

"Leonardo builds some of the most widely flown rotorcraft in the world, and Hivemind gives its engineers new tools to add autonomy to them," said Tom Schaefer, vice president of Hivemind engineering at Shield. "Autonomy software is never finished. It changes with



the mission, the threat, and the sensors on the aircraft. Leonardo's engineers can therefore tailor Hivemind software to their mission sets, and the work stays with them."

"As we look to the demands of our customers and the reality of military and security operations in both wartime and in peacetime, there is a need for autonomy powered by AI. The ability to develop and integrate mission autonomy using Hivemind onto Proteus will support the implementation of autonomous capabilities," said Adam Wardrope, Vice President Market Development Helicopters UK, Leonardo.

"When combined with our long-standing design, development, and manufacturing expertise in crewed and uncrewed rotorcraft, we believe we will be able to benefit from Shield's software to support the development and delivery of autonomous solutions, potentially also extending it through other programmes within our rotary-wing portfolio."

L3HARRIS AND DIVERGENT SIGN TEAMING AGREEMENT TO INCREASE PRODUCTION OF AFFORDABLE MASS MUNITIONS



L3Harris Technologies and Divergent Technologies, Inc. have signed a teaming agreement to scale production and enhance capabilities for affordable mass munitions.

The two companies will initially seek to leverage Divergent's additive manufacturing processes for L3Harris' Wolf Pack family of munitions, Red Wolf™ and Green Wolf™. Both are part of the company's growing suite of launched effects and modular vehicles, which deliver long-range precision strike and non-kinetic capabilities.

"Today's evolving battlefield demands highly capable, affordable munitions to counter low-cost threats at scale," said Quinlan Lyte, President, Advanced Effects, Missile Solutions, L3Harris. "We look forward to exploring how we can collaborate with Divergent to increase production of our proven systems and accelerate rapid design development of future product family offerings."

"Divergent's capability to rapidly design, manufacture, and supply hardware at scale for critical defense programs is a demonstrated strategic advantage for our customers," said Lukas Czinger, CEO and Co-Founder of Divergent. "We look forward to partnering with L3Harris to apply DAPS to production programs today while identifying opportunities to accelerate development and scale manufacturing across future aerospace and defense systems."

L3Harris' launched effects portfolio has completed 60 flight demonstrations of its unmanned air vehicles, including launches from fixed-wing, rotary-wing and ground-based platforms. The flexible platforms are designed for adaptability, incorporating sophisticated software that enables real-time in-flight collaboration and dynamic re-targeting, while also supporting the coordinated swarming of autonomous aircraft.

GA-ASI PARTNERING WITH SPIRIT DEFENSE FOR FQ-42 CCA PRODUCTION



General Atomics Aeronautical Systems, Inc. (GA-ASI), the world leader in Uncrewed Aircraft Systems (UAS), today is announcing our partnership with Spirit Defense, a Boeing Company, to support airframe production of the new FQ-42 Vengeance Collaborative Combat Aircraft (CCA). In June, GA-ASI won a contract from the U.S. Air Force (USAF) to produce FQ-42. Spirit Defense's role as a fuselage design-build partner brings together the company's engineering and advanced manufacturing capabilities to support the program from design through production.

GA-ASI has been the sole manufacturer of its line of UAS – which includes MQ-9A Reaper®, MQ-1C Gray Eagle®, MQ-20 Avenger®, and MQ-9B SkyGuardian®/SeaGuardian – since the company's inception in 1992. For the FQ-42 program, partnering with Spirit Defense is a strength multiplier for the company and the nation, offering manufacturing capacity and industrial depth to scale CCA production faster, while strengthening production resilience, and reducing the risk of single points of failure.

"We're excited to be working with Spirit Defense," said GA-ASI President David R. Alexander. "We've established our proven design, development, and manufacturing capability for the FQ-42. With Spirit Defense we add capacity, which is exactly the kind of production resilience our U.S. Air Force customer is looking for with its CCA ramp-up. This kind of partnership represents the scalable industrial base the Air Force and the U.S. Department of War are looking for from industry."

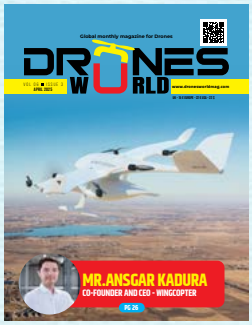
"We're proud to bring deep manufacturing expertise and proven capabilities to this important program," said Keith Schrader, president and CEO of Spirit Defense. "Our team understands the responsibility that comes with supporting critical national defense programs, and we're ready to deliver for our customer and the warfighter." FQ-42 is a purpose-built, uncrewed fighter, developed with USAF as part of ongoing investment in next-generation semi-autonomous combat aircraft. The jet's modular design enables rapid integration of mission systems and mission autonomy software. GA-ASI's software architecture, demonstrated through live flight tests on multiple airframes, provides the foundation for human-machine teaming in complex combat scenarios.

Potential CCA manufacturing partnerships don't end here. Around the world, GA-ASI is in discussions with numerous international militaries interested in our Gambit Series of modular CCAs. The Gambit Series is a family of uncrewed combat jets, derived from our work on FQ-42, XQ-67A Off-Board Sensing Station, and MQ-20 Avenger, and optimized for roles such as electronic warfare, suppression of enemy air defenses (SEAD), Destruction of Enemy Air Defenses (DEAD) and stand-off precision strike, making it a versatile option for evolving security needs.

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TEKEVER LAUNCHES IN GERMANY, ACCELERATING ITS ROLE AS EUROPE'S PRIME AUTONOMY PARTNER

TEKEVER, Europe's leading provider of AI-driven autonomous systems announced the launch of TEKEVER Germany, marking a significant step in the company's continued expansion across Europe and reinforcing its long-term commitment to the German defence, security, and industrial sectors.

The launch follows TEKEVER's landmark $580 million Series D funding round, at a valuation of $6.4 billion, providing further momentum for the company's investment in advanced autonomy capabilities.

Germany represents a strategically important market for TEKEVER, which is already working with the Bundeswehr to explore the future of autonomous operations across a broad range of mission sets, including logistics and force support. As part of its ongoing evaluation of next-generation autonomous capabilities, the Bundeswehr has taken delivery of its first TEKEVER uncrewed aerial system. The heavy-lift platform will provide a basis for assessing the operational advantages of long-endurance autonomous



capabilities and help inform future concepts of operation in increasingly complex mission environments.

Headquartered in Munich, TEKEVER Germany will serve as the company's HQ in the DACH region, bringing together engineering, business development and customer engagement capabilities while supporting long-term collaboration with German industrial, research and technology partners.

On the launch of TEKEVER Germany, Ricardo Mendes, TEKEVER, CEO, said: "TEKEVER Germany represents an important milestone in our European growth strategy and reflects our long-term commitment to Germany.

"Germany is one of Europe's foremost centres of engineering excellence, innovation and industrial capability. By establishing TEKEVER Germany, we are creating a long-term foundation for regional growth, collaboration and investment.

"Our collaboration with the Bundeswehr has already demonstrated the value advanced autonomy can bring across multiple mission areas, including logistics and force support. By combining Germany's engineering talent and industrial strength with our autonomous technology, we can help strengthen both Germany's technological capabilities and Europe's strategic autonomy."

AIRBUS U740 VALKYRIE UNCREWED COMBAT AIRCRAFT TAKES OFF FOR ITS MAIDEN FLIGHT IN EUROPE

Airbus, in partnership with Kratos Defense & Security Solutions, Inc. has successfully completed the first flight of the "U740-Valkyrie" in Europe. This key milestone confirms that Airbus and Kratos are on track to deliver a combat-ready uncrewed Collaborative Combat Aircraft (CCA) by 2029, addressing the operational requirements of the German and other European Armed Forces.

Conducted at a test facility in Northern Europe, the flight achieved all objectives, including a runway independent rocket-assisted take-off, manoeuvers at various altitudes and speeds up to Mach 0.8, as well as in-flight mission adjustments. This debut paves the way for subsequent, more sophisticated flight tests with Airbus' Multi-platform Autonomous Reconfigurable and Secure (MARS) mission system. Serving as the aircraft's "European brain" and ensuring full control over software as well as mission applications, data and system hardware, MARS enables national German or European sovereignty from operational usage of the Valkyrie. MARS utilises AI-enhanced software to conduct missions autonomously and coordinate entire mission groups. A strict control hierarchy ensures a human remains on the loop, guaranteeing all critical decisions comply with established rules of



engagement, as well as ethical and legal standards.

"In an increasingly complex and contested threat environment, air forces require affordable combat mass," said Mike Schoellhorn, CEO of Airbus Defence and Space. "By pairing Kratos' proven airframe as a 'program of record' with Airbus' sovereign European mission system, we are able to offer a robust, sovereign, affordable, and combat-ready CCA system by the end of the decade. The Valkyrie will also play a critical role in enhancing crewed combat aircraft such as the Eurofighter with extended range, firepower, and survivability. The aircraft design enables operational resilience through its rail launch capability, while offering conventional, runway based, take-off and landing as an option."

"First flights typically include plenty of learning opportunities, but with the maturity of the Valkyrie system and the well-integrated Airbus and Kratos team, this flight was an amazing success," said Eric DeMarco, President and CEO of Kratos. "We're proud to be partnering with Airbus on the CCA opportunities in Germany and other parts of the world. Combining the strengths of Kratos and Airbus enables the affordable Valkyrie system and Kratos' CCA and drone manufacturing legacy to evolve with MARS and Airbus' other high-capability subsystems, experience, and extensive knowledge across the full aerospace spectrum."



Steve Bakos

Chief Revenue Officer and General Manager

Q What makes the 100,000-unit order significant, and what does it say about demand in unmanned systems?

A This order is significant because it moves one opportunity from our pipeline into backlog, with a multinational dual-use drone provider. Deliveries start in the first half of 2027. After a successful initial deployment, we expect the follow-on demand in the second half of 2027 and beyond. It also tells me the market is ready to commit to TAA compliant supply. Drone and defense customers keep telling us they need high-performance batteries at scale, from a fully qualified and dependable non-FEOC source, now. This order is an early sign of this demand turning into purchase commitments.

Q What are the key technological advantages of your platform for drones, in terms of energy density, weight, power delivery and endurance?

A Our advantage starts with silicon. Our Korean-built cells are silicon-blended anode batteries, upgraded with the silicon-carbon know-how from our 100% silicon anode AI-1 technology. More silicon in the anode means more energy in the same space, which is what drone designers care about. We believe we use one of the highest percentages of silicon than any conventional battery supplier. We believe our portfolio provides the most competitive combination of gravimetric energy, power density and cycle life from a company with in-house, TAA compliant capacity at scale. There is no value to customers in niche technologies from competitors that can not be sourced from TAA compliant factories or at scale to

meet the massive potential demand.

Q How do you balance energy capacity against weight, payload and operational performance across different platforms?

A There's no single right answer, because an aerial drone, an underwater vehicle, a surface vessel and wearable systems all need something different. We're seeing requests across all of those categories. What we do is work closely with each customer to match the cell to the application. We work with customers through qualification and support them in the field. We also offer both silicon-blended and traditional graphite anode batteries, so customers can choose the right trade-off for their platform.

Q How important are manufacturing location, supply-chain resilience and qualification to defense and security customers?

A They're essential as stated above, and in most cases they're the first questions asked. Many end markets and customers we are talking to require supply chain resiliency and most operate under sourcing rules like the Trade Agreements Act and the NDAA. A supplier that can't demonstrate compliance isn't in the conversation, regardless of how compelling their niche technology may sound. Our drone and defense cells are manufactured completely in-house at our South Korean facility, which has 20 years of high reliability production history. That gives customers a single, auditable chain of custody. We're compliant with TAA today and on track for programs governed by the NDAA. We've also made compliance a shared leadership responsibility and set up a dedicated global supply chain organization to support this effort. Qualified suppliers who can produce at scale right now are rare, and I think that's part of the reason why customers value what we've built.

Q What testing, quality-control and performance-validation processes does Enovix use for unmanned aircraft applications?

A It starts with where the cells are built. Our drone cells come from a facility that has been providing cells for high reliability and environmentally challenging applications for more than two decades. Because we manufacture everything in-house, we control quality and traceability from start to finish, and that's what gives customers a single, auditable chain of custody. Multiple customers have also put our cells through their own rigorous qualification procedures and have validated our product samples with their own procedures.



Having all of our manufacturing capacity under our own roof also gives us the ability to set priorities and to support long lifetime programs for customer programs that demand it.

Q Which unmanned applications offer the greatest growth opportunity beyond this order?

A As stated before, with the nearly universal requirement for a secure supply chain and a supplier that can produce at scale, we are seeing demand across a wide range of applications. This includes areas like agricultural, surveillance, security whether is it aerial, subsea, or surface. There are also multiple other non-drone related markets that are looking to upgrade older battery technologies, and even some brand new applications that customers are bringing to us. Right now our biggest challenges are to identify and prioritize our strategic customers and continue to scale our in-house manufacturing to meet that demand.

Q Over the next three to five years, how will battery technology evolve for unmanned systems, and what role does Enovix want to play?

A I expect demand for compliant, high-performance batteries to continue to outpace available supply. Drones will be asked to do more, stay up longer and operate in more demanding environments, so specifications like energy density, power density, temperature performance and cycle life will matter even more. We will continue to blend silicon into our anodes and explore other materials and technologies to continue to drive cell performance. As your readers know, the battery technology landscape moves very slowly when compared to industries like semiconductors, for example. We intend to be a trusted, scalable supplier that pairs advanced silicon-anode technology with compliant manufacturing.

ROBINSON UNMANNED TO DELIVER BLUE UAS CLEARED SPIRIT UAS TO NEPALI ARMY UNDER ASCENT AEROSYSTEMS FMS CONTRACT



Robinson Unmanned announced that Ascent AeroSystems, the company's contracting entity for U.S. defense programs, has received a firm-fixed-price Foreign Military Sales contract to provide its NDAA-compliant, Blue UAS Cleared SPIRIT™ small unmanned aircraft system, payloads, training and support to the Nepali Army.

Issued through Naval Air Systems Command, Naval Air Station Patuxent River, the award includes SPIRIT base kits and payload kits, along with additional aircraft hardware, spares, extended warranty coverage and operator training.

The award expands Robinson Unmanned's international footprint and reinforces SPIRIT's role as a rugged, mission-adaptable UAS for military operations in demanding environments, offering all-weather performance and a maximum operating altitude of 14,600 feet above mean sea level. Designed for reliable operation in austere conditions, SPIRIT combines a rugged cylindrical form and compact coaxial architecture with a modular open system architecture (MOSA) enabling rapid integration of advanced hardware, software and mission capabilities as requirements evolve.

"For operators working in mountainous, remote and unpredictable environments, reliability isn't optional," said Paul Fermo, President of Robinson Unmanned. "SPIRIT was designed to give operators a rugged aircraft they can depend on while retaining the flexibility to adapt payloads and capabilities as the mission changes. This award extends that capability to another international partner and reflects the growing role SPIRIT can play in supporting U.S. and partner-nation security objectives around the world."

The Foreign Military Sales award builds on SPIRIT's growing adoption across U.S. defense and government applications. A Blue UAS-cleared, NDAA-compliant Group 1 platform, SPIRIT is designed around an open, modular architecture that allows operators to configure sensing, communications and other mission capabilities around a common aircraft rather than fielding a different UAS for every requirement.

RAYTHEON COMPLETES 3 SUCCESSFUL TESTS OF NEW COYOTE UPGRADES

Raytheon, an RTX business, successfully completed three tests of its new Coyote® Block 2C+RM upgrades, advancing the program from concept to testing in just 15 months. These Raytheon-funded developmental testing events show rapid progress of current Coyote Block 2C+RM interceptor upgrades to support an urgent joint U.S. military mission to counter evolving drone threats.



The Coyote Block 2C+RM upgrade builds on the combat-proven performance of current Coyote variants, which have intercepted hundreds of drones. This effort intends to integrate a rocket motor for faster launch and flight, along with a new seeker and warhead designed to defeat all classes of current and emerging drone threats.

"With a common backbone, Raytheon can rapidly scale the Coyote family across counter-drone missions — so we're accelerating the pace of innovation," said Tom Laliberty, president of Land & Air Defense Systems at Raytheon. "Coyote Block 2C+RM is the latest example of how we're investing to deliver critical upgrades to combat-proven technology that give service members a decisive advantage on the battlefield."

The initial test series included several first-of-its-kind events, including confirmation of initial integration with the current counter-drone architecture and the first launches of a Coyote effector equipped with a tactical rocket motor to improve threat engagement times and faster successive shots.

L3HARRIS DELIVERS 1ST VAMPIRE UNITS TO US ARMY FOR DRONE DEFENSE

L3Harris Technologies has started delivering VAMPIRE counter-unmanned systems (C-UxS) to the U.S. Army in support of hostile drone defense. Initial deliveries arrived within two months of the Army's $106 million order.



L3Harris' VAMPIRE system is a self-contained weapons solution that is capable of delivering advanced reconnaissance and precision strike against drones and other remotely piloted aircraft. Military forces have used the technology extensively in support of European combat operations, logging more than 350,000 operational hours since 2023.

"From day one, our team has worked side-by-side with the Army to rapidly field VAMPIRE systems," said Chris Aebli, President, Communications & Spectrum Dominance, L3Harris. "U.S. armed forces are now equipped to reliably defend personnel and vital assets against drone threats."

Earlier this year, L3Harris established a new, dedicated VAMPIRE production facility in Huntsville, Alabama, in anticipation of the growing domestic and global need of C-UxS capabilities and increased production of the VAMPIRE system at the facility.

EUROPE'S DRONE REVOLUTION: BUILDING A SOVEREIGN UNMANNED SYSTEMS INDUSTRY



Europe is seeking to transform its drone industry from a fragmented collection of manufacturers, technology developers and research programmes into a competitive industrial ecosystem. New EU initiatives, defence cooperation and closer links with Ukraine are placing manufacturing capacity, supply-chain resilience and technological independence at the centre of the region's unmanned systems strategy.

Europe's drone industry is entering an important phase of development. For years, the continent has produced advanced aerospace technologies, sophisticated sensors, autonomous navigation systems and specialised unmanned platforms. It also possesses a strong research base, established aerospace manufacturers and a growing network of innovative technology companies. However, converting these strengths into a globally competitive drone manufacturing industry has proved more difficult than developing the underlying technologies.

The challenge is no longer simply to design a capable unmanned aerial vehicle. European manufacturers must demonstrate that they can produce systems at scale, secure critical components, offer competitive pricing, meet demanding operational requirements and support customers throughout the life of a platform. These requirements have become increasingly important as drones move from specialist applications into mainstream defence operations, industrial services, infrastructure monitoring and commercial aviation.

The changing security environment has accelerated this debate. The war in Ukraine has demonstrated how rapidly unmanned technology can influence battlefield operations, while incidents involving unauthorised drone activity near airports, military facilities and critical infrastructure have highlighted vulnerabilities in civilian security. Governments are therefore looking beyond individual drone purchases towards the industrial capabilities, supply chains and technical infrastructure needed to sustain a long-term unmanned systems ecosystem.

FROM EUROPEAN INNOVATION TO INDUSTRIAL SCALE

The European Commission's EU Drone Strategy 2.0, adopted in 2022, established a framework for developing a competitive, innovative and secure drone market. It recognised that drones could support applications across transport, logistics, agriculture, emergency response,



environmental monitoring and public services. The strategy also sought to encourage European manufacturing, research and investment while developing the regulatory framework needed to integrate unmanned aircraft into the wider aviation system.

Progress, however, has been uneven. The European Commission's review, presented at the EU Drone Summit in Brussels on 9–10 November 2026, highlighted the difference between research capability and commercial deployment. More than 400 participants from the drone industry, EU institutions and Member States attended the summit to discuss how Europe could move towards a larger and more integrated market. The Commission acknowledged that stronger coordination would be required to turn the region's technological potential into commercial success.

Commissioner for Sustainable Transport and Tourism Apostolos Tzitzikostas captured the central challenge in his keynote address: "we need to create the conditions for European innovation to become a European commercial success." He also highlighted the need to strengthen industrial resilience, reduce critical dependencies and make better use of cooperation between civil and defence industries. His comments reflect a wider policy shift in which industrial capacity is increasingly viewed as an essential part of Europe's technological and security objectives.

For manufacturers, the ability to scale production is as important as technical performance. A company may develop an advanced platform with competitive endurance, payload capacity and autonomous capabilities, but it cannot become a major industrial supplier without reliable access to motors, batteries, semiconductors, navigation equipment, communication modules, sensors and specialised materials. A shortage of even one critical component can affect production schedules and customer commitments. The development of a resilient supply chain is therefore becoming a central requirement for European drone manufacturers.

CIVILIAN AND DEFENCE MARKETS ARE CONVERGING

One of the most important developments in Europe's unmanned systems sector is the increasing interaction between civilian and military requirements. Technologies originally developed for commercial applications can have defence relevance, while military programmes can accelerate innovation in navigation, communications, autonomy, electronic systems and platform design. This convergence is encouraging manufacturers to develop products that can be adapted to different missions without compromising the specific safety and operational requirements of each market.

The European Commission's February 2026 Action Plan on Drone and Counter-Drone Security reflects this approach. It identified four broad priorities: improving preparedness, strengthening detection capabilities,



coordinating responses and reinforcing defence readiness. The plan calls for faster industrial production, greater technological development, improved cooperation between Member States and stronger links between civilian security and defence initiatives.

The emphasis on industrial readiness is significant. Europe cannot rely entirely on importing systems when governments need to respond to urgent security requirements or expand production rapidly. The development of domestic suppliers, component manufacturers, software companies and specialist engineering businesses will be necessary to support a sustainable industry. This does not mean that European manufacturers must operate independently of international partners, but it does require greater control over essential capabilities and a clearer understanding of supply-chain vulnerabilities.

UKRAINE BECOMES AN IMPORTANT INDUSTRIAL PARTNER

The experience gained by Ukrainian manufacturers and operators has become a significant factor in Europe's changing drone strategy. Ukrainian industry has developed and adapted unmanned systems under demanding operational conditions, with rapid innovation taking place in areas such as reconnaissance, communications, autonomous navigation and counter-drone technologies. This experience offers European companies access to operational knowledge that cannot be replicated entirely through laboratory testing or conventional demonstration programmes.

The European Union is now seeking to formalise this cooperation. The EU-Ukraine Drone Alliance held its second board meeting in Brussels on 10 November 2026, bringing together 18 founding members representing manufacturers, innovators, start-ups and scale-ups from EU Member States, European Economic Area EFTA countries and Ukraine. The initiative is intended to accelerate the development and production of next-generation drone and counter-drone systems while establishing industrial partnerships between European and Ukrainian companies.

European Commissioner for Defence and Space Andrius Kubilius described the purpose of the initiative by stating that "Europe and Ukraine complement each other. Our strengths are greater combined than apart". The alliance is intended to support industrial collaboration, production expansion, supply-chain development, joint testing and innovation. It also seeks to reduce dependencies and help ensure that Ukraine's immediate defence requirements contribute to a stronger European industrial base.

The participation of companies such as Quantum Systems and UFORCE as co-chairs demonstrates the importance of direct industry involvement. However, the alliance's success will depend on whether its members can move beyond cooperation agreements towards practical manufacturing arrangements, shared development programmes and sustained procurement commitments.

TRUSTED TECHNOLOGY AND SUPPLY-CHAIN CONFIDENCE

Industrial independence is not only about where a drone is manufactured. It also involves understanding the origin of its components, controlling software updates, protecting operational data and ensuring that the aircraft can operate reliably when exposed

to interference or degraded navigation conditions. These concerns have become particularly important for government agencies, infrastructure operators and defence organisations purchasing unmanned systems for sensitive missions.

The European Trusted Drone Label pilot project, whose first findings were presented at the November 2026 EU Drone Summit, is an effort to address these concerns. The proposed scheme uses independent third-party verification to help buyers identify drones that meet defined security and trust criteria. Its six product-level areas cover software and firmware, identification, positioning, navigation and timing, command and control, data protection, and supply-chain transparency. Twelve baseline criteria are intended to establish the foundations of a trusted drone.

The inclusion of positioning, navigation and timing is particularly relevant. A drone's operational reliability depends on more than its airframe and propulsion system. It must be able to maintain a predictable operating state when satellite navigation is degraded or interference is encountered. Similarly, authenticated command links, secure software and traceable components help protect systems against manipulation and unauthorised access. The proposed label could therefore give European procurement organisations a clearer basis for evaluating the security characteristics of commercial and government drones.

The initiative is not intended to replace existing regulatory requirements. Instead, it seeks to create an additional product-level signal of trust through independent assessment. Its longer-term value will depend on the consistency of the criteria, the credibility of the assessment process and whether government and commercial buyers recognise the label in procurement decisions. If implemented effectively, it could also help manufacturers differentiate products on the basis of security and supply-chain transparency rather than relying only on price and performance claims.

THE MANUFACTURING AND INVESTMENT CHALLENGE

European manufacturers face a difficult competitive environment. Companies in several regions are investing heavily in drone production, electronics, batteries, artificial intelligence and autonomous systems. European businesses must compete on engineering quality while ensuring that products remain commercially viable. Advanced technology alone will not guarantee market success if manufacturers cannot reach sufficient production volumes or secure large customers.

Access to finance is one part of the problem, but access to predictable demand is equally important. Drone companies often develop sophisticated technologies before a market has matured enough to support large production runs. Public procurement can help bridge this gap, particularly where government agencies, emergency services, border authorities and infrastructure operators act as early customers. Long-term purchasing commitments can give manufacturers greater confidence to invest in tooling, production facilities, testing and skilled personnel.

The European Commission's 2027 Implementation Roadmap for Drone Strategy 2.0 is expected to address obstacles preventing operations from reaching scale. The roadmap is intended to improve the functioning of the single market, facilitate the integration of drones into European airspace and strengthen the competitiveness and industrial resilience of the sector. Its importance will be measured by whether it leads to practical improvements for manufacturers and operators rather than simply introducing another layer of policy coordination.

European companies also need closer cooperation with research institutions, universities, component suppliers and established aerospace manufacturers. This can help create a more integrated production environment in which new technologies are developed alongside the capabilities required for certification, testing, maintenance and lifecycle support. The aerospace industry's experience in quality assurance and complex manufacturing can provide useful foundations, although smaller drone companies may require more flexible approaches to production and product development.

A MORE CONNECTED EUROPEAN DRONE MARKET

The European drone market remains divided by differences in national requirements, procurement procedures, operational conditions and customer preferences. A manufacturer seeking to sell across multiple European countries must understand not only the common regulatory framework but also the practical requirements of different authorities and end users. Harmonisation can make a significant difference by reducing duplication and allowing companies to address a larger market with a consistent product offering.

The EU Drone Summit's focus on a 2027 implementation roadmap reflects this requirement. The Commission has recognised that the sector needs closer cooperation between Member States, regulators, manufacturers, cities and operators. It also needs a stronger connection between research funding and commercial deployment. Europe has already invested substantially in drone research and demonstration programmes, but turning these projects into sustainable businesses requires customers, investment and a clear route to market.

For established aerospace companies, this creates opportunities to extend expertise in avionics, sensors, materials, propulsion and systems integration into unmanned platforms. For small and medium-sized enterprises, it provides opportunities to specialise in software, communications, navigation, payloads, power management and mission systems. The growth of the industry is therefore likely to depend on a network of specialist suppliers rather than a small number of complete-platform manufacturers alone.

Europe's drone revolution will ultimately be judged by its ability to build an industry that can deliver reliable products, support users and compete internationally. The region already has strong technical institutions, established aerospace companies and a growing generation of autonomous systems developers. What it needs now is a more coordinated path from innovation to production, supported by credible procurement demand and long-term investment. The new EU-Ukraine Drone Alliance, the Trusted Drone Label and the forthcoming implementation roadmap are important elements of that effort, but their success will depend on execution. Europe has begun defining the industrial foundations of its unmanned future; the next task is to turn those ambitions into manufacturing capacity, commercial success and enduring technological capability.

PAL V AND NOBLEO MANUFACTURING PARTNER TO INDUSTRIALISE FLYDRIVE PRODUCTION FACILITY

PAL V has selected Nobleo Manufacturing as its strategic partner for the industrialisation of the world's first FlyDrive production facility. Following the recent achievement of both automotive and aviation production approvals, PAL V is now taking the next step towards industrial-scale manufacturing by further developing, optimising and digitalising its production organisation.

The collaboration supports PAL V's transition from development and certification to production readiness and future scaling. Together, PAL V and Nobleo Manufacturing will establish the manufacturing processes, digital infrastructure and industrialisation roadmap required to support the growth of FlyDrive production in the years ahead.

As the first company in the FlyDrive segment to obtain both automotive and aviation production approvals, PAL V is preparing its organisation for the next phase of growth. This requires not only a certified product and production organisation, but also scalable processes, a robust supply chain, advanced production systems and a clear roadmap for continuous improvement. Nobleo Manufacturing will support PAL V in linking its vehicle roadmap to a structured industrialisation strategy, covering all phases from prototype and pre-production activities through production ramp-up and future volume manufacturing.



"PAL V has achieved something unique by creating an entirely new mobility category and successfully navigating the complex certification requirements that come with it," said Peter Thissen, Advisor and Principal Consultant at Nobleo Manufacturing. " The company is now entering the next phase of its growth, focused on further industrialising and optimising its production organisation. We are proud to contribute our expertise in manufacturing, digitalisation and industrial engineering to support that ambition.

"Together with Nobleo Manufacturing, we're now setting the next steps to prepare for scaling and optimising the production organisation" Robert Dingemanse CEO at PAL-V For PAL V, the partnership marks a logical continuation of the progress achieved through recent certification milestones, including its Production Organisation Approval (POA), which authorises the company to manufacture aviation products under EASA regulations.

"The achievement of our Production Organisation Approval marked the transition from certification towards production readiness," said Robert Dingemanse, Founder and CEO of PAL V. "Together with Nobleo Manufacturing, we're now setting the next steps to prepare for scaling and optimising the production organisation. Nobleo's expertise in industrialisation and digital manufacturing complements our own capabilities and will help further strengthen the operational foundations for future growth."

Enabling the Future of Professional Mobility

With both automotive and aviation production approvals secured, nearly two decades of development experience and a reservation portfolio supporting the first years of production, PAL V has entered a new phase. The partnership with Nobleo Manufacturing supports the industrialisation and scaling of the production capabilities. Drawing on extensive experience in both automotive manufacturing environments and aerospace industry standards, Nobleo Manufacturing brings expertise in translating complex, highly regulated technologies into scalable and efficient production processes.

PAL-V's FlyDrive solutions are designed for organisations whose effectiveness depends on getting people, expertise and critical capabilities to the right place at the right time. By combining the speed and reach of aviation with the flexibility of road transport, FlyDrive enables professionals operating across dispersed, rural and hard-to-access locations to respond faster and operate more effectively.

EHANG AND CAAM ANNOUNCE SANDBOX COOPERATION ON ADVANCED AIR MOBILITY IN MALAYSIA, DEEPENING ITS PRESENCE IN SOUTHEAST ASIA'S LOW-ALTITUDE ECONOMY

EHang Holdings Limited the world's leading Advanced Air Mobility ("AAM") technology platform company announced a sandbox cooperation with the Civil Aviation Authority of Malaysia ("CAAM") to examine the safety, technical and regulatory considerations associated with EHang's proposed AAM within Malaysia's Low Altitude Economy. This cooperation marks another overseas regulatory sandbox initiative for EHang, following its efforts in Thailand, Sri Lanka, Vietnam and Hong Kong, China, further strengthening the Company's presence in Southeast Asia's low-altitude economy and underscoring the replicability of this regulatory sandbox approach. Drawing on its certification achievements and operational safety experience in China, EHang is working with civil aviation authorities in different markets to develop regulatory pathways tailored to local requirements.

The cooperation will provide a platform to examine the technical and operational considerations associated with electric vertical take-off and landing ("eVTOL") aircraft. Areas of engagement include airworthiness, operational safety, personnel competency and maintenance arrangements. EHang will support CAAM's assessment of its proposed activities in Malaysia. CAAM will undertake the cooperation in its capacity as Malaysia's civil aviation regulator.

CAAM and EHang recognise that the responsible development of AAM requires a phased approach, supported by technical evidence and robust safety assessment. The cooperation aims to strengthen understanding of emerging aviation technologies while keeping safety and the public interest central to their potential introduction and for the preparation of future AAM commercial operations in Malaysia.

At Transport Expo Asia ("TXA") 2026, held October 20–22 at the Malaysia International Trade and Exhibition Centre, the EH216-S is being showcased to industry partners, regulators and the public. EHang Chief Financial Officer Conor Yang delivered a keynote speech titled "Future on The Move, Making Pilotless Air Mobility a Reality," sharing EHang's experience in advancing the EH216-S from certifications toward commercial operations and its vision for integrating pilotless eVTOLs into Malaysia's mobility ecosystem and low-altitude economy. Later today, Conor Yang joined a high-level panel discussion, alongside representatives from CAAM, Futurise, the National Aerospace Industry Corporation Malaysia (NAICO Malaysia) and the Malaysian Communications and Multimedia Commission (MCMC), to discuss the pathway toward operationalizing Malaysia's low-altitude economy, from policy frameworks and trial validation to commercial operations.

"Malaysia embraces the low-altitude economy as a national opportunity, and we are building the regulatory framework for it through an iterative, learn-by-doing approach, with safety as non-negotiable. We welcome collaboration with pioneering technology companies like EHang to develop the low-altitude economy," said Dato' Mohamed Sharil Tarmizi, Chairman of the Civil Aviation Authority of Malaysia.

JETZERO AWARDED $5.3M FAA CLEEN IV

JetZero has been selected by the U.S. Federal Aviation Administration (FAA) to receive $5.3 million under Phase IV of the FAA's Continuous Lower Energy, Emissions and Noise (CLEEN) program. The award will fund engine and nacelle instrumentation that will collect data for top-mounted engines in an all-wing configuration.

Under the CLEEN IV award, JetZero will capture and share airflow data at the engine inlet and fan exit across takeoff, climb, cruise, and crosswind ground operations in a representative operational environment rather than on costly engine rigs or simulated ground-plane tests.

JetZero's design has the engines mounted on top of the fuselage, reducing noise for airport communities. The Z4 is designed to deliver up to 50% better fuel efficiency than comparable-class tube & wing aircraft using the same propulsion technology, with entry into service targeted in the early 2030s. The FAA's CLEEN program is the agency's principal public-private partnership for maturing aircraft technologies that reduce fuel burn, emissions, and



community noise, and accelerate their introduction into the commercial fleet.

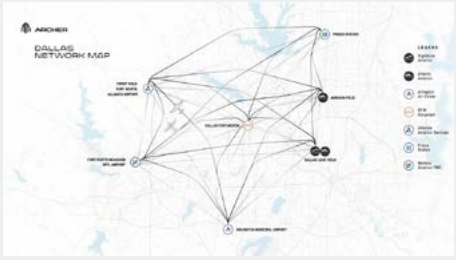
ARCHER AVIATION PLANS ELECTRIC AIR TAXI NETWORKS ACROSS HOUSTON, DALLAS AND AUSTIN

Archer Aviation has unveiled plans to establish electric air taxi networks across Houston, Dallas–Fort Worth and Austin, aiming to transform regional mobility in Texas by providing faster connections between major airports, business districts and popular destinations.

The proposed networks will operate using Archer's all-electric Midnight aircraft, designed to replace lengthy road journeys with short flights. According to the company, trips that currently require 60 to 90 minutes by car could potentially be completed in approximately 10 to 20 minutes by air. The initiative targets the Texas Triangle, a rapidly expanding region encompassing more than 20 million people.

In Dallas–Fort Worth, Archer plans to connect several major airports, including Dallas Fort Worth International Airport, Dallas Love Field, Addison Airport, Arlington Municipal Airport, Fort Worth Meacham International Airport and Perot Field Fort Worth Alliance Airport. The proposed network would also serve Frisco Station, a significant business and mixed-use development surrounding the Dallas Cowboys' headquarters at The Star.

Houston's planned network would connect George Bush Intercontinental Airport, William P.



Hobby Airport and Sugar Land Regional Airport with downtown destinations and Galveston. Proposed locations include the Thompson Hotel Helipad, potentially providing a faster alternative for travellers journeying between Houston's business districts and the Gulf Coast.

In Austin, the company intends to link Austin-Bergstrom International Airport and Austin Executive Airport with important destinations around the city. A proposed connection to the Circuit of The Americas would offer convenient access to the venue hosting the Formula 1 United States Grand Prix.

The announcement follows Archer's Northern California demonstration flights, which included operations over San Francisco Bay. The company said these flights demonstrated the Midnight aircraft's ability to operate within complex urban airspace. Archer plans further demonstrations in Los Angeles ahead of anticipated operations associated with the 2028 Olympic Games.

Infrastructure development will be critical to the proposed Texas networks. America's Consortium for Electric Skyways, established by Archer, BETA Technologies and Macquarie Capital, is working with the Texas Department of Transportation and other partners to expand interoperable charging infrastructure. The consortium has an ambition to electrify up to 250 air taxi sites across the United States.

Archer's proposed Texas operations are intended to progress under the White House's eVTOL Integration Pilot Program. However, the announcement describes planned networks rather than an operational commercial service. Their implementation will depend on aircraft development, infrastructure readiness, regulatory approvals and coordination with relevant authorities.

If realised, the networks could introduce a new transport option for business travellers, airport passengers and visitors, connecting important destinations across Texas while reducing dependence on congested road corridors

AUTOFLIGHT AND JC AVIATION SIGN MOU TO ACCELERATE EVTOL DEPLOYMENT ACROSS INTERNATIONAL MARKETS

AutoFlight, a global leader in Advanced Air Mobility (AAM), has recently signed a Memorandum of Understanding (MoU) with JC Aviation, covering the planned procurement of 260 AutoFlight eVTOL aircraft and 10 SUNSHIP platforms.

Under the agreement, JC Aviation intends to procure a mix of V2000CG CarryAll cargo eVTOLs, V2000CGF CarryAll firefighting eVTOLs and V2000EM Prosperity passenger eVTOLs between 2026 and 2031. The agreement also covers 10 SUNSHIP water-based eVTOL platforms planned for delivery between 2026 and 2029.

The initial cooperation will focus on India and Brazil, with potential expansion into Central and Latin America.

The MoU includes an initial confirmed commitment for ordering two V2000CG CarryAll and one SUNSHIP with the broader procurement to be



finalized through subsequent purchase agreements.

The two companies will also collaborate on certification, fleet development, pilot and maintenance training, and local operational and support capabilities to enable the deployment of AutoFlight eVTOL in target markets.

"This MoU is an important step in our effort to develop practical advanced air mobility capabilities in our target markets," said Mickey Commar and Prabhjot "PJ" Commar, Co-Founders of JC Aviation. "AutoFlight's portfolio spans passenger mobility, cargo logistics and aerial firefighting, giving us a platform to explore applications tailored to local operating needs. Our focus now is on working together on certification, training and support infrastructure, while progressing the initial aircraft commitments and evaluating the wider opportunity in India, Brazil and other markets."

"This cooperation marks an important step in AutoFlight's global commercialization strategy," said Kellen Xie, Senior Vice President of AutoFlight. "Together with JC Aviation, we look forward to bringing our eVTOL aircraft into a wide range of real-world applications and expanding Advanced Air Mobility across international markets."

The partnership further strengthens AutoFlight's global market presence and growing international demand for its eVTOL solutions across passenger mobility, cargo logistics and emergency response.

ARCHER COMPLETES HISTORIC ELECTRIC AIR TAXI FLIGHTS OVER SAN FRANCISCO BAY

Archer Aviation announced that its all-electric Midnight air taxi completed several days of piloted flights in the Bay Area as part of the company's 'No Roads' flight tour. The flights included multiple trips around the San Francisco Bay, taking off and landing at Oakland International Airport. Beginning in Salinas, Midnight's multi-city journey to the Bay Area took it to progressively larger cities with more complex airspace — with stops at Hollister, San Martin, San Jose, Mountain View and Hayward before landing in Oakland to complete multiple piloted flights over the San Francisco Bay.

The purpose of the Northern California flights of Archer's 'No Roads' tour was to showcase Midnight's ability to operate seamlessly in the complex urban airspace surrounding the Bay Area's three international airports — San Francisco, Oakland and San Jose — representing one of the busiest flight corridors in the country.

In addition to demonstrating airspace integration, the flights also gave communities across the Bay Area a chance to see the benefits of electric air taxis firsthand: low noise, zero operating emissions, and the ability to skip over crowded highways — turning drives of an hour or more into 10-20 minute



trips.

Midnight completed its flight from Oakland International Airport to San Francisco's Marina District in ~10 minutes, a trip that can routinely take over an hour by car in traffic. During the multi-city journey, Midnight reached top speeds of 131 mph and flew over 200 miles across the region, flying into seven cities over a three day period.

"The Bay Area is the innovation center of the world, but even here Americans lose multiple weeks a year sitting in traffic on bridges and highways," said Adam Goldstein, founder and CEO of Archer. "Flying Midnight across multiple cities in Northern California shows we can connect communities with no roads, no traffic, and no emissions in minutes instead of hours. That's the future we're working towards bringing to the Bay Area, Los Angeles and cities across the country."

Building on the close coordination with the FAA and state and local partners that made the Northern California flights possible, these flights have opened the door for Midnight to continue demonstrating its readiness to integrate with commercial air traffic in the world's largest cities — with plans to fly in Los Angeles next as Archer prepares to operate under the White House's eVTOL Integration Pilot Program (eIPP).

The Bay Area flights are the latest in a series of "No Roads" tour milestones for Midnight. On Sept. 22, Midnight conducted several piloted flights for tens of thousands of attendees at the 2026 California International Airshow. Before flying for the hometown crowd, Midnight began the tour with multiple city-to-city roundtrip journeys from Salinas to Monterey and Hollister.

Archer's goal with its Midnight aircraft is to transform urban travel, replacing 60-90 minute commutes with quiet, all-electric flights that dramatically reduce travel times compared to traditional ground transportation. Archer's all-electric Midnight air taxi is designed around the urban air mobility use case with the ability to conduct rapid back-to-back flights with zero operating emissions.

VERTICAL AEROSPACE STRENGTHENS SUPPLIER NETWORK WITH ANH STRUCTURE AND NGC LITEF

Vertical Aerospace a global aerospace and technology company pioneering electric aviation announced long-term supplier agreements with ANH Structure Co., Ltd. ("ANH"), a specialist in advanced aircraft seating systems, and Northrop Grumman LITEF GmbH ("NG LITEF"), one of the leading companies in the development and manufacturing of navigation and sensor systems, to supply key systems on its Valo electric vertical take-off and landing (eVTOL) aircraft.

Under the agreements, ANH Structure will design, develop, certify and manufacture Valo's bespoke pilot and passenger seating system, while NG LITEF will supply its LCR-110 as the aircraft's inertial reference system, providing essential position, attitude and heading data to flight-critical systems.

The agreements further strengthen Vertical's established supplier network, which includes Honeywell Aerospace, Sonaca, Evolito, Hyundai WIA, Synesqo, Isoclima and Astronics.

The agreements support the development of the electric Valo aircraft. Vertical's "one platform" strategy encompasses four- and six-passenger cabin configurations, alongside electric, hybrid-electric and autonomous variants for the commercial and defence markets. A versatile platform with common systems is intended to support an efficient path through certification, manufacturing, and in-service support.



Stuart Simpson, CEO of Vertical Aerospace, said: "Valo is progressing from an advanced design into an aircraft supported by the people, systems and industrial capability needed for certification and production at scale. ANH Structure and NG LITEF each bring specialist expertise and strong certification credentials. Their selection adds further strength to the world-class supplier ecosystem behind Valo and supports our strategy to deliver one versatile platform across multiple cabin configurations and missions."

South Korea-based ANH Structure will design, certify and manufacture a common seating platform for Valo's pilot, observer and passenger seats. Its lightweight, bespoke design will incorporate ANH's proprietary 30G energy-absorption technology to support Vertical's safety, comfort, weight and cabin requirements.

With European Union Aviation Safety Agency (EASA) Design Organisation Approval and Production Organisation Approval, as well as integrated engineering, testing and manufacturing capabilities, ANH will support the programme from detailed design through certification, industrialisation and serial production.

Hyonsu Ahn, CEO of ANH Structure, said: "We are proud to work alongside Vertical on developing a seating system for Valo's cabin configurations which aligns with their vision for passenger safety and high-end customer experience. We look forward to leveraging our lightweight, safety-led seat architecture and certification capabilities to support the Vertical team through design, certification and production."

NG LITEF, a German company within the global Northrop Grumman Corporation with 65 years' experience in inertial navigation, positioning and reference systems, will supply its LCR-110 inertial reference system for Valo. The LCR-110 is approved to applicable EASA and U.S. Federal Aviation Administration (FAA) technical standards for inertial reference equipment.

Daniel Martens, Director of Commercial Aviation Business Unit at NG LITEF, said: "NG LITEF brings more than 60 years of experience developing high-integrity inertial systems for some of the world's most demanding aerospace platforms. We look forward to bringing that expertise to the Valo aircraft and supporting Vertical through integration, certification and entry into service."

NO RUNWAY REQUIRED: ELECTRA TAKES OFF AND LANDS ULTRA SHORT AIRPLANE AT MANHATTAN HELIPORT

Electra announced the successful takeoff and landing of its hybrid-electric Ultra Short aircraft at Downtown Skyport in Lower Manhattan, marking what is believed to be the first time a fixed-wing aircraft without vertical takeoff capability has landed at the heliport. The milestone capped a series of demonstration flights conducted over the past two weeks, culminating in a public event at Downtown Skyport today.

The demonstration, the latest in Electra's ongoing Life Beyond Runways series, showcases Direct Aviation, a new model for regional mobility that uses accessible air travel to connect passengers directly from where they are to where they want to go. Direct Aviation enables people to skip congested roads and crowded airport hubs for more accessible and efficient travel. Electra's Direct Aviation Market Outlook estimates potential time savings of approximately 3 hours and 45 minutes from New York City to Boston, 3 hours and 30 minutes to Washington, D.C., and 45 minutes to Philadelphia.

Over the past year, Electra has been showcasing its regional shuttle through novel demonstrations with a growing range of ecosystem partners and as an inaugural participant of the FAA's advanced air mobility integration pilot program. Partners include state aviation and airport authorities; leading FBO operators; real estate developers investing in urban and residential access points; and more than 60 airline operators intent on operating regional Direct Aviation routes. Together, the Ultra Short aircraft and the emerging regional air services ecosystem are the unlock for Direct Aviation. Ultra Short aircraft combine a hybrid-electric propulsion system with blown-lift technology to take off and land in just 150 feet.

This capability opens up novel access points using existing infrastructure like heliports, barges, fields, and parking lots – no runway required. This runway independence has significant implications for both commercial and defense missions. The ecosystem is emerging now because the Ultra Short is the first airplane to meet six essential requirements for the scaling of advanced air mobility: helicopter-like access, quiet operations, fixed-wing affordability, safety, payload, and range. Only AAM aircraft that meet all six will become practical at scale.

"Today we made aviation history in downtown Manhattan by landing a fixed-wing aircraft on a heliport," said Marc Allen, CEO of Electra. "This same capability will fundamentally transform how people travel in our nation by making it faster and easier to get them to their destinations. What's even more interesting is that we didn't need to build a new runway to do it. We worked with partners who see new possibilities in existing infrastructure. There are places like this all across the country. Communities and aviation operators are beginning to see what they could become. That's how Direct Aviation takes shape: not by asking people to travel farther or wait longer to catch a flight, but by bringing flight closer to where they live, work and want to go."

LANZAJET SECURES FINANCING TO SCALE SAF PRODUCTION AND SUPPLY GLOBAL CUSTOMERS

LanzaJet, Inc., a leading next-gen fuels technology company and fuels producer announced fully committed new financing of at least $20 million to support the company's next phase of growth and operations at Freedom Pines Fuels in Soperton, Georgia. The first close occurred on October 14, and the financing is expected to close in full by December 2026.

The financing is supported by LanzaTech Global, Inc. (NASDAQ: LNZA), Vinod Khosla and the LanzaJet Board and is part of a broader recapitalization and deleveraging of LanzaJet undertaken by its shareholders and existing investors. As part of the transactions, LanzaTech will significantly increase its ownership of LanzaJet, reinforcing its commitment to LanzaJet's next phase of commercial growth.

Freedom Pines Fuels is the world's first commercial-scale alcohol-to-jet production facility, with a production capacity of 10 million gallons per year and has already produced SAF and Renewable Diesel that meet ASTM specifications. The new capital will help Freedom Pines Fuels to scale production and deliver SAF to global customers, further emphasizing LanzaJet's leading role in the SAF industry.

LanzaJet's technology can convert ethanol from a wide range of sources into SAF, creating a global pathway that is not tied to any single producer, geography or feedstock. This includes established ethanol supply from markets such as Brazil and the United States, regionally available feedstocks that can support local production, and harder-to-access waste-carbon resources that LanzaTech's gas fermentation platform can convert into ethanol. This flexibility allows LanzaJet projects to draw on the most competitive and appropriate ethanol supply in each market, while also accessing qualifying low-carbon and waste-based feedstocks for mandated markets, including in the UK and European Union.

Jennifer Holmgren, Chief Executive Officer of LanzaTech, will continue as Chair of the LanzaJet Board and support delivery of the company's go-forward plan as interim CEO. The Board believes continuity, focus and proven execution experience are essential at this stage of the company's growth.

"LanzaJet has exceptional people, differentiated technology and an important role to play in scaling sustainable aviation fuel," said Jennifer Holmgren, Chief Executive Officer of LanzaTech and Chair and interim CEO of LanzaJet. ?"LanzaTech began developing alcohol-to-jet technology in 2012 in partnership with the U.S. Department of Energy's Pacific Northwest National Laboratory, and since 2020, LanzaJet has had the strong backing of global investors and funders. LanzaTech has taken first-of-a-kind technology to profitable commercial operation. With a larger ownership stake and the Board's full support, we look forward to bringing Freedom Pines Fuels and future LanzaJet plants to the same commercial success."

FAA SELECTS HEART AEROSPACE FOR $2.9 MILLION CLEEN AWARD TO ADVANCE ES-36 HYBRID PROPULSION SYSTEM

Heart Aerospace announced a $2.9 million award from the Federal Aviation Administration (FAA) under Phase IV of the agency's Continuous Lower Energy, Emissions, and Noise (CLEEN) public-private partnership program. CLEEN brings the FAA and aerospace manufacturers together to develop and test aircraft technologies with improved performance and safety. With an equal cost share from Heart, the award supports a $5.8 million, 24-month R&D and demonstration project.

The award will fund Heart's Project HYPER (Hybrid Propulsion Environmental Readiness), which will advance development and testing of a Heart turbogenerator for the ES-36's series-hybrid propulsion system. Each of the aircraft's two propulsion nacelles will house a megawatt-class turbogenerator that produces electricity in flight, extending the ES-36's range beyond what batteries alone can provide.

Through Project HYPER, Heart will develop and test the ES-36 turbogenerator on the company's pre-production aircraft, scheduled to make its first flight in 2028. The project will begin with ground testing to evaluate how the turbogenerator, batteries and electric motors work together in different operating modes, before progressing to demonstration flights aboard the pre-production ES-36.



The project will generate data on energy use, fuel burn, emissions, and noise to support ES-36 certification and inform the FAA's approach to evaluating and certifying hybrid-electric aircraft more broadly.

"The FAA's continued partnership with Heart Aerospace will accelerate development of this key element of the ES-36's disruptive hybrid-electric powertrain," said Ben Stabler, Chief Technology Officer of Heart Aerospace. "Together, we are advancing technologies that will help bring to market a new generation of commercial aircraft that use less fuel, produce fewer emissions and make less noise, benefiting passengers, operators and the communities they serve."

The CLEEN award extends FAA support for the development of Heart's hybrid-electric powertrain, initially provided through the agency's Fueling Aviation's Sustainable Transition (FAST) program. That funding supported development of Heart's Total Hybrid Electric Management and Integration System (THEMIS), the propulsion control architecture that coordinates the ES-36's electric motors, turbogenerators and batteries during flight.

Together, the turbogenerators and THEMIS will enable ES-36 to fly on battery power alone for short-haul routes and will supplement battery power with electricity generated from Jet A and sustainable aviation fuel (SAF) for longer regional missions. Heart is targeting an ES-36 all-electric range of 125 miles and a hybrid range of up to 745 miles, both plus reserves.

"We're grateful to the FAA for the agency's continued investment in Heart's hybrid-electric powertrain and the technologies needed to bring electric aviation to commercial scale," said Cole Randle, Head of Corporate Affairs at Heart Aerospace. "Through CLEEN, Heart will advance the ES-36 toward flight demonstration while generating knowledge that can help the broader industry understand how to build, test, and certify hybrid-electric aircraft."

SKYDRIVE PARTNERS WITH LEADING KANSAI ENTERPRISES, INCLUDING MUFG BANK, TO LAUNCH FEASIBILITY STUDY FOR COMMERCIAL EVTOL OPERATIONS IN WESTERN JAPAN

SkyDrive Inc. a leading compact eVTOL (*1) aircraft manufacturer based in Japan, announced that it has launched a joint initiative with leading enterprises in the Kansai region – including MUFG Bank Ltd.and key industry leaders across transportation, aviation, infrastructure, energy, tourism and financial services – to evaluate and advance the commercial deployment and operational framework for eVTOL aircraft in Western Japan.

Background and Objectives : Driven by its mission "taking the lead in the once-in-a-century mobility revolution" and its vision of making daily air mobility a reality, SkyDrive continues to advance the development of compact eVTOL aircraft. During Expo 2025 Osaka, Kansai, SkyDrive successfully conducted demonstration flights of its SKYDRIVE (SD-05) eVTOL aircraft (*2).

Following the Expo, advanced air mobility initiatives in Kansai are transitioning from technical validation to commercial integration. Practical steps to incorporate eVTOLs into daily urban transportation are accelerating rapidly across Osaka and the broader Kansai region, bringing commercial operations closer to reality. For example, under a Cabinet Office Super City research project, SkyDrive is collaborating with Osaka Metro and other partners to study converting existing rooftop emergency helipads ("H" marks) on urban buildings into vertiports (*3).

In response to this momentum, leading corporations across aviation, infrastructure, energy, tourism, finance and insurance – led by MUFG Bank – recognized that establishing a sustainable business model requires cross-industry collaboration beyond passenger services to build next-generation transport infrastructure. This shared vision led to the creation of the "Kansai Air Transportation Network Concept," a collaborative framework designed to support the development of new industry and air mobility infrastructure originating in Kansai.

In parallel with urban infrastructure planning in Osaka, SkyDrive will leverage the strong backing of MUFG Bank and partner companies to accelerate the execution of this network concept and drive the mobility revolution across the Kansai region.

Core Focus Areas: Under this joint initiative, participating companies will combine their industry expertise and operational foundations to address the following key areas:

Flight Network and Routes: Developing medium- and long-term flight networks and operational routes across the Kansai region

Infrastructure Development: Planning vertiports, maintenance facilities and supporting ground infrastructure

Operations and Safety Management: Establishing operational, maintenance and safety management frameworks

Demand Generation and Service Integration: Creating demand and developing mobility services integrated with regional transportation and tourism

Commercial Feasibility and Business Models: Evaluating commercial viability and building sustainable business models

Public and Community Engagement: Collaborating and maintaining ongoing dialogue with national government agencies, local municipalities and regional communities

AUTOFLIGHT AND JC AVIATION SIGN MOU TO ACCELERATE EVTOL DEPLOYMENT ACROSS INTERNATIONAL MARKETS

AutoFlight, a global leader in Advanced Air Mobility (AAM), has recently signed a Memorandum of Understanding (MoU) with JC Aviation, covering the planned procurement of 260 AutoFlight eVTOL aircraft and 10 SUNSHIP platforms.

Under the agreement, JC Aviation intends to procure a mix of V2000CG CarryAll cargo eVTOLs, V2000CGF CarryAll firefighting eVTOLs and V2000EM Prosperity passenger eVTOLs between 2026 and 2031. The agreement also covers 10 SUNSHIP water-based eVTOL platforms planned for delivery between 2026 and 2029.

The initial cooperation will focus on India and Brazil, with potential expansion into Central and Latin America.

The MoU includes an initial confirmed commitment for ordering two V2000CG CarryAll and one SUNSHIP with the broader procurement to be finalized through subsequent purchase agreements.

The two companies will also collaborate on certification, fleet development, pilot and maintenance training, and local operational and support capabilities to enable the deployment of AutoFlight eVTOL in target markets.



"This MoU is an important step in our effort to develop practical advanced air mobility capabilities in our target markets," said Mickey Commar and Prabhjot "PJ" Commar, Co-Founders of JC Aviation. "AutoFlight's portfolio spans passenger mobility, cargo logistics and aerial firefighting, giving us a platform to explore applications tailored to local operating needs. Our focus now is on working together on certification, training and support infrastructure, while progressing the initial aircraft commitments and evaluating the wider opportunity in India, Brazil and other markets."

"This cooperation marks an important step in AutoFlight's global commercialization strategy," said Kellen Xie, Senior Vice President of AutoFlight. "Together with JC Aviation, we look forward to bringing our eVTOL aircraft into a wide range of real-world applications and expanding Advanced Air Mobility across international markets."

The partnership further strengthens AutoFlight's global market presence and growing international demand for its eVTOL solutions across passenger mobility, cargo logistics and emergency response.

EVIO AND TRUENOORD COLLABORATE THROUGH NEW TECHNOLOGY HUB TO SHAPE THE NEXT GENERATION OF REGIONAL AIRCRAFT

EVIO and specialist regional aircraft lessor, TrueNoord announced that EVIO has joined the TrueNoord New Technology Hub, a collaborative initiative focused on supporting the introduction of next-generation regional aircraft technologies that will significantly reduce their emissions.

Through the collaboration, EVIO and TrueNoord will explore key operating economic parameters such as maintenance, financing, leasing, and infrastructure, while sharing relevant technical and market insights. TrueNoord offers regional aircraft market expertise and benchmarking data, while EVIO will contribute evolving aircraft specifications and operating-cost modelling associated with the EVIO 810 aircraft.

" The EVIO 810 is being designed to provide a more responsible and economically viable path forward for regional aviation, " said Michael Derman, Chairman and Chief Executive Officer, EVIO. " TrueNoord shares our focus on what it will take for next-generation aircraft to succeed in the real operating environment while delivering meaningful reductions in emissions. Bringing together



our aircraft development perspective with their regional leasing and market expertise will help deepen industry understanding of the commercial and operational considerations that need to be addressed as new low-emissions aircraft technologies are introduced to regional aviation."

The TrueNoord New Technology Hub is designed to bring together aircraft developers and other industry stakeholders to address the commercial and operational considerations associated with next-generation aircraft. Future collaboration may also involve airlines, technology providers and other aviation stakeholders whose input will be important to the successful introduction of new aircraft technologies.

Anne-Bart Tieleman, TrueNoord CEO, added, " We are pleased to welcome EVIO as the latest member of the TrueNoord New Technology Hub and look forward to working with their team. As the aviation industry explores the developments that will shape the next generation of regional aircraft, the commercial and operational realities need to be considered alongside innovation. Through the Hub, we can contribute our experience as a regional aircraft lessor while gaining a deeper understanding of the opportunities and challenges hybrid-electric aircraft could present for airlines and lessors. Ultimately, the aim is to help make the economics of these aircraft attractive enough for customers to take the next step. "

The collaboration reflects a shared focus on improving the economics and environmental performance of regional aviation through the development and adoption of more efficient aircraft technologies.

ARCHER AND ITA AIRWAYS PARTNER ON THE DEVELOPMENT OF AIR TAXI SERVICES IN ITALY

Archer Aviation Inc. and ITA Airways, member of the Lufthansa Group, Europe's largest airline group, announced that they have signed an agreement to partner on an all-electric air taxi network in Italy. ITA Airways is Italy's flag carrier, serving more than 70 destinations worldwide as part of the Star Alliance network.

Using Archer's Midnight aircraft, the partnership will look to deploy air taxi services in major cities across Italy. Designed for rapid back-to-back flights with zero-operating emissions, the goal of Archer's Midnight aircraft is to transform urban travel by replacing 60–90 minutes drives with quiet, all-electric flights of 10–20 minutes. For example, an hour-long trip on the ground from Fiumicino Airport to Rome's city center could take less than 10 minutes with a flight in Midnight.

Midnight recently showcased its ability to operate seamlessly in complex urban airspace, completing several days of piloted flights in the Bay Area which included multiple flights from Oakland to San Francisco's Marina District in roughly 10 minutes.

"ITA Airways aims to play a pioneering role in advanced air mobility, exploring innovative solutions and collaborations that can strengthen connectivity and



deliver tangible benefits for passengers. This agreement with Archer represents an important step in assessing how electric air taxi services could complement our network and enhance connections between airports, city centers and other strategic destinations. As part of this process, we are exploring different solutions to identify the best possible product for our customers. By fostering an integrated, seamless and more sustainable travel experience, we want to help shape the future of mobility in Italy and offer our customers an increasingly efficient journey from origin to destination," Joerg Eberhart, Chief Executive Officer and General Manager of ITA Airways said.

Founder and CEO of Archer, Adam Goldstein said: "Italy is one of the most visited countries on Earth: Rome Fiumicino crossed 50 million passengers last year for the first time in its history. Every one of those travelers deserves the option to skip an hour in traffic with a 10-minute, all-electric flight. Italy has the regulatory leadership, the infrastructure, and now the airline partner to make air taxis a reality, and I'm proud to be taking this step with ITA Airways and the Lufthansa Group to bring the future of electric aviation to Europe."

ITA Airways aims to act as a catalyst for innovation across Italy's advanced air mobility ecosystem, bringing together relevant expertise and stakeholders and helping create the conditions for new solutions to complement existing transport options and improve airport and urban connectivity. Its contribution will focus on enabling an integrated customer journey and connecting the new service with its network, working alongside the specialized partners responsible for its operation. The partners will explore a range of solutions with the aim of delivering the best possible product for customers.

With today's agreement, ITA Airways becomes the first European carrier to join Archer's global network of airline partners, extending its commercialization strategy already underway in the U.S., UAE, and beyond.

WISK OPENS VERTIPORT AT HOLLISTER MUNICIPAL AIRPORT WITH RIBBON CUTTING

Wisk Aero, an autonomous aviation company announced the completion and operational launch of its new vertiport at Hollister Municipal Airport in California. Now fully operational, the site is one of the nation's first public, on-airport vertiports supporting both piloted and autonomous operations.

To mark the event, Wisk hosted local, state, federal government officials, airport leadership, and other partners at Wisk's Hollister facility for an official ribbon cutting ceremony on October 29, 2026.

"Opening this vertiport for flight testing is a big moment for Wisk and the future of piloted and autonomous flight," said Sebastien Vigneron, CEO of Wisk. "Deploying our aircraft on a purpose-built vertiport gives us the exact physical setup needed to validate precision landing technologies and our complete autonomy stack. This site is designed to support all VTOL aircraft, allowing us to gather critical operational data to feed into the FAA's eVTOL Integration Pilot Program (eIPP), support certification efforts, and establish best practices for safe, scalable vertiport integration across the nation. Using the Hollister site as an integration hub allows us to evaluate flight systems and infrastructure protocols in a realistic setting, building a strong foundation for future expansion throughout California and beyond."

"Hollister Municipal Airport is proud to partner with Wisk in serving as a hub for advanced aviation innovation," said Jeff Crechriou, Executive Director of Hollister Municipal Airport. "Hosting one of the nation's first on-airport vertiports capable of supporting both piloted and autonomous operations puts Hollister at the forefront of Advanced Air Mobility (AAM). This facility demonstrates how regional public airports can seamlessly integrate cutting-edge eVTOL technology while supporting sustainable economic growth for our local community. We believe eVTOL becomes a reality through strong community support, and we are here to build that foundation."

Located adjacent to Wisk's existing flight test facilities, the 100-foot by 100-foot vertiport serves as a dedicated testbed for terminal area procedures, precision landing evaluation, and approach and departure profile validation.

Built to existing FAA vertiport standards using elevated steel structures, integrated solar panels, power banks, and taxiway connectors, the deployable facility can be easily adapted to future flight testing sites. The vertiport is equipped with proprietary transceivers installed directly on the pad to enable high-precision navigation testing under reduced- and zero-visibility conditions across all VTOL platforms. The site is prepared to host flight operations with surrogate helicopters and Wisk's Generation 6 aircraft to evaluate terminal-area maneuvers, nominal landings, missed approaches, and precision touch-downs in GPS-denied environments.

The new vertiport also serves as a key infrastructure anchor for the California Advanced Air Mobility Corridors Initiative (CAAMCI), led by the Monterey Bay Economic Partnership (MBEP) to establish an FAA-compliant, multi-airport flight corridor connecting public airports across the Central Coast. The rapid construction and commissioning of the vertiport were made possible through close collaboration and coordination among key partners, including Hollister Municipal Airport, the City of Hollister, the Airport Advisory Commission, Caltrans, the FAA Local Airport District Office (ADO), and the FAA Office of Airports.

SKYDRIVE SIGNS MOU WITH 6 SINGAPORE TECH COMPANIES TO COLLABORATE ON ADVANCED AIR MOBILITY R&D

Japanese electric vertical take-off and landing (eVTOL) aircraft developer SkyDrive has signed a memorandum of understanding (MoU) with six Singapore-based technology companies to collaborate on research, development and technical validation for next-generation air mobility.



Announced on 29 October 2026, the agreement was signed during Singapore Week of Innovation & Technology (SWITCH), with the signing ceremony held at Marina Bay Sands on 28 October. The collaboration will focus on technologies that could improve aircraft performance, safety and operational efficiency.

The six partners are Accuron Technologies, Heron Airbridge, HOPE Technik, KVI, Neo Aeronautics and Volt14 Solutions. Each will contribute expertise in a specific technical area.

Accuron Technologies will explore advanced metal additive manufacturing to produce complex, lightweight aerospace components while maintaining high safety standards. Heron Airbridge will support technical validation of real-time airspace monitoring and traffic management systems designed to help multiple eVTOL aircraft operate safely.

HOPE Technik will contribute rapid prototyping and testing capabilities, drawing on its experience in robotics and autonomous systems. KVI will evaluate battery-control software intended to support safer, faster charging at the battery-cell and pack levels, potentially improving aircraft turnaround times.

Neo Aeronautics will explore cooperation in operational testing, regulatory certification, flight-test infrastructure and regional business development. Meanwhile, Volt14 Solutions will focus on high-capacity battery cells using silicon-based materials and lightweight battery-pack architectures designed to support greater flight range and safety.

The partnership reflects SkyDrive's efforts to develop international technology relationships as it advances manufacturing and commercialisation in Japan. Singapore's aerospace, advanced-materials and electronics capabilities make it a potential base for research supporting the emerging advanced air mobility sector in Southeast Asia.

Under the MoU, SkyDrive and its partners plan to exchange technical information regularly and assess the feasibility of specific joint research projects. The companies will work towards definitive agreements for individual initiatives.

The agreement establishes a framework for research and technical validation; it does not confirm commercial aircraft operations or a finalised production programme in Singapore. The proposed collaboration could contribute to lighter aircraft structures, improved battery systems and more effective flight-management technologies for future electric air mobility services.

SAAB, FMV AND THE SWEDISH ARMED FORCES LAUNCH UNCREWED UNDERWATER VEHICLE



Less than one year after contract award, Saab, the Swedish Defence Materiel Administration (FMV) and the Swedish Armed Forces have successfully developed, built and launched a demonstrator for a Large Uncrewed Underwater Vehicle (LUUV).

Developed at pace and according to plan, the demonstrator has progressed from concept to a fully functional vehicle. Following successful sea trials, the first phase of the project has been completed. The next phase is expected to focus on developing more advanced capabilities. The results will support the continued development of software, sensors and autonomous functions, while also contributing to future product development.

The vehicle illustrates how close collaboration between industry and government authorities can significantly reduce the time from identifying an operational need to testing a new capability.

"This project demonstrates how new technologies can be rapidly translated into practical operational value. The uncrewed underwater vehicle can contribute to increased endurance, enhanced situational awareness and strengthened underwater capabilities. The fact that we have also been able to develop and test the system in such a short timeframe demonstrates the strength of the collaboration between the Swedish Armed Forces, FMV and Saab," says Mats Wicksell, head of Saab's business area Naval.

The demonstrator has been developed to support the development and evaluation of future underwater capabilities and to enable operations alongside existing naval platforms, such as submarines.

The rapid development has been enabled by Saab's software-centric approach and the integration of Autonomous Ocean Core , Saab's autonomous control system that provides surface and subsurface vehicles with autonomous capabilities. Combined with Swedish expertise in submarine design and sensor integration, this has made it possible to take the project swiftly from concept to sea trials.

The LUUV project builds on Saab's earlier investments and work in autonomous underwater systems and is now led by FMV in cooperation with the Swedish Armed Forces and Saab. The project provides a basis for Swedish authorities' decisions regarding the future acquisition and operational use of autonomous underwater systems.

HAVELSAN DEMOS COORDINATED UNMANNED AIR AND MARITIME OPERATIONS

HAVELSAN has demonstrated its ability to integrate unmanned air and maritime platforms for coordinated missions. The demonstration brought together the USV-12 unmanned surface vessel (USV), manufactured by VN MARITIME, and the SAGAN unmanned aerial vehicle (UAV), developed by ASISGUARD.

During the demonstration, the USV navigated autonomously. The UAV took off autonomously from the vessel, released a 60 mm mortar round onto a designated target and successfully completed its mission.



Supported by HAVELSAN's command and control, mission management and autonomy capabilities, the activity demonstrated the coordinated operation of different unmanned platforms, integrated management of the mission area and target engagement under operator control.

It also showed how unmanned surface vessels can operate with aerial assets as part of an integrated operational system.

A Common Command and Control Architecture

HAVELSAN develops its solutions with an interoperability approach aligned with NATO standards. These solutions enable unmanned systems from different manufacturers to be integrated under a common command and control architecture and conduct coordinated missions. The company continues to develop multi-domain unmanned operational capabilities through command and control, mission management and autonomy solutions that bring different platforms and systems together.

L3HARRIS AND US ARMY SUCCESSFULLY DEMO 1ST RED WOLF FLIGHT FROM AN MH-60

L3Harris Technologies and the United States Army Special Operations Aviation Command's Systems Integration Management Office successfully completed the first flight demonstration of an L3Harris Red Wolf™ air-launched effect from an MH-60 helicopter, establishing a pathway for integrating L3Harris' launched effects air vehicles with Black Hawks and other H-60 variants.

The test payload validated the launch system compatibility and demonstrated flight characteristics in an operational setting, building on previous successful launches from fixed-wing, rotary-wing and ground-based platforms.

"This flight demonstration marks a significant milestone in our mission to deliver multi-domain capabilities that warfighters can rely on," said Quinlan Lyte, President, Advanced Effects, L3Harris. "By pushing the boundaries of what our launched effects vehicles can do and expanding the platforms from which they operate, we are staying ahead of the threat to remain mission ready."

L3Harris' Wolf Pack, including Red Wolf and Green Wolf™, represents the company's growing suite of modular vehicles that offer long-range precision strike and non-kinetic effects.

FIREFLY PASSIVE ACOUSTIC SENSORS INTEGRATED ON AUTONOMOUS FIREANT SUGV FOR JAILBREAK NANO ACE

Invariant Corporation and Hyperion Technology Group were selected to team with Swarmbotics as part of the Jailbreak NANO ACE effort, integrating their collaborative FireFLY passive acoustic sensing capability onto Swarmbotics' autonomous FireAnt small unmanned ground vehicle (sUGV). Throughout the effort, FireFLY operated alongside multiple complementary sensor modalities, demonstrating the ability to contribute passive acoustic detections and tracks to a broader, integrated sensing architecture.

The demonstration showcased the use of autonomous ground platforms to deploy and maneuver passive acoustic sensors in support of counter-UAS (CUAS) operations, while integrating FireFLY detection, tracking, and classifying into a broader multi-modal sensing architecture.

"This effort demonstrated what we believe is one of the greatest strengths of passive acoustic sensing: the ability to provide another layer of awareness without adding an active signature. By combining FireFLY with an autonomous ground platform and integrating the resulting data into IBCS-M, we were able to show how acoustic sensing can become part of amuch larger, networked C-UAS architecture," says CEO, David Anderson.The team conducted an operational assessment to evaluate this type of solution to the growing UAS threat. During the assessment, FireFLY sensors mounted on FireAnt were successfully maneuvered and positioned through the Integrated Battle Command System-Maneuver (IBCS-M) C2 architecture, while detecting, tracking, and classifying UAS using passive acoustic sensing simultaneously alongside other modalities.

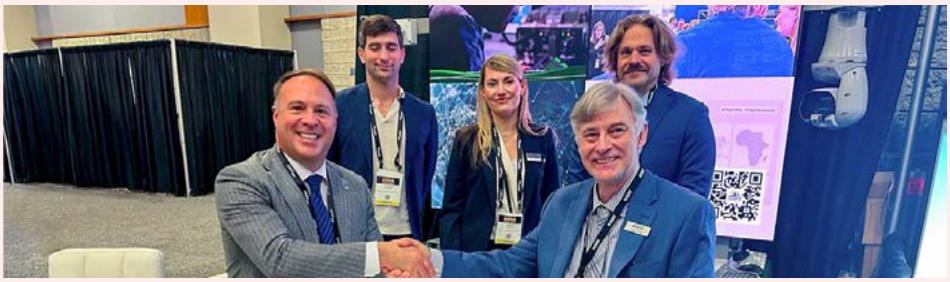
The FireAnt sUGV provided a natural host platform for FireFLY. Its onboard power and communications architecture supported the sensor with minimal additional burden, while its autonomous mobility allowed the system to maneuver acoustic sensors into the correct position to detect and track.

The rapidly evolving UAS threat is increasingly defined by small, low-cost, low-altitude systems that exploit terrain, clutter, autonomy, and nontraditional control methods to avoid detection. These threats can be deployed at scale, operate with minimal electronic signatures, and challenge counter-UAS architectures that rely primarily on radar or RF detection. FireFLY-AOv3 provides an independent detection layer that complements radar, EO/IR, and RF sensors, alerting and cueing other sensors or effectors when low-altitude flight, terrain, clutter, radar masking, or RF-silent and wire-guided control methods limit active systems.

FireFLY-AOv3 provides a rapidly deployable, low-SWaP-C, passive acoustic sensing capability that detects, classifies, geolocates, and tracks small UAS and weapons-fire threats in real time. The self-calibrating sensor delivers 3-D threat location, including elevation, while combining advanced signal processing and AI/ML to improve classification and reduce false alarms. Built on ruggedized TRL-9 hardware, FireFLY-AOv3 is power, communications, and C2 agnostic, with demonstrated integration across multiple platforms, networks, and command-and-control architectures.

MILREM ROBOTICS AND CHUGACH SIGN AGREEMENT TO EXPLORE US PRODUCTION OF UNMANNED GROUND SYSTEMS

Milrem Robotics, a leading developer of robotics and autonomous systems, and Chugach Alaska Corporation (Chugach) signed a Memorandum of Cooperation at the Association of the United States Army (AUSA) 2026 Annual Meeting to explore a long-term industrial partnership to produce and support Milrem Robotics' unmanned systems in the United States.



Under the agreement, Chugach could serve as Milrem Robotics' preferred U.S. industrial partner for production, assembly, integration, sustainment and lifecycle support of Milrem Robotics' systems. That work would serve U.S. customers and Foreign Military Sales (FMS) cases supplied from a U.S. industrial base.

The cooperation is intended to cover Milrem Robotics' current and future portfolio of unmanned ground vehicles and autonomous systems. It would support potential requirements from the U.S. Department of Defense and other federal agencies, as well as the U.S. commercial dual-use market.

"Our objective is not simply to sell systems into the United States, but to establish the capability to produce, integrate and sustain them there," said Stefan Behre, Chief Sales Officer at Milrem Robotics. "A U.S. industrial base would allow us to better support American customers while also creating new opportunities to deliver Milrem systems to allied and partner nations through Foreign Military Sales. Chugach brings the industrial capabilities, infrastructure and understanding of the U.S. market needed to help us build that capability."

"Milrem Robotics' systems are already in operational use on or part of robotics programs in 21 countries, and building and sustaining them here would give U.S. and allied forces a more direct path to that capability," said Chugach CEO Jonathan Dalrymple. "For decades, Chugach has supported complex defense missions across shipbuilding, aviation, facilities, logistics, information warfare and technical services. We understand what it takes to integrate critical systems, sustain them over the long term, and deliver reliable support where the mission demands it. This agreement brings together Milrem Robotics' advanced unmanned technology and Chugach's ability to deliver for U.S. customers, and we look forward to defining what that partnership can become."

The companies also expect the cooperation to include configuring and integrating Milrem Robotics' platforms to meet U.S. customer requirements, along with operator and maintainer training, sustainment and lifecycle support. The companies intend to jointly pursue international opportunities in which Milrem Robotics' systems produced in the United States could reach allied and partner nations through FMS. International customers would then have a way to procure Milrem capabilities through established U.S. acquisition channels, with U.S.-based production and support behind them.

BLUE OPS INTRODUCES B-SERIES MARITIME PORTFOLIO WITH PRODUCTION-READY B-18 AND B-39 UNCREWED SURFACE VESSELS



Red Cat Holdings, Inc. a U.S.-based provider of advanced all-domain drone and robotic solutions for defense and national security, today announced the introduction of its B-Series portfolio of uncrewed surface vessels (USVs) through its Blue Ops maritime division.

The portfolio includes the B-26 (formerly Variant 7); the B-18, an 18-foot USV designed for tactical and one-way attack missions; and the B-39, a 39-foot vessel already in low-rate production. Both the B-18 and B-39 are available for orders now, providing the U.S. Navy and allied forces with affordable, reliable maritime platforms to address immediate operational requirements.

The B-Series establishes a unified naming convention for Blue Ops' growing family of U.S.-designed and built autonomous maritime systems, with designations reflecting vessel length in feet, which is the traditional American methodology for naval and commercial shipbuilding. Building on its flagship B-26, Blue Ops is expanding its portfolio to support tactical reconnaissance, one-way attack, persistent maritime defense and logistics missions.

The B-18 has completed sea trials and is available for orders ahead of its original schedule. Built around the internationally recognized form factor for one-way attack vessels, the B-18 combines advanced hardware, a Modular Open Systems Approach (MOSA) architecture and combat-proven capabilities to deliver an affordable, reliable solution for modern naval operations.

Developed with U.S. Navy requirements in mind, including deployment from Littoral Combat Ships, the B-18 is designed for tactical reconnaissance, shipboard launch and recovery, and one-way attack missions. As the Navy reassesses its autonomous surface vessel requirements and explores more capable, cost-effective alternatives, Blue Ops is positioned to address this immediate demand.

The B-39, a 39-foot USV already in low-rate production and available for orders, is built on an established commercial vessel platform with a proven manufacturing foundation. The vessel delivers increased range, endurance and payload capacity for persistent maritime operations, defense and logistics.

With its modular architecture, flexible payload integration and advanced autonomous capabilities, the B-39 is designed to support persistent maritime surveillance, integrated defense systems and extended operations in demanding naval environments. Its established commercial production history provides a proven foundation for rapid fielding, scalable manufacturing, and cost-effective deployment, while enabling the integration of advanced sensors, mission-specific payloads and interoperable command-and-control systems.

"The Navy doesn't need examples of what autonomous vessels might deliver years from now. It needs affordable, reliable systems that perform in real-world conditions and are available today," said Barry Hinckley, President of Blue Ops. "That's exactly what we're building at Blue Ops. From one-way attack and tactical reconnaissance to maritime defense and logistics, our B-Series vessels are designed to meet immediate operational needs. Combined with Red Cat's aerial assets, we're delivering a complete family of systems that gives U.S. and allied forces the capabilities and flexibility to operate across air and sea."

ELBIT EXPANDS UNDERWATER AND MARITIME AUTONOMY CAPABILITIES WITH ACQUISITION OF ISE



Elbit Systems Ltd. has completed the acquisition of International Submarine Engineering Ltd. (ISE), a Canada-based company specializing in advanced autonomous underwater and remotely operated systems for the maritime domain. The acquisition was completed for a purchase price that is not material to Elbit Systems.

Headquartered in the Vancouver area, ISE is a high-technology company engaged in the development and manufacture of undersea vehicles, including Autonomous Underwater Vehicles (AUVs) and Remotely Operated Vehicles (ROVs), as well as computer control systems and robotics. With more than 50 years of experience in subsea robotics, ISE has delivered over 250 underwater vehicles to customers in more than 20 countries worldwide.

Elbit Systems' naval portfolio includes unmanned surface vessels, underwater systems, integrated command-and-control (C2) suites, electro-optical and sonar systems, communications and electronic warfare technologies. Through its subsidiaries and global centers of excellence, Elbit Systems delivers proven naval capabilities supporting missions ranging from coastal security to blue-water operations.

The addition of ISE's underwater autonomous technologies is intended to expand Elbit Systems' capabilities in underwater Intelligence, Surveillance and Reconnaissance (ISR), Mine Counter Measures (MCM) and Anti-Submarine Warfare (ASW), further strengthening the Company's end-to-end maritime offering.

Bezhalel (Butzi) Machlis, President and CEO of Elbit Systems: "This acquisition marks another milestone in Elbit Systems' strategy to expand its offerings in the naval domain. Combined with our existing capabilities in naval electronic warfare, autonomous systems, naval precision munitions and maritime mission systems, ISE's underwater technologies will further strengthen our position as a global provider of comprehensive, integrated maritime solutions."

UK SETS PACE ON NEW UNDERSEA SENSORS TO DETECT THREATS, AS AUKUS PARTNERS TEST ADVANCED KIT IN SAN DIEGO

The United Kingdom will lead the development and delivery of three advanced undersea sensor payloads for uncrewed underwater vehicles (UUVs) under the AUKUS security partnership between Australia, the UK and the United States. The capabilities are expected to become available across the three nations' UUV fleets from 2027, strengthening maritime surveillance and protection of critical underwater infrastructure.

The announcement follows a week of testing and demonstrations at the Maritime Big Play-Pacific exercise in San Diego, California. The event brings together military personnel, scientists and industry partners to test autonomous maritime technologies in realistic operational environments before their wider adoption.

The UK-led project is the first signature project under AUKUS Pillar 2, which focuses on developing advanced military capabilities through trilateral technology collaboration. The three payloads comprise a Synthetic Aperture Sonar, a Deployable Anti-Submarine Warfare Sensor and a Deployable Non-Kinetic Effector.

These technologies are intended to provide detailed underwater information, deploy sensors to detect and classify underwater threats, and generate non-kinetic effects underwater. Together,



they will help uncrewed platforms monitor extensive ocean areas and improve the protection of subsea infrastructure.

During Maritime Big Play-Pacific, the UK led the anti-submarine warfare strand, contributing 13 uncrewed surface vehicles, two anti-submarine warfare targets and four underwater gliders from six industry partners. The wider exercise examined four operational areas: anti-submarine warfare, lethality, contested resupply, and subsea and seabed warfare.

The programme supports the Royal Navy's ambition to develop a Hybrid Navy that combines crewed vessels with autonomous and uncrewed systems. Integrating these platforms through common command-and-control solutions is intended to improve operational coordination, surveillance coverage and allied deterrence across the Euro-Atlantic, High North and Indo-Pacific.

UK Minister for Defence Readiness and Industry Luke Pollard said the initiative places British innovation at the centre of AUKUS, while supporting skilled employment and industrial development. The work involves companies across locations including Frome, Basingstoke and Dorchester.

The Maritime Innovation Challenge also featured technology demonstrations from UK companies SEA Ltd and Decision Analysis Services Ltd. They are among four suppliers sharing £3 million in funding to develop capabilities for the command, control and cooperation of undersea systems, alongside A2i and US-based MSI Transducers.

The announcement follows another AUKUS milestone: the successful test firing of a US-Australian heavyweight torpedo from the UK's extra-large uncrewed underwater vehicle, XV Excalibur. Together, these developments demonstrate continued progress towards greater interoperability and more integrated autonomous maritime capabilities among the three partner nations.

OVERLAND AI UNVEILS IBEX - A NEW AUTONOMOUS GROUND VEHICLE THAT IS MISSION READY FROM DAY ONE

OverlandAI® announced the launch of IBEX, a next-generation fully autonomous ground vehicle (AGV) built under the company's landmark deal as the first ground autonomy company to prime a production contract for the U.S. military.

IBEX joins ULTRA™ in Overland AI's line of industry-leading AGVs, which operate in Denied, Degraded, Intermittent, and Limited (DDIL) environments by perceiving and navigating complex terrain on their own. These fully autonomous vehicles require no remote control or teleoperation. Instead, they leverage the company's OverDrive® software stack, OverWatch user interface, and SPARK hardware infrastructure to maneuver independently.

With a payload capacity of 2,000 pounds, IBEX can drive at speeds over 35 mph in full autonomy. On a single tank of diesel or JP-8, the vehicle has a cruising range of 250 miles at 20 mph. Its 5 kW of export power supports multiple payloads and meets a persistent challenge at the forward edge of the battlefield, where energy is often a limiting factor.

IBEX shares parts and fuel compliance with the Polaris MRZR, which the military already fields, fuels, and maintains. It is designed to be V-22 transportable, giving teams the flexibility to move it wherever the mission requires.

The U.S. Marine Corps selected IBEX for integration into its Marine AirDefense Integrated System (MADIS) to strengthen the counter-UAS platform's lethality, sustainability, and survivability.

"We pride ourselves on developing technology that is informed directly by the warfighter," said Greg Okopal, co-founder and chief operating officer of Overland AI. "IBEX is a new platform built on the MRZR's proven chassis, engine, and drivetrain, so it can be deployed on day one and maintained with the parts and fuel units already have."

Overland AI's fully integrated software and hardware solutions are developed in-house and have been field-proven through extensive work with warfighters across the Army, Marine Corps, and SOCOM, as well as with Department of War research labs. IBEX inherits that operational record, built on an autonomy stack that has already run resupply, counter-UAS, breaching, and electronic warfare missions.

The launch of IBEX marks an important step forward in the robotics revolution in land warfare, and a shift in how we should think about autonomous vehicles. Every Overland AI AGV is more than a means of transport. It is a power node, a communications node, and a compute node. Fielded at scale, these AGVs form a distributed network of energy, connectivity, and processing at the forward edge, where resources are scarcest. Overland AI is building the grid the modern battlefield needs.

ONDAS POSITIONS FIELD-PROVEN AERIAL SECURITY PORTFOLIO TO SUPPORT $250M FEMA COUNTER-DRONE GRANT PROGRAM

Ondas Inc.a leading provider of advanced autonomous systems and next-generation defense and security technologies outlined how its Aerial Security portfolio and civilian counter-UAS deployment experience position the Company to support state, local, tribal and territorial (SLTT) agencies as the Federal Emergency Management Agency (FEMA) extends its Counter-Unmanned Aircraft Systems (C-UAS) Grant Program to communities nationwide. Ondas will participate in the 2nd Annual Countering the Threat: Drone Security Industry & SLTT Grant Forum on November 9, 2026, hosted by the White House Task Force on the 2028 Summer Olympics, DRONERESPONDERS and the Commercial Drone Alliance.

Building on successful counter-drone deployments supporting the 2026 FIFA World Cup, its selection to protect Jacksonville Jaguars NFL games and growing adoption by law enforcement agencies internationally, Ondas believes its integrated Aerial Security portfolio is well positioned to address the expanding requirements of U.S. public safety agencies. The Company's capabilities span drone detection and identification, advanced Cyber-over-RF mitigation, handheld and vehicle-mounted countermeasures, and integrated command-and-control technologies designed to support coordinated protection of public venues, critical infrastructure and communities.

"Protecting civilian airspace requires more than detecting a drone threat. Public safety agencies need an integrated capability to identify threats, respond appropriately and operate safely in complex environments," said Eric Brock, Chairman and CEO of Ondas. "Our experience supporting the FIFA World Cup and professional sports demonstrates the value of bringing advanced counter-drone technologies into real-world civilian security operations. As federal funding expands access to these capabilities, Ondas is well positioned to leverage our growing portfolio of defense-proven technologies, integration expertise and operating experience to help public safety agencies build effective, scalable counter-UAS capabilities. This reflects our broader strategy of leveraging our defense technology platform to address growing security requirements across military and civilian markets."

The FEMA program represents the second phase of a $500 million federal commitment to strengthen domestic counter-drone capabilities. Following an initial $250 million allocation for jurisdictions hosting the 2026 FIFA World Cup and America 250 events, the additional $250 million expands eligibility to all 50 states, five territories and the District of Columbia, with the 2028 Olympic and Paralympic Games and nationwide Olympic torch relay identified as priorities. The expansion underscores the need for integrated detection and response, authorized mobile mitigation, rapid deployment, interoperable command-and-control and interagency coordination across fixed venues and multi-jurisdictional operations.

Ondas' Aerial Security portfolio is designed to address the layered detection and response capabilities prioritized by the FEMA program. Ondas' Detect, Track and Identify (DTI) systems support integrated sensing and low-altitude airspace awareness, while Sentrycs' Cyber-over-RF technology enables detection, identification, tracking and controlled mitigation of compatible unauthorized drones without conventional jamming. Ondas' U.S.-manufactured Dronebuster® handheld systems and vehicle-mounted kits provide complementary, field-proven non-kinetic mitigation capabilities, backed by more than 3,000 units delivered worldwide and deployments in over 50 countries DefenseOS® provides an open command-and-control architecture designed to integrate complementary detection and mitigation technologies, supported by Ondas› system integration, training and sustainment capabilities.

By expanding access to counter-UAS funding nationwide, the FEMA program can accelerate adoption of capabilities Ondas already offers and has deployed in demanding operational environments. As SLTT agencies move from planning to procurement, Ondas sees a growing commercial opportunity to provide integrated systems, training and support through its established Aerial Security portfolio and operating infrastructure.

ECHODYNE AND ACS SIGN STRATEGIC COLLABORATION AGREEMENT TO ADVANCE COUNTER-UAS CAPABILITIES WORLDWIDE

Echodyne, the radar platform company, and ACS, a precision robotics company for defense announced the signing of a Strategic Collaboration Agreement to accelerate the development, demonstration, and deployment of integrated counter-unmanned aircraft system (C-UAS) solutions.

The agreement establishes collaboration across Echodyne's high-performance commercial counter-UAS radar hardware and software roadmaps and ACS's Bullfrog robotic weapon station capabilities, and follows the recent announcement of each company's award from Joint Interagency Task Force 401 for Domestic Shield, the JIATF-401 C-UAS Marketplace, and other critical counter-drone requirements. Bullfrog combines computer vision, autonomous control, and precision robotics with existing weapon systems to detect, track, identify, and engage unmanned threats. Integrating Echodyne's precise radar track data extends this capability with persistent airspace positional information, providing earlier awareness and high-confidence target tracks that enhance Bullfrog's ability to rapidly orient sensors, maintain custody of maneuvering threats, and develop effective firing solutions.

The collaboration advances ACS's focus on fusing multiple sources of high-quality sensor data to enhance weapon system performance. EchoShield generates precise location and velocity data for a wide range of drone types and flight profiles, supporting faster target acquisition and increasing the time available to evaluate and defeat incoming threats. The system's open interfaces allow radar data to flow directly into Bullfrog and broader command-and-control (C2) platforms.

"Counter-UAS effectiveness begins with data quality," said Eben Frankenberg, CEO of Echodyne. "Bullfrog brings together advanced robotics, AI, and widely available weapons to solve one of the most urgent challenges facing defense forces today. Combining ACS's autonomous weapon station with the precision of EchoShield radar creates a highly capable and economically scalable solution for the United States and allied customers operating across land and maritime domains."

Echodyne's patented MESA® radar architecture delivers electronically scanned array performance in compact, low-size, weight, power, and cost systems. EchoShield is a commercial-off-the-shelf radar manufactured using commercial materials, processes, and supply chains. Its combination of high-fidelity data, open integration, and commercial scalability aligns closely with ACS's approach to changing counter-UAS economics.

"Bullfrog was designed to transform existing weapons into precise, autonomous defense systems and to fuse the best available data into every engagement," said Mike Wior, co-founder and CEO, ACS. "Echodyne's commercial radar technology provides the accurate, high-fidelity track data needed to identify threats earlier, maintain custody, and deliver effective kinetic outcomes. Our partnership also enables on-the-move defense, helping protect warfighters against drone threats while they maneuver. Together, we are creating a scalable solution that gives warfighters greater awareness, more decision time, and an affordable way to defeat drones at operational scale."

MARSS SIGNS GBP370M CONTRACT FOR NATIONWIDE COUNTER-DRONE DEFENCE OF KUWAIT



MARSS, an EOS company, has entered into a £370 million contract to deliver a nationwide counter-drone defence system for Kuwait, covering threats from the air and the sea.

The contract calls for the rapid deployment of a cellular system built around NiDAR, MARSS' AI-enabled command and control (C2) system designed for multi domain surveillance and counter-drone defence.

MARSS, as prime contractor and systems integrator, will install electro-optical, radar and sonar sensors across a network of sites to feed central command centres. NiDAR will fuse the data into actionable threat assessments, providing hemispherical coverage against airborne and coastal seaborne drones. The contract also includes initial supply of hard-kill interceptors and soft-kill jammers.

Recent conflicts in the Middle East have shown the damage drone attacks can inflict, and the limits of air defences that rely on expensive interceptor missiles. With soft-kill and hard-kill effectors integrated into and controlled through NiDAR, operators have layered defeat options and can select the most appropriate response for each situation. NiDAR dramatically shortens the decision cycle from detection to defeat, using AI to classify threats automatically, recommend engagement and reduce the cognitive burden on operators.

The contract builds on NiDAR systems MARSS has already fielded in the Gulf region, which have been in operational use throughout the recent crisis. This contract extends that approach to nationwide scale.

Johannes Pinl, CEO of MARSS, said, "Countering drones and aerial threats is not about any single system. It is about an intelligent, layered architecture that detects, decides and defeats within seconds, and MARSS has built exactly that.

"Over the coming 24 months, MARSS will integrate the sensors and effectors that protect Kuwait's people, critical infrastructure and national assets, backed by British engineering and new skilled jobs here in the UK."

Dr. Andreas Schwer, CEO of EOS, commented, "Air defence is being redefined by the drone. Nations can no longer afford to answer low-cost threats with high-cost interceptors, and they need integrated systems that can respond faster than the threat. MARSS' NiDAR is the intelligence layer in EOS' counter-drone strategy, connecting sensors and effectors into a single, scalable architecture. Kuwait's decision to deploy this capability nationwide shows where the market is heading, and it positions EOS as a leading provider of integrated counter-drone defence."

ASELSAN DEMOS GOKALP'S DRONE-HUNTING CAPABILITIES



ASELSAN demonstrated the GÖKALP UAV Interception System's ability to detect and destroy hostile drones in mid-air during a demonstration at the ASELSAN Ogulbey Technology Base in Ankara. Developed by ASELSAN, GÖKALP detects threats using radar and electro-optical systems and autonomously neutralizes hostile drones. Its vehicle-integrated design provides a mobile and cost-effective solution against unmanned aerial vehicle (UAV) threats.

During the demonstration, the AURA radar detected the target drone and transmitted real-time data to the GÖKALP E1 interceptor drone through the DRONEDEF system's command-and-control software. GÖKALP E1 then intercepted and destroyed the target using the direct-impact (hit-to-kill) method.

DRONEDEF is ASELSAN's counter-drone layer within STEELDOME, Türkiye's integrated, layered air defense architecture. It integrates detection, command-and-control, and countermeasure capabilities to enable a coordinated response to UAV threats.

The GÖKALP demonstration successfully showcased the integrated operation of the system's components and its interception capabilities under realistic conditions.

HONEYWELL AEROSPACE WINS US HOMELAND SECURITY CONTRACT FOR COUNTER-UNMANNED AIRCRAFT SYSTEMS WORTH UP TO $1.5BN

Honeywell Aerospace announced that its wholly owned subsidiary, EMS Defense Technologies, was selected as an awardee under the U.S. Department of Homeland Security's (DHS) Counter-Unmanned Aircraft Systems (C-UAS) Indefinite-Delivery, Indefinite-Quantity (IDIQ) program. The multiple-award contract has a total ceiling value of $1.5 billion and enables Honeywell Aerospace to provide advanced hardware, software and ancillary services designed to counter threats presented by unmanned aerial systems.

The award underscores Honeywell Aerospace's ongoing commitment to delivering mission-critical technologies that enhance national security, strengthen homeland defense capabilities and protect critical infrastructure. Through its extensive portfolio of aerospace, defense, and autonomous systems technologies, Honeywell Aerospace supports government customers with innovative solutions that address emerging security challenges across increasingly complex operating environments. "Being selected for this program reflects Honeywell Aerospace's deep expertise in delivering trusted technologies that help safeguard the nation," said Matt Milas, president of Defense and Space, Honeywell Aerospace. "As unmanned aircraft threats continue to evolve, we are proud to support DHS with advanced capabilities that enhance situational awareness, improve operational effectiveness, and strengthen the security of personnel, facilities and critical infrastructure."

IAI EXPANDS FORCE PROTECTION AND MULTI-LAYERED C-UAS ARCHITECTURE WITH HAWKGUARD



Israel Aerospace Industries (IAI), a world-class aerospace and defense leader, is expanding its multi-layered Counter-Unmanned Aircraft Systems (C-UAS) architecture with the unveiling of HawkGuard, a new active protection system that provides an additional layer of protection against drones and other aerial threats, at the Association of the United States Army (AUSA) Annual Meeting & Exposition in Washington, D.C.

Guy Bar Lev, President and CEO of IAI: "The future of force protection will depend on the ability to respond rapidly and effectively to an increasingly diverse and evolving aerial threat. At IAI, our vision is to provide forces with a layered and adaptable defense architecture that protects them across the full spectrum of threats. HawkGuard is another step toward that vision, adding a kinetic interception capability to counter the growing challenge posed by drones".

IAI's multi-layered C-UAS architecture integrates advanced detection, identification, command and control, electronic warfare and interception capabilities. Designed to combine different sensors and effectors according to mission requirements, this architecture enables a coordinated response to evolving aerial threats.

HawkGuard introduces a new kinetic interception capability to this architecture. At its core is a radar and electro-optical sensing with AI-enabled command and control for detection and interceptor drones designed to neutralize the hostile aerial threats via direct kinetic interception, without an explosive warhead. This provides an additional interception option while avoiding the blast and secondary effects associated with conventional explosive interceptors.

Dror Bar, CEO of ELTA Systems and EVP at IAI: "Today's aerial threat environment demands solutions that can adapt quickly to the threat, the mission and the operational setting. HawkGuard gives operators an additional tool within a broader layered defense concept, providing a flexible and cost-effective way to address drones and other localized aerial threats."

Its compact and modular architecture enables to deploy HawkGuard on armored and other mobile platforms, as well as for the protection of fixed installations, strategic infrastructure and offshore assets.

HawkGuard recently completed a series of successful tests demonstrating its ability to detect, track and neutralize a range of drone threats, further advancing IAI's multi-layer C-UAS capabilities in response to the rapid proliferation of drones and the evolving requirements of the modern battlefield.

LEONARDO DRS AWARDED JIATF-401 IDIQ CONTRACT TO ACCELERATE DELIVERY OF TACTICAL EXPEDITIONARY SENSING CAPABILITIES FOR CRITICAL C-UAS MISSION



Leonardo DRS, Inc. announced that it has been awarded a $500 million ceiling indefinite-delivery/indefinite-quantity (IDIQ) contract with three-year period of performance from the Joint Interagency Task Force 401 (JIATF-401). The award positions DRS to support JIATF-401 mission needs through the rapid fielding of operationally relevant capabilities.

The JIATF-401 IDIQ is designed to increase speed and agility in delivering vetted Counter UAS (C-UAS) technologies and systems to operators. Under this contract, DRS will be eligible to compete for task orders that enable the rapid delivery of integrated C-UAS sensing capabilities supporting force protection and low-altitude air defense missions.

"Today's threat environment is evolving faster than ever, and our customers need proven capabilities delivered at operational speed. This JIATF IDIQ positions DRS to accelerate the delivery of integrated C-UAS sensing technologies through rapid fielding of operationally relevant capabilities that help protect forces and strengthen low-altitude air defense as new threats emerge," said John Baylouny, president and chief executive officer of Leonardo DRS.

"Our counter UAS and air defense radars have demonstrated proven detection, tracking, and force protection performance in operational environments," said Max Cohen, senior vice president, general manager at Leonardo DRS RADA Technologies business unit. "We design, manufacture, and deliver combat-proven sensing systems at speed, and we're ready now to support JIATF with mission-ready expeditionary radar capability that can be fielded rapidly as operational needs for C-UAS evolve."

DRS manufacturers combat-proven radar and sensing solutions that support mission sets including counter-UAS, counter-rocket, artillery, and mortar, and short-range air defense, helping to provide persistent situational awareness and threat tracking for deployed forces. Backed by deep mission expertise and rapid design and manufacturing capabilities, the team supports customers from concept through production and sustainment to meet evolving threats with speed, scale, and reliability.

This IDIQ contract award positions DRS to compete for future task orders throughout the contract's period of performance.

DEMONSTRATING RAPID-RESPONSE COUNTER-UAS CAPABILITY AT THE INTERPOL CUAS TEST

At the recent Interpol Counter-UAS (CUAS) test at Gardermoen Airport, KONGSBERG showcased the agility and performance of the KONGSBERG Drone Detection Radar (DR 100) in a highly demanding operational environment.

Mounted in a quad-radar configuration on a deployable pickup platform, the DR 100 was assigned an Area of Responsibility (AOR) by Interpol and became fully operational within just five minutes of arrival. Leveraging a secure 5G connection, sensor data was instantly transmitted to the Control Centre established at Gardermoen, providing real-time situational awareness.

"Several participants commented on how quickly we deployed the Quad DR 100 system," says Stefan Blom Hansen, Product Manager for DR 100 and leader of KONGSBERG's participation in the event. "The speed of deployment reflects the system's inherent mobility. DR 100 is designed with on-the-move capability, meaning we can detect, track and classify targets while operating from a moving platform. We are not limited to fixed positions."



The exercise focused exclusively on the detection, tracking and classification of airborne objects. Unlike many traditional systems, the DR 100 operates without filtering out low-altitude targets, enabling reliable detection of low-flying drones that often challenge conventional radar solutions. The system also classifies vehicles and personnel, contributing to a comprehensive operational picture.

While kinetic and non-kinetic effectors were outside the scope of the test, the DR 100 is already being integrated into wider Counter-UAS ecosystems. Through ongoing collaborations with leading system integrators, with the DR 100 available to integrators across the market, the radar supports a range of response options including small-calibre weapon systems, interceptor drones, RF jammers and short-range missile solutions.

"The Gardermoen exercise provided an excellent opportunity to demonstrate the DR 100's performance in a civilian environment," says Cato Giil Eliassen, VP Business Development Seatex at KONGSBERG." As drone activity around critical infrastructure continues to increase, airports represent an important and growing use case. The DR 100 combines rapid deployment, high detection performance and operational flexibility, making it a powerful tool for protecting airspace where uninterrupted operations are essential."

The successful participation at Gardermoen reinforces KONGSBERG's commitment to delivering advanced sensor solutions that enable faster decisions, improved situational awareness and effective protection of critical infrastructure.

SIGNING OF GBP370M (A$700M) CONTRACT FOR NATION-WIDE COUNTER-DRONE DEFENCE 2027

Electro Optic Systems Holdings Limited (EOS) has signed a £370 million (approximately A$700 million) contract with the government of an undisclosed Gulf Cooperation Council (GCC) member state to deliver a nationwide counter-drone defence system. The agreement represents the largest contract secured in the company's history, although implementation remains subject to several contractual conditions.

The system will be built around EOS' NiDAR command-and-control (C2) technology, acquired through its purchase of MARSS. Designed to integrate multiple detection and response capabilities, NiDAR combines information from different sensors to produce actionable threat assessments for defence operators.

Under the agreement, EOS will act as the prime contractor and systems integrator. The programme includes third-party electro-optical, radar and sonar sensors for detecting threats at medium and longer ranges, alongside command centres that will process and coordinate incoming information. Initial deliveries will also include hard-kill interceptors and soft-kill electronic jammers. EOS expects more than 80% of the contract revenue to be earned during the first 12–24 months after the agreement becomes unconditional. Approximately 20% of the contract



value relates to support services over four years. The company expects the programme to be profitable and cashflow-positive over its duration, although significant initial working-capital requirements are anticipated before cashflow is expected to turn positive around mid-2027.

Several conditions must be met before contract performance can begin. These include providing a £74 million bank guarantee, receiving an equivalent advance payment from the customer, and securing the necessary export licences. EOS has already provided a performance bond guarantee of £37 million, backed by a cash deposit of approximately £40.3 million.

The company has warned that the agreement carries financial and operational risks, including potential termination, damages and penalties if contractual obligations are not met. It is expanding its regional workforce to support implementation and pursue further opportunities. EOS believes the agreement could mark a significant step in its ambition to become a major global provider of integrated counter-drone systems. However, the contract's execution remains conditional, and further sales opportunities are not guaranteed.

RHEINMETALL AND PRAETORIAN AERONAUTICS DELIVER AERIE C-UAS SYSTEM



Rheinmetall, as a global integrated technology group with specialist air defence capabilities, has partnered with Australian company Praetorian Aeronautics to deliver AERIE; Autonomous-Engagement-Rapid-Interceptor-Effector – a containerised Counter-Uncrewed Aircraft System (C-UAS).

The Australian collaborative research and development partnership has delivered a prototype from concept within 12 months and signals Rheinmetall's and Praetorian Aeronautics' shared commitment to rapid advanced development to meet today's evolving challenges.

The AERIE containerised air defence solution is an interceptor agnostic self-sustained, containerised deployable C-UAS launcher. It has the ability to house 20+ interceptors and is highly mobile, packing in to a 20ft ISO shipping container.

The demonstrator features Praetorian Aeronatics' Arrow Interceptor and Hadrian Command and Control (C2); designed and developed in Australia.

Arrow Interceptor is an autonomous, high speed, low cost interceptor for kinetic neutralisation of multiple UxS threat-types beyond visual range. Hadrian C2 is an advanced AI-enhanced system for management of autonomous effectors across air, land and maritime domains.

Able to be rapidly deployed and reloaded, AERIE offers a containerised, low-cost and effective solution to counter the threat posed by the increasing availability of low-cost uncrewed drones and aerial systems.

Speaking of the partnership, Nathan Poyner, Managing Director Rheinmetall Defence Australia highlighted the company's global support of Australian sovereign capability.

"Rheinmetall has a long and proud history of transferring technology and forging alliances with partners around the world. Our work with Praetorian Aeronatics continues this focus and has delivered a working concept of advanced C-UAS using Australian ingenuity with global air defence engineering and manufacturing know-how" said Mr Poyner.

Praetorian Aeronautics' CEO, Mr Brett Hill spoke of the pioneering Australian organisation's growth and global partnerships.

"Praetorian Aeronatics has been developing cutting edge systems for more than three years. Our partnership with Rheinmetall brings together our unique AI-enhanced C2 system and Arrow Interceptor with Rheinmetall's engineering systems and production capability."

"Together, we have delivered an Australian air defence solution for emerging global threats" said Mr Hill.

The AERIE system is scheduled to move to full operator demonstrations in Q4 2026.

SYSTEMATIC DELIVERS DENMARK'S 1ST AI-READY COMMAND-AND-CONTROL SYSTEM FOR NATO COUNTER-DRONE DEFENCE



Systematic has been awarded a contract by the Danish Ministry of Defence Acquisition and Logistics Organisation (DALO) to deliver an AI-ready command-and-control (C2) capability for counter-drone defence - marking the first known contract by a NATO member for C2 ready to integrate AI-supported analysis.

The solution will support decision-making and analysis throughout the complete decision cycle, enabling military and civilian agencies to operate on a common operational picture.

The capability will be deployed across Denmark, integrating Systematic's SitaWare Suite with existing counter-drone systems to support co-ordinated decision-making.

In a September assessment, Denmark's Defence Intelligence Service (DDIS) warned of an increased risk of Russian hybrid warfare activities against Western countries, including the use of drones. The warning follows a series of incidents across Europe, including reported drone activity near Leipzig/Halle Airport in Germany in August and Russian airspace violations involving NATO members, including Estonia, Latvia, Poland and Norway.

The Systematic SitaWare solution will integrate sensor information, command and control, operational data and personnel to support the detection, assessment and response.

SitaWare Headquarters will provide an oversight of counter-drone activity across sites and military domains. SitaWare Insight's AI-supported analysis of historical and near-real-time data will be used to identify patterns, anomalies and potential threats.

Nikolaj Bramsen, CEO, Systematic, said: "The nature of warfare is changing, and drones are now an everyday part of the threat environment. The answer is not simply more sensors or more individual systems. It is the ability to connect information, understand what it means and act on it quickly.

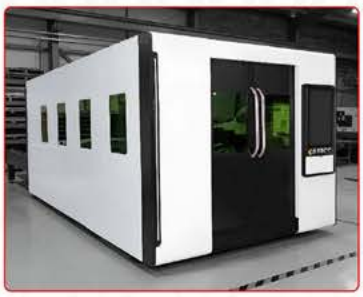
"This programme demonstrates what happens when trusted operational data, command and control and AI are brought together in one environment. It is an important step for Denmark and an important demonstration of how European defence can turn AI into an operational capability".

Lieutenant General Per Pugholm Olsen, Chief of DALO, said: "The agreement with Systematic is another step in building a strong and coherent capability to handle drone threats. It is essential that the Armed Forces can work from a common situational picture, so that the Armed Forces have the best possible conditions to detect and respond to potential threats".

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