**78 . Date: 24-01-2025Hybrid Rotary / Fixed Wing - ISR / ISTAR - Mini - RegulationideaForge SWITCH MINI becomes the first and only small UAV to earn the Prestigious “Fit for Indian Military Use” CertificationURL: https://www.suasnews.com/2025/01/ideaforge-switch-mini-becomes-the-first-and-only-small-uav-to-earn-the-prestigious-fit-for-indian-military-use-certification/**

ideaForge Technology Limited, a global leader in drone technology is proud to announce that its SWITCH MINI UAV has earned the prestigious “Fit for Indian Military Use” certification. The SWITCH MINI UAV with its unmatched performance, quality, reliability, and the ability to meet the rigorous demands of the Indian military is the only small UAV to obtain this certification, making it a landmark achievement for the Indian Drone Industry. This certification, granted after stringent evaluations by the Directorate General of Quality Assurance (DGQA), solidifies ideaForge’s position as a global leader in dual use drone technology.

The “Fit for Indian Military Use” certification is a testament to the SWITCH MINI UAV’s adherence to the highest quality benchmarks and its time-tested operational excellence over years of deployment by the Indian Armed Forces. It validates the UAV’s capability to deliver unmatched and reliable performance under demanding operational conditions, including high-altitude environments with extreme weather challenges. This recognition further boosts ideaForge’s credibility in both domestic and international markets as a trusted partner for dependable defense and civil solutions.

Mr. Ankit Mehta, CEO, ideaForge Technology Limited, said, “Earning the ‘Fit for Indian Military Use’ certification marks a significant milestone in our journey of advancing drone technology and India’s indigenization efforts. It exemplifies our relentless pursuit of innovation and quality in creating solutions that can empower global defense. The SWITCH MINI UAV stands as a testament to our ability to design and deliver cutting-edge, dual-use products that strengthen India’s security and sovereignty while meeting the most stringent global standards.”

The SWITCH MINI UAV is a versatile, high-performance Vertical Take-Off and Landing (VTOL) drone designed for Intelligence, Surveillance, and Reconnaissance (ISR) missions. Engineered to excel in high-altitude terrains with extreme temperatures, high winds, and low air density, it provides enhanced situational awareness while keeping personnel out of harm’s way. This man-portable UAV, carried on the back of a soldier, acts as an indispensable force multiplier, ensuring mission success even in the most challenging environmental, terrain and operational conditions.

The certification’s implications extend beyond military applications. It strengthens the SWITCH MINI UAV’s eligibility for defense procurement processes across the world, thus elevating its appeal to foreign defense and security agencies as well. It further opens up opportunities in sectors like aerospace, critical infrastructure, and advanced industrial applications. By meeting DGQA’s stringent requirements, ideaForge has not only set a benchmark for quality and reliability but also gained insights that will drive future innovations in UAV technology.

As ideaForge continues to redefine unmanned aerial technology, the SWITCH MINI UAV remains pivotal in enhancing national security, fostering technological sovereignty, and expanding market reach. With this certification, ideaForge has reinforced its dedication to delivering cutting-edge solutions that align with the needs of modern defense and civil ecosystems.

ideaForge is a pioneer and the pre-eminent market leader in the Indian unmanned aircraft systems (UAS) industry. With a mission-first approach, we deliver cutting-edge drones engineered for unmatched performance, autonomy, and reliability, redefining possibilities in security, mapping, surveillance, and disaster response applications across militaries and enterprises.

With India’s largest operational deployment of indigenous UAVs, an ideaForge drone takes off every 3 minutes, enabling over 6,00,000 successful flights. Ranked 3rd globally among the world’s Top Dual-Use Drone Manufacturers by Drone Industry Insights (DRONEII) Global Drone Review 2024, ideaForge continues to set benchmarks in innovation and excellence.

Since pioneering India’s first VTOL UAVs in 2009, we have expanded with advanced Technology & Product Development and manufacturing hubs in Navi Mumbai, Bengaluru, Delhi, and the USA, driving the development of indigenously designed and built solutions. Backed by marquee investors, including Qualcomm, Infosys, Celesta Capital, Florintree, EXIM Bank, and Infina Finance, ideaForge is at the forefront of revolutionizing unmanned systems.

Discover more: www.ideaforgetech.com

**79 . Date: 31-01-2025Component - SafetyUBIQ Aerospace Showcases D•ICE Advanced UAS Ice Protection Solutions at Norwegian Special Forces Command’s Annual Arctic Warrior ExperimentationURL: https://www.suasnews.com/2025/01/ubiq-aerospace-showcases-dice-advanced-uas-ice-protection-solutions-at-norwegian-special-forces-commands-annual-arctic-warrior-experimentation/**

UBIQ Aerospace, a leading innovator in autonomous ice mitigation solutions for unmanned aircraft systems (UAS), today announced the successful demonstration of its cutting-edge D•ICE sensor and propeller protection technologies at the Joint Norwegian Special Forces Command’s (NORSOCOM) and United States Special Operations Command’s (USSOCOM) annual Arctic Warrior Experimentation in Rena, Norway.

The annual event brings together leading innovators, military organizations, and technology developers to pressure-test solutions in harsh, real-world Arctic conditions. During the event, UBIQ demonstrated its technology in a setting where icing poses significant risks, mirroring real-world operational challenges faced by unmanned aerial systems, globally.

“Icy conditions pose a real threat to the success and continuity of UAS-based missions,” said Dave Saran, S&T Experimentation Lead of (SOF AT&L-ST), US Special Operations Command. “As global reliance on these systems increases for widescale missions to include intelligence, reconnaissance & surveillance (ISR), kinetic operations, and logistical support, the need for on-demand, any time, any weather enablers is critical.”

UBIQ’s live-flight demonstrations featured its D•ICE Ice Protection Solution, designed to maintain critical functionality and safety in the harshest weather – eliminating traditional flight-limiting icing considerations. By deliberately flying a UAS into known icing conditions, UBIQ successfully showcased how its system rapidly mitigates icing risks, ensuring uninterrupted operations in sub-zero temperatures.

“The Arctic Warrior Experimentation is one of the industry’s most impactful field tests and offered us an unparalleled opportunity to showcase our solutions in some of the most challenging conditions on the planet,” said Mikkel Cornelius Nielsen, Chief Engineer at UBIQ Aerospace. “We design systems that meet real-world challenges and demonstrate the value of innovation in advancing aerial operations. Our participation in this event highlights UBIQ’s commitment to addressing the universal challenge of icing in aerial operations with practical, innovative solutions.”

These demonstrations reflect UBIQ’s dedication to rethinking traditional limitations and advancing practical solutions. The company’s advanced ice protection system plays a crucial role in expanding the operational availability and capabilities of UAS globally. The Arctic’s demanding conditions provide an invaluable environment for demonstrating the reliability and performance of UBIQ’s technologies.

UBIQ’s D•ICE technology delivers reliable performance by actively managing ice accumulation on critical UAS components. This capability is vital to ensuring mission continuity for global industries such as defense, logistics, and energy, which depend on reliable performance in challenging environments.

About UBIQ Aerospace

UBIQ Aerospace is a leading innovation company in the field of ice protection systems, introducing fresh perspectives with pioneering technologies for unmanned and manned aircraft. With a focus on innovation, UBIQ’s solutions redefine traditional approaches, enabling aircraft to operate safely and efficiently in demanding environments, from Arctic operations to global logistics and defense applications.

**80 . Date: 14-02-2025ContractA-techSYN Signs €2.5M Contract to Provide FaaS in SpainURL: https://www.suasnews.com/2025/02/a-techsyn-signs-e2-5m-contract-to-provide-faas-in-spain/**

Over 1.500 hours of flights planned in the next 14 months

In a significant milestone for the Irish drone industry, A-techSYN, Ireland’s premier developer and manufacturer of Unmanned Aerial Systems (UAS), was selected as the successful bidder for the EU tender of PARQUE TECNOLÓGICO DE FUERTEVENTURA SAMP (PTFSA) for “Deployment of low and/or medium altitude unmanned platforms (UAS), with on-board sensors and data transmission systems to the ISSEC center for the development of the RETECH4CAN project”, with file number 254/2024.

A-techSYN entered the bidding in a consortium with Aerial Works SL, a spanish company wich has a wide experience in complex operations with UAS of different types, requests of operational approvals and pilot training for customers around the world. This company will dedicate its efforts to the coordination of activities and training of remote pilots.

The contract asks A-techSYN to perform 5 different kinds of BVLOS operations which are expected to result in 1.500- 2.000 hours of flights, using the CGT50 VTOL and CTOL versions, several payloads such as gimbals, Hyperspectral Cameras and LIDARs. The base of operation will be the Strataport at the PTFSA in Fuertoventura and all information gathered will be in real time deployed to the GIC center.

This achievement marks another successful step in the company’s journey, demonstrating its commitment to innovation, safety, and expanding its test, evaluation, and trialling capabilities.

“For the last decade, A-techSYN has been pioneering the integration and implementation of specific category UAS. We believe that there is a huge need for this size of UAS but there also is a lack of POCs. Individual applications and flights are not sufficient to validate and prove the feasibility of using these systems.

The ISSEC center is also trying to validate the use of HAPS and UAS for certain types of applications in the RETECH4CAN project focusing on protection of forestry.

The center not only evaluated our technology but also our maturity level and flight operations experience as well as acquiring authorisations to fly. We believe that the concept of being an end-to-end solution provider has enabled our selection as the successful bidder. said Gokhan CELIK, CEO of A-techSYN.

“The first step is to apply for and get permissions to fly in Fuerteventura” said Ángel Diego Del Real SÁNCHEZ, who is the accountable manager of the ATAW, an UTE between A-techSYN and Aerial Works. “We have a step by step plan in action and have already prepared the documents for the first application.

The combined experience of our companies in this area allows us to transfer the know-how gained in Ireland to the Spanish domain. We hope that with the support od AESA, we will start flying in SAIL II from Fuerteventura this Spring.”

“The plan is that we will start performing flights as soon as we get the permissions using our Irish flight teams. While this is going on, we will also select and train local flight teams in Fuerteventura. This will ensure the continuity of operation. We hope to expand our services to local authorities and emergency services and hope to continue performing flights with local teams and equipment for years to come.” said Umit Gurkan, the project coordinator for ATAW.

“We are immensely grateful to the IAA’s UAS Division and Airspace/U-space Department as well as AirNav for their unwavering support and professionalism over the past year. Our previous authorisations in Ireland had a huge effect in us being approved as a candidate for this tender.” said Gokhan CELIK.

“The operations to be performed are very similar to what we already perform and we hope that we will operate in SAIL-II.

As part of this project, a comprehensive service will be provided, including UAS platform deployment and operations, data transmission, platform maintenance, sensor and payload integration, obtaining operational authorizations from aviation authorities for BVLOS and other complex operations, and training activities. UAS platforms will be deployed in designated areas and operated in compliance with operational requirements. Data collected from onboard sensors will be transmitted in real time to the operations center, and regular maintenance and technical support will be ensured to sustain continuous operations. Additionally, sensor and payload integration will be conducted for environmental monitoring and modeling applications.

All operations will be carried out in accordance with the safety and risk mitigation standards set by aviation authorities, and the necessary authorization processes for BVLOS flights and other complex operations will be completed. The project will also provide trained personnel, including pilots, technicians and operators ensuring seamless execution of operations.

A fleet of 6 UAVs, along with additional UAVs supporting sensor and payload integration, will be deployed at the designated base to ensure the effective execution of these services. A range of EO/IR-capable gimbals, multi-spectral cameras, and LIDAR sensors will be integrated to enhance operational capabilities and support mission objectives.

The flight services will consist of multiple phases and stages, with a total of 445 flight blocks requested within the scope of the project. These blocks may be allocated as needed throughout the project. It is estimated that the total flight hours required for the project will range between 1,500 and 2,000 hours.

This project is a comprehensive operation requiring high operational capacity and advanced technology integration. Precise planning, robust technical infrastructure, and expert personnel coordination are critical to ensuring efficient and uninterrupted flight operations. This 14-month intensive project involves a continuous data flow, dynamic mission management, and ongoing operational optimization, demanding meticulous execution at every stage. Each phase will be managed with a strong emphasis on safety and mission success.

**81 . Date: 21-02-2025Hybrid Rotary / Fixed Wing - ISR / ISTAR - Small - GeneralEdge Autonomy – VX30 Stalker UAS Selected for DIU Blue List, Paving Way for Government-Wide AdoptionURL: https://www.suasnews.com/2025/02/edge-autonomy-vx30-stalker-uas-selected-for-diu-blue-list-paving-way-for-government-wide-adoption/**

We’re proud to announce that our VX30 Stalker UAS has been selected by the Defense Innovation Unit (DIU) as one of the first Group 2 UAS eligible for Blue List evaluation. The DIU Blue List contains technology that has been approved as secure to be universally used throughout government agencies. Focused on dual-use systems and solutions, this strengthens national security and allows for the solution of operational challenges at speed and scale. We had the honor of participating in a recent fly-off at Twentynine Palms with the intent to add Group 2 and 3 UAS to the Blue UAS Cleared List. Evaluators from numerous U.S. Army units were present for our Stalker flights and demonstrations of our software and gimbal capabilities. Our systems are designed with a modular open systems approach (MOSA), which impressed evaluators through overall agility and the ease with which third party technology can be integrated into our aircraft. With nearly two decades of real-world mission support, the Stalker has evolved alongside our customers’ needs – and we look forward to continuing our commitment to current and emerging national security challenges.

**82 . Date: 21-02-2025Hybrid Rotary / Fixed Wing - ContractPteroDynamics Awarded U.S. Navy Contract to Develop Next-Gen Autonomous Transwing VTOL UASURL: https://www.suasnews.com/2025/02/pterodynamics-awarded-u-s-navy-contract-to-develop-next-gen-autonomous-transwing-vtol-uas/**

PteroDynamics Inc., an innovator in autonomous vertical takeoff and landing (VTOL) aircraft systems, today announced an expansion of its contract with the U.S. Naval Air Warfare Center Aircraft Division (NAWCAD) to design, develop, and demonstrate in a maritime environment the next generation of its Transwing® VTOL unmanned aerial system (UAS).

The additional $4.65 million award is the sixth and most important expansion of the company’s 2021 Blue Water Logistics UAS (BWUAS) prototype contract and calls for a larger aircraft with more robust capabilities than the company’s P4 Transwing VTOL UAS that successfully demonstrated sea trials during last summer’s RIMPAC 2024 Exercise. The new autonomous P5 Transwing UAS aircraft will have a maximum takeoff weight of 330 pounds and a minimum range of 400 nautical miles carrying a 50-pound payload.

It is designed to execute long-range tactical ship-to-ship, ship-to-shore, and shore-to-ship deliveries of critical repair cargo in contested maritime environments, currently performed by crewed aircraft. The new award raises the total contract value to over $7 million, nearly triple the original contract.

“Working with NAWCAD since 2019 has enabled PteroDynamics to identify and achieve key performance parameters that make the Transwing a uniquely capable VTOL UAS. This sixth contract expansion is so significant because it calls for the clean-sheet design, build, and demonstration of the next-generation P5 Transwing aircraft that will give the U.S. Navy an effective solution for automated just-in-time delivery of critical repair parts and supplies at sea,” said PteroDynamics CEO Matthew Graczyk.

“The size and capabilities of the P5 also hit a sweet spot in what we see in broader market demand, not only for other military branches like the Air Force, but also for commercial, governmental, and public safety operators around the world eager to leverage the key advantages of the Transwing platform.”

Historical data from Navy casualty reports show that warships that move to non-mission capable or partially mission capable status often do so due to logistics-related issues like electronics parts or assemblies – 90% of which are logistical deliveries weighing less than 50 pounds. Today, the Navy’s fleet of MH-60 helicopters, V-22 tilt-rotor aircraft, and commercial helicopters fly these missions. Recognizing the cost and inefficiency of using manned aircraft in missions that could be completed by UAS, Military Sealift Command tapped NAWCAD to demonstrate how autonomous vehicles can optimize logistics in contested environments and beyond through the BWUAS program.

“Maritime resupply missions are the lifeblood of naval operations, and for the U.S. Navy and our allies, there is a critical need to automate expensive, resource-intensive deliveries of critical payloads in strategic maritime environments like the Indo-Pacific region,” commented Graczyk.

PteroDynamics’ Transwing is a revolutionary VTOL aircraft system that folds its wings to transition seamlessly between configurations optimized for vertical and winged horizontal flight. It requires no launch and recovery infrastructure and occupies one-third or less ground footprint than other VTOL aircraft with a comparable wingspan.

NAWCAD awarded PteroDynamics the $4.65 million contract expansion, funded by the U.S. Defense Innovation Unit (DIU) via an Other Transaction Authority (OTA) agreement to the company’s existing 2021 BWUAS Innovative Wing Design contract, raising the current contract to over $7 million. Upon completion of this phase of the contract, the company will qualify for $5 million in supplemental program funding, bringing the total future contract value to $12 million.

PteroDynamics will design, build, test, and demonstrate two P5 Transwing UAS prototypes in a maritime environment to meet the following specifications:

– 330-pound maximum gross takeoff weight – Ability to carry a 50-pound payload at least 400 nautical miles – Hybrid electric/internal combustion engine powertrain that can burn JP-5 fuel – Autonomous multi-aircraft operations – Satellite communications for beyond visual line of sight (BVLOS) operation – Detect and avoid (DAA) capability – Operations in a broader range of environmental conditions – Transportable via C-130 and C-17 fixed-wing and CH-53 and CH-47 rotor aircraft

About PteroDynamics

**83 . Date: 06-02-2025Fixed Wing - Solar ISR / ISTAR - HALE - GeneralZephyr completes 13 days of stratospheric flight and testing, launching operations from Kenya baseURL: https://www.suasnews.com/2025/02/zephyr-completes-13-days-of-stratospheric-flight-and-testing-launching-operations-from-kenya-base/**

Laikipia County, Kenya: AALTO HAPS Ltd. (“AALTO” or “the Company”), an Airbus subsidiary which designs, manufactures and operates the Zephyr High Altitude Platform Station (HAPS), has completed its first successful stratospheric flight and testing from its purpose-built HAPS facility (AALTOPORT) in Laikipia County, Kenya.

Flying for more than 13 days above 60,000ft in Kenya, Zephyr was equipped with a payload developed at AALTO’s Farnborough headquarters that can provide direct-to-device (D2D) 4/5G connectivity. Compatible with smartphone technology to enable video and data services, AALTO conducted tests to characterise the performance of the connectivity system. During the flight, AALTO also validated improvements to Zephyr’s flight envelope to provide greater stability and performance.

AALTO secured permissions to establish an AALTOPORT for stratospheric operations during 2024, following 18 months of regulatory engagement and technical studies to facilitate flight approvals. With the support of the Kenya Space Agency and Kenya Civil Aviation Authority, Kenya has consolidated its position as a global pioneer for HAPS innovation and enabled AALTO’s global expansion.

Hughes Boulnois, CEO of AALTO, commented: “Zephyr’s return to stratospheric testing and operations is an important step in its commercial roadmap. Stewarding the most established platform globally, AALTO is demonstrating the capabilities of Zephyr from a payload and platform perspective. With unrivalled performance and flexibility, alongside game-changing applications as a payload agnostic platform, AALTO’s Zephyr is a naturally complementary asset to traditional space and defence ecosystems.

“For many years we have worked with strategic partners on promoting technological innovation and opportunities across connectivity and Earth observation markets. Now thanks to the strategic vision of Kenyan regulators, we are one step closer to commercialising the stratosphere.”

Brigadier Hillary B Kipkosgey, Acting Director General / CEO of the Kenya Space Agency, added: “As the national regulator for space activities and coordinating agency for the multi-agency team on stratospheric operations, the Kenya Space Agency is committed to promoting adoption and use of enabling technologies that are innovative, secure and impactful.

“HAPS is a unique capability with potential use cases that Kenya recognises as critical to many stakeholders. Through our support to AALTO, we are pleased to demonstrate Kenya’s global leadership in creating a new hub for near space technology.”

**84 . Date: 14-03-2025PartnershipGeneral Atomics and Radian Aerospace Partner To Advance Next-Generation Aerospace TechnologiesURL: https://www.suasnews.com/2025/03/general-atomics-and-radian-aerospace-partner-to-advance-next-generation-aerospace-technologies/**

General Atomics Systems Integration (GA-SI) and Radian Aerospace (“Radian”) have signed a Memorandum of Understanding (MOU) to advance next-generation aerospace technologies and explore broader strategic collaboration, including localization opportunities in the United Arab Emirates (UAE).

The collaboration will focus on integrating advanced avionics, electrification, and actuation technologies into cutting-edge aerospace platforms, leveraging GA-SI’s expertise in high-performance systems and Radian’s breakthrough single-stage spaceplane architecture. A key initiative will be the development of electromechanical braking and control actuation systems, which reduce weight, streamline operations, and enhance efficiency while ensuring the reliability needed for frequent space missions.

“This partnership underscores GA’s commitment to driving innovation across critical aerospace systems,” said Scott Sappenfield, Vice President of the Engineering Services Division. “Electromechanical braking is just one way we’re pushing the boundaries of efficiency and sustainability. We’re also excited about expanding collaboration with Radian through industrial partnerships and localization efforts in the UAE.”

The MOU also lays the groundwork for broader collaboration, and joint exploration of UAE offset projects. As GA-SI expands its presence in the UAE, the companies will assess local manufacturing, technology transfer, and workforce development opportunities to support regional aerospace growth.

“General Atomics is an ideal partner as we continue developing Radian One, the world’s first single-stage-to-orbit spaceplane,” said Richard Humphrey, CEO of Radian. “This partnership enables us to integrate next-generation technologies that enhance performance and reusability while opening the door to strategic investment and industrial collaboration. Together, we’re laying the foundation for the future of aerospace and space access.”

GA-SI and Radian will also evaluate partnerships with certified suppliers and manufacturers to develop integrated landing gear systems, enhance adaptability across aerospace platforms, and provide cost-effective solutions for OEMs. By combining GA-SI’s high-performance systems expertise with Radian’s spaceplane mission, this collaboration aims to drive aerospace innovation and shape the industry’s future on a global scale.

About Radian Aerospace

**85 . Date: 29-03-2025AcquisitionKite Aero Acquires Swoop Aero’s AssetsURL: https://www.suasnews.com/2025/03/kite-aero-acquires-swoop-aeros-assets/**

● The new leader in drone based autonomous delivery and logistics ● Building on strong foundations, with a mission to grow the business ● Expanding drone logistics with an open third party integration strategy

Kite Aerospace Pty Ltd (Kite Aero), a newly formed uncrewed aviation company, has successfully acquired the assets of Swoop Aero.

The acquisition includes the renowned Kite drone and Swoop’s drone operations software platform, ensuring continuity for existing autonomous aerial logistics customers, and creating a more robust business operation to build on the foundations Swoop established in the industry.

Swoop created a global leader in drone-based logistics, widely recognized for its revolutionary technology in autonomous delivery, particularly in critical healthcare supply chains. Kite Aero acquired its key assets, with a mission to uphold and expand on Swoop’s achievements.

“Kite Aero is committed to building on the strong foundation that Swoop established,” said Philip van der Burg, CEO of Kite Aero. “The Kite drone and software platform have already proven their value in enabling scalable drone logistics solutions, and we see tremendous potential in taking it to the next level. Our goal is to continue to enable safe, reliable, and impactful drone operations to communities and businesses worldwide.”

Kite Aero is led by a seasoned team with over 50 years of combined experience in aerospace technology and uncrewed aviation, bringing deep expertise in autonomous flight systems, avionics, and regulatory compliance. This leadership is exceptionally well qualified to advance drone logistics and scale operations globally.

As part of its strategic vision, Kite Aero has opened up the software stack and avionics system to third-party integration, allowing broader adoption and interoperability across the industry.

The flight operating system, which has logged more than 36,000 flights and over 20,000 flight hours, is a proven and robust platform for autonomous aerial operations. Opening the platform to third parties will empower partners and operators to leverage the technology for a wide range of applications, from logistics and emergency response to commercial drone services.

In addition to advancing the Kite drone platform, Kite Aero will explore opportunities to re-engage former Swoop employees and industry partners to retain the expertise and innovation that drove Swoop’s success.

With a focus on operational excellence, sustainability, and cutting-edge automation, Kite Aero aims to lead the next chapter of drone operations, ensuring the technology remains at the forefront of real-world applications.

www.kite.aero

About Kite Aero

Kite Aero is a leader in autonomous aerial logistics, transforming the way critical supplies and commercial goods move through the sky. The Company has developed a globally recognized drone platform and advanced flight operations software. With over 36,000 autonomous flights and 20,000 flight hours already logged, Kite Aero builds on a strong legacy to deliver safe, scalable, and high-impact drone operations worldwide. The Company’s open integration strategy invites third-party developers and operators to collaborate on one of the industry’s most proven platforms. Led by a highly experienced team with decades of aerospace and uncrewed aviation experience, Kite Aero is setting a new benchmark for innovation, sustainability, and real-world application in the drone logistics space.

**86 . Date: 04-04-2025RegulationO Transport Canada: New Canadian Drone Rules for BVLOS, 150kg Drones, Microdrones, and More With Full Implementation by Tuesday, November 4th, 2025URL: https://www.suasnews.com/2025/03/o-transport-canada-new-canadian-drone-rules-for-bvlos-150kg-drones-microdrones-and-more-with-full-implementation-by-tuesday-november-4th-2025/**

If you’ve been following the global drone industry, you likely know that stakeholders regularly demand Beyond Visual Line of Sight (BVLOS) operations. For some pilots who fly in those lucky countries, this type of commercial drone operation has been approved for several years. However, for those following JARUS official SORA 2.0/2.5 rules and in countries with Visual Line of Sight (VLOS) rules, BVLOS has been a LONG waiting game of submission and approvals.

Luckily, for those in Canada, we have a path to regular, boring old BVLOS and more THIS YEAR.

“To unlock the potential of medium-sized RPAS and beyond visual line-of-sight operations, regulatory amendments are needed to allow more routine operations, provide regulatory predictability, and support economic growth. This will help the Canadian RPAS industry to remain competitive in the global market… The Regulations Amending the Canadian Aviation Regulations (RPAS – Beyond Visual Line-of-Sight and Other Operations) (the Regulations) will allow operations with a remotely piloted aircraft up to 150 kg to be flown within visual line-of-sight and introduce rules for routine beyond visual line-of-sight operations with a remotely piloted aircraft of up to 150 kg over sparsely populated areas, at low altitudes, and in uncontrolled airspace. The Regulations will remove the requirement for a Special Flight Operations Certificate (SFOC) for these operations. The total benefits… will result primarily from enabling high-value RPAS operations, eliminating the need for SFOCs for certain RPAS operations, increased profits for domestic RPAS manufacturers, and increased recreational pilot activities.” (P. 70-71)

In June 2023, Transport Canada – Transports Canada announced the first version of the proposed new rules for flying drones Beyond Visual Line of Sight (BVLOS), “medium drones” weighing up to 150kg, and with a few more relevant regulatory items.

When the proposed rules were announced, Canadian drone stakeholders were provided a 90-day consultation window and were told that the new rules would be fully implemented by April 1st, 2025. Obviously, today is March 27th, 2025, and the fully baked proposed rules are not scheduled to be implemented next week.

Now, some parts of the rules will be implemented on or shortly after April 1st, 2025, such as completing the Level 1 Complex exam, and the full implementation date is now November 4th, 2025.

Overall, with the ongoing Part 108 delay in the 11th province and Europeans still slide tackling the adoption of SORA 2.0 and 2.5, I applaud Transport Canada’s timely publication and how they stickhandled the small delay.

Furthermore, considering that Transport Canada was on schedule with the first set of rules in 2019, proactively announced they were behind in public forums (e.g., Aerial Evolution Association of Canada conference), and announced the new rules while we (the members of the free country of Canada) are in the middle of an election, good on Transport Canada for getting this new set of rules across the line with an appropriate amount of time for adoption.

So, I assume you are still reading this to try understand the 175 pages of the new rules (referenced in Canada Gazette, Part 2, Volume 159, Number 7) in a more efficient way. Well, yes, here we go, eh!

First off, I have summarized the new rules based on the following 9 topics. Note, there are some elements of the rules that have not been discussed, such as the economic benefits and comment analysis. This summary is written from the perspective of a manufacturer/modifier who has a large fleet of drones that is regularly tested and used for Advanced and SFOC activities:

Aside from appeasing/quieting those stakeholders who have sent numerous emails, made passive-aggressive and outright aggressive social media posts, and (maybe) conducted phone calls “requesting” Transport Canada to allow for more complex operations, the three main objectives of the regulations are as follows:

Kindly, Transport Canada provided a list of definitions that replace the old definitions in various sections. Below is a copy/paste of some of the key terms in alphabetical order that start on Page 14 of the new rules:

Well, it’s here…kind of. Starting in November, operators will be able to fly BVLOS without an SFOC. Of course, there are pilot, airframe, testing, plans, approvals, and such required before we go full BVLOS on our skies.

However, there is a path for takeoff.

Per the Gazette, Transport Canada has approved 335 SFOC for lower-risk BVLOS. These previous approvals were critical in the development of the new rules. Furthermore, a sneak peak into the future: “It will also allow TC to shift resources towards issuing SFOCs for more complex operations — e.g., in urban centres, at higher altitudes, or for larger aircraft — and integration with the broader aviation sector.” (P. 76)

For existing Advanced Pilots, of which there are 16,338 as of March 6th, these rules give us new opportunities to fly without needing to apply for the Level 1 Complex Operations certificate. Also, Visual Observers (VO) will not require an Advanced Certificate and a Basic Certificate will suffice for the VO. Transport Canada “…has determined that the following operations may be added to the types of operations conducted by Advanced Pilot Certificate holders without the requirement to obtain a new pilot certificate”. (P.63)

These include:

For many countries, the <25kg maximum takeoff weight (MaxTOW) limit has been a reality for several years. For some, going above the 25kg MaxTOW is not of interest. To date, these <25kg drones have been affordable (thanks, DJI), readily available, and get the job done. However, as cameras, sensors, and other attachments are included, sometimes these <25kg do not make the cut.

By increasing the available MaxTOW to 150kg for non-SFOC operations, Transport Canada is positioning Canadian drone manufacturers for success and enabling pilots to perform more tasks with their tools (i.e., drones).

“Existing Part IX requirements will continue to apply for medium-sized drones within VLOS, such as: (I) operations in uncontrolled airspace must remain below 120 meters; and (II) operations in controlled airspace require authorization from air traffic services.

In addition, the Regulations will introduce new requirements to mitigate the additional safety risks associated with larger drones, such as: (I) increasing the minimum distance from people not involved in the operation, which will reduce the risk of a larger drone causing injury to a person; and (II) additional flight planning considerations, such as weather and ensuring the drone does not fly during low visibility, affecting the pilot’s ability to maintain line of sight.” (P.88)

Under the old rules, <250 gram drones could be used at advertised events without an SFOC. However, Transport Canada has modified the rules. Under the new rules, pilots of microdrones, such as the DJI Mavic Mini, Ascent AeroSystems Helius, or Autel Robotics Nano, will need to adapt to the requirements for advertised events.

Specifically, an SFOC will be needed for any size microdrone to fly at “an outdoor event that is advertised to the general public, including a concert, festival, market or sporting event.” (P. 84)

Transport Canada’s rationale was that “this amendment was added following pre-publication of the proposed Regulations in response to comments from stakeholders who noted that microdrones are frequently observed at advertised events and create safety risks for other RPAS operators and the public due to the constrained nature of the airspace at these events, and the higher density of people on the ground.” (P. 84)

For pilots seeking approval to fly at an advertised event, they should be aware that this type of event is considered a “low-complexity operation” (P. 63) and the cost for such an SFOC is stated to be $75, half of the previous $150 Transport Canada proposed.

Under the old/current rules, drone manufacturers and modifiers can self-declare that they meet the requirements for Advanced Operations, which include controlled airspace, near people (>5 meters to <30 meters from bystanders), and over people (<5 meters from bystanders).

This system has allowed many companies to get to market rather quickly. However, there have been numerous cases of abuse. Per Transport Canada’s presentation at the Aerial Evolution conference in November 2024, there were 26 invalidated declarations and 3 voluntarily withdrawn declarations.

With the new Pre-Validated Declarations (PVD), “Manufacturers determine which technical requirements their drone and supporting systems meet and whether they want to declare to TC via the Declaration or Pre-Validated Declaration Process. A drone will not be able to fly in any of the operating environments under the new framework unless a Declaration or a Pre-Validated Declaration has been made by the manufacturer to operate in the respective operating environment.” (P.85)

With a PVD, an operator would be able to perform operations with the following:

The PVD is a two-step process.

The first step involves a manufacturer submitting a plan to show how their drone will meet the requirements of Standard 922. Unlike the Advanced process, Transport Canada will proactively look at your documentation. So, for those who have previously skirted the rules and believe they have a great drone by submitting three lines to Transport Canada for an Advanced declaration, this new process should make it slightly more difficult for your BS.

This new process will be required for (1) VLOS operations with medium-sized drones near and over people and (2) Certain BVLOS operations in uncontrolled airspace, below 120 meters, and over sparsely populated areas.

After Transport Canada reviews the plan and accepts how the manufacturer will complete the requirements for Standard 922, the manufacturer will receive an acceptance letter. Then, “the manufacturer or service provider will execute the accepted plan, and subsequently declare to TC that their system meets Standard 922.” (P.86)

Once a PVD is complete, the tasks do not stop for manufacturers. Under the new rules, a manufacturer will need to submit annual reporting and service difficulty reporting to Transport Canada.

Annual reporting: This annual reporting includes “estimated number of product flight hours, a description of any safety-related issues that came up over the year, and any design changes that may affect the compliance with the requirements in Standard 922.” (P.86)

Service difficult reporting: “A service difficulty is any malfunction or defect that could affect the safety of the drone or could injure a person. Manufacturers or service providers with PVDs on their drone or system will need to establish and maintain a system for service difficulty reporting for pilots and RPAS Operator Certificate holders. Manufacturers will need to provide operators with a description of what systems or elements are critical for safety so they can report to the manufacturer or service provider as soon as feasible if a service difficulty has occurred. Manufacturers and service providers will need to investigate service difficulties and, if the conclusion is the system no longer meets the technical requirements of Standard 922, a mandatory action, which is an action to prevent an unsafe or potentially unsafe condition, will need to be developed to fix the issue. Manufacturers and service providers will need to notify operators of the mandatory action as soon as possible and whether the declaration on the product or supporting system is still valid.”

This ongoing reporting should provide Transport Canada with novel data on the performance of various drone manufacturers. Far too often, drone manufacturers can hide behind their great marketing as many pilots do not perform reporting to Transport Canada. As a company who has integrated with many drones and is the backup system for the drone failure/pilot error, this is a welcomed activity and should shed light onto whose drone actually performs to the marketing specification.

Show me the money… As previously mentioned, Transport Canada has revised their fee structure. This “Fee Modernization Initiative” will, of course, result in some pilots dropping their gloves while others will have their elbows up.

However, as an industry stakeholder who manufacturers drone products, has paid for ~10 advanced licenses, has paid the registration of more than 110 drones (we crash stuff), and has received a few SFOC approvals, I accept the reality of the “Fee Modernization Initiative”.

These new fees are as follows:

In this section, I’ve included an unorganized group of information that may be relevant to the readers:

(a) the type of airspace and any requirements applicable to the flight geography, including any specified in a NOTAM; (b) the altitudes and routes to be used for approach, take-off, launch, landing or recovery; (c) the proximity of other aircraft operations; (d) the proximity of airports, heliports and other aerodromes; (e) the location and height of obstacles, including wires, masts, buildings, cell phone towers and wind turbines; (f) the predominant weather and environmental conditions and the weather forecast for the duration of the flight; (g) in the case of a VLOS operation, an extended VLOS operation or a sheltered operation, the horizontal distance from any person not involved in the operation; and (h) in the case of a BVLOS operation, the distance from any populated area or sparsely populated area.

Transport Canada has modified the penalties for those pilots who choose not to follow the rules. The following penalties have been increased (P.96-97):

Well, we have made great strides as an industry. With these new regulations, the Canadian drone industry is better off this year than last. Yes, there are more tasks to complete to get to urban use cases and, of course, Transport Canada could move slightly faster. However, this is Canada and the safety of bystanders is important. We have a lot of near-empty space to travel to and from by drone. These new rules will directly benefit those living in rural locations without significant risk to the people in densely populated areas. Furthermore, this will give Transport Canada more time to work on the critical urban core activities to improve regular Canadians’ daily lives.

**87 . Date: 14-03-2025AcquisitionQuantum Systems Acquires AirRobot, Ensuring the Supply of Critical Capabilities to the BundeswehrURL: https://www.suasnews.com/2025/03/quantum-systems-acquires-airrobot-ensuring-the-supply-of-critical-capabilities-to-the-bundeswehr/**

Following the acquisition by Quantum Systems, AirRobot can continue to deliver to the Bundeswehr and provide the required capabilities for security and defense.

Munich/Arnsberg, March – Quantum-Systems GmbH today announces the complete acquisition of AirRobot GmbH. This strategic acquisition expands Quantum Systems’ product portfolio in drone technology and strengthens technological sovereignty for the Bundeswehr and European partners.

Portfolio Expansion and Technological Synergies

Quantum Systems, specializing in AI-driven fixed-wing drones and software, expands its offerings to include copter drones through the acquisition of AirRobot. This is an important step in Quantum Systems’ strategy to consistently expand its product portfolio in the Family of Systems as well as its software and AI expertise.

AirRobot from Arnsberg, Germany, will collaborate closely with Quantum Systems’ R&D team in Gilching, which develops market-leading AI-driven reconnaissance drones. AirRobot will be integrated as a standalone entity within the Quantum Systems Group.

AirRobot is the main supplier for the Bundeswehr’s MIKADO II program (2022-2032) and a Tier-1 supplier for Lockheed Martin in the TIQUILA program (2023-2033) of the UK Ministry of Defense.

Continuation of Business Operations

The acquisition of AirRobot ensures the continuity of development, production, and maintenance activities. Consequently, operations at the Arnsberg location will continue. The primary focus is on securing an uninterrupted supply to the Bundeswehr under the MIKADO program.

“The combination of the strengths of both companies opens up completely new possibilities for us and creates strong synergies for the future of unmanned aviation,” says Robert Polok, Managing Director of AirRobot. “By uniting our technologies, expertise, and innovative power, we will develop even more powerful drone solutions at the highest level – Made in Germany.”

This acquisition strengthens our position as an innovative provider of drone technologies for defense and security applications. We combine our competencies and simultaneously secure strategically important supply contracts for our national and international security partners.

**88 . Date: 14-03-2025Fixed Wing - ISR / ISTAR - Small - General - PlatformUAVE Prion Mk3 Dragon D-50URL: https://www.suasnews.com/2025/03/uave-prion-mk3-dragon-d-50/**

The Dragon D-50 is a twin-nacelle aircraft specifically designed to provide unparalleled performance. A twin-nacelle configuration enables stereopsis, which offers several key advantages: Accurate Distance Assessment: Enables precise determination of distances between objects, crucial for optimal target identification and positioning on the battlefield. Enhanced 3D Vision: Offers a three-dimensional perspective of the environment, making it easier to comprehend spatial relationships between objects. With the Dragon D-50’s twin-nacelle design, we offer enhanced visual clarity: Improved Resolution: Dual optical sensors work together to boost ISR (Intelligence, Surveillance, and Reconnaissance) resolution and detail. Advanced image processing ensures sharper, more detailed imagery. Wider Field of View: By deploying sensors on both payload nacelles, the aircraft provides a broader field of view than monocular systems, enhancing peripheral ISR coverage. Evolution or Revolution It also offers a whopping 88 litres and 50 kilo payload capacity with 100% redundancy, improving aircraft safety When selecting the best-engineered solution for ISR, a twin-nacelle aircraft outperforms all other configurations. Lead the way. UAVE Limited. British engineering excellence.

**89 . Date: 07-03-2025H-Rotary - ISR / ISTAR - Tactical - GeneralUncrewed aircraft manufacturer Schiebel selected for UK police trialsURL: https://www.suasnews.com/2025/03/uncrewed-aircraft-manufacturer-schiebel-selected-for-uk-police-trials/**

The National Police Air Service (NPAS) has selected global manufacturer Schiebel to support its most ambitious trial so far of ‘Beyond the Visual Line of Sight’ (BVLOS) uncrewed aircraft operations.

The trial – which, in 2024, successfully achieved a place in the Civil Aviation Authority’s (CAA) BVLOS integration sandbox – will evaluate the feasibility of using uncrewed aerial systems (UAS) to work alongside crewed police helicopters and aeroplanes in support of policing operations across England and Wales.

David Walters, NPAS Head of Futures and Innovation, said the aim of the trial was to determine if advancements in aviation technology can bring future benefits to policing and, if they can, how they could be safely introduced into UK airspace.

“We will be evaluating how we might integrate uncrewed aircraft into the existing NPAS operating model, under the current management of our CAA-approved Accountable Manager and Form 4 certificate-holders, who are qualified and accountable for the delivery of safe police air operations over England and Wales,” said David Walters.

Schiebel will be flying the CAMCOPTER S-100 in a carefully selected and controlled environment to assess the UAS capabilities, as part of the concept for a future blended fleet, operated by NPAS.

“The CAMCOPTER S-100 is being operated worldwide with over 40 customers so far, including the UK Royal Navy. With its unrivalled experience and outstanding capabilities, the S-100 is the ideal UAS for this trial,” said Neil Hunter, Head of Global Sales at Schiebel.

“Schiebel prides itself at being at the forefront of delivering UAS technology globally and is continually looking to support the expansion and growth of UAS, specifically in the commercial market. In Western Europe alone it has won contracts with the European Maritime Safety Agency, and with Bristow Group supporting their UK Search and Rescue operations. Being chosen to fulfil this exciting and ground-breaking NPAS trial is testament to the S-100 pedigree and maturity,” he added.

Schiebel will join the National Air Traffic Control Service (NATS) as part of the team supporting the NPAS Futures and Innovation team with the trial, which is funded by the Home Office and scheduled to see its first test flight in summer 2025.

After extensive consultation, an area in the Severn estuary, in South West England, has been selected for the trial flights, away from any built-up environments.

For the last 24 months, NPAS has been building a robust safety case, which has included testing a ‘detect and avoid’ solution, to ensure the trial can operate safely and with minimum disruption to the public and other airspace users.

Along with the potential capabilities for policing operations, the trial will also evaluate the effectiveness of the ‘detect and avoid’ solution.

“We cannot predict the outcome of the trial, but it is imperative we deliver the same, or improved, capability that we have today with our crewed aircraft. The desired outcome is to be able to offer police forces in England and Wales a way of supporting their operations in an even more flexible way, with a continued emphasis on public safety,” added David Walters.

The National Police Air Service was formed in 2012 as part of a collaboration between all police forces in England and Wales to deliver efficient, borderless air support.

With an existing fleet of 19 helicopters and four aeroplanes, operating from 15 regional bases, the service responds to around 100 calls for service each day.

Air support deployments most commonly range from high-risk missing people and vehicle pursuits to firearms containments, public order and crowd control, intelligence-gathering, counter-terrorism, major incidents and aerial searches.

**90 . Date: 04-04-2025AcquisitionAeroVironment Stockholders Approve Acquisition of BlueHaloURL: https://www.suasnews.com/2025/04/aerovironment-stockholders-approve-acquisition-of-bluehalo/**

AeroVironment, Inc. (NASDAQ: AVAV) (“AV” or the “Company”) today announced that its stockholders have approved the issuance of AV common stock in connection with the Company’s pending acquisition of BlueHalo LLC (“BlueHalo”) at a Special Meeting of Stockholders held earlier today.

“Stockholder approval marks an important milestone as we move forward with the acquisition of BlueHalo and accelerate our transformation into the leading next-generation defense technology company,” said Wahid Nawabi, AV chairman, president, and chief executive officer. “Together, AV and BlueHalo will drive agile innovation and deliver integrated, all-domain solutions designed to redefine the future of defense and address the most important priorities and needs of our nation and allies around the globe. We thank stockholders for their continued support and look forward to closing this transaction and unlocking new opportunities for growth and value creation.”

More than 99% of the shares voted by AV stockholders were in favor of the issuance of AV common stock to complete the pending acquisition. Final voting results will be reported in a Form 8-K filed with the U.S. Securities and Exchange Commission.

The transaction is expected to close in May 2025, subject to the satisfaction of customary closing conditions.

About AeroVironment, Inc.

**91 . Date: 18-04-2025PartnershipGA-ASI Announces Technology Investments From Blue Magic NetherlandsURL: https://www.suasnews.com/2025/04/ga-asi-announces-technology-investments-from-blue-magic-netherlands/**

General Atomics Aeronautical Systems, Inc. (GA-ASI) is pleased to announce two businesses that it will invest in from the inaugural Blue Magic Netherlands (BMN) event last November: Emergent Swarm Solutions and Saluqi Motors.

“The technologies presented by Emergent and Saluqi really stood out to us, and we’re proud to be working with them,” said Brad Lunn, managing director for GA-ASI. “I expect several other companies from the Blue Magic Netherlands event to emerge and we hope to make additional announcements in the near future.”

At the Blue Magic investment and innovation conference in the Netherlands, GA-ASI and its partners heard pitches from innovative Dutch companies about the important technologies they are developing. The event was organized collaboratively between GA-ASI, the Dutch Ministry of Defense, the Dutch Ministry of Economic Affairs, Brainport Development in Eindhoven, and Brabant Development Agency (BOM). The key areas of focus were Artificial Intelligence/Machine Learning, Autonomy, Advanced Materials, Sensors, Advanced Manufacturing, and Space. Close to 50 companies applied and after reviewing the applications, 16 companies were selected to pitch their capabilities.

Emergent Swarm Solutions and Saluqi Motors were selected by GA-ASI to make investments after both companies made compelling pitches about their respective technologies at the BMN event and following months of detailed business and technology discussions with the two companies.

Emergent Swarm Solutions develops innovative software solutions for autonomous flight and intelligent, decentralized swarming capabilities for a variety of unmanned vehicles. GA-ASI is partnering with Emergent to develop critical autonomy skills for GA-ASI’s current and future portfolio of aircraft.

“It is a pleasure to partner with General Atomics to develop and deploy our autonomy and swarming capabilities on the current and next generation of unmanned aircraft,” said Lennart Bult, Co-founder and Managing Director at Emergent Swarm Solutions. “Collaborating with the General Atomics team has been a fantastic experience, and we look forward to delivering advanced capabilities through this partnership.”

Saluqi Motors builds high-density motors with integrated electronics that significantly increase power and torque in small packages, which is well-suited for airborne platforms. GA-ASI is partnering with Saluqi to qualify their existing products within the strict environmental demands of aerospace applications and to develop new products for specific applications.

“We are deeply honored to be selected by GA-ASI from such a strong field of innovative companies,” said Matthijs de Haan, CEO at Saluqi Motors. “Our ultra-compact and high-performance motors are engineered to meet the demanding requirements of aerospace applications. This collaboration enables us to further validate our technology and develop new solutions for the defense and aerospace industries.”

GA-ASI is a global leader in unmanned aircraft systems and related mission systems. The company hosted its first Blue Magic event in 2019 in Belgium, with subsequent events held in 2020, 2021, and 2023. GA-ASI is delivering eight MQ-9A aircraft to the Royal Netherlands Air Force (RNLAF).

“GA-ASI is committed to continue working with the Dutch government and Dutch industry in supporting the growth of technology innovation in the Netherlands. GA-ASI anticipates holding additional BMN events in the near future,” Lunn added.

**92 . Date: 02-05-2025MarketPrimoco UAV Reports Excellent Financial Results for 2024: revenue, profit and cash in the hundreds of millionsURL: https://www.suasnews.com/2025/04/primoco-uav-reports-excellent-financial-results-for-2024-revenue-profit-and-cash-in-the-hundreds-of-millions/**

Primoco UAV SE, a Czech manufacturer of unmanned aerial vehicles, announces its financial results for 2024. The company recorded consolidated revenues of CZK 471 million, an EBITDA profit of CZK 147 million, and maintained a strong operating margin. Primoco continued to operate debt-free, generating a free cash flow of CZK 231 million.

“The year 2024 marked a period of intense work. With our successful entry into the main market of the Prague Stock Exchange, we symbolically completed our journey from a Czech startup to a company delivering on its global ambitions through a truly unique product,” said Primoco CEO Ladislav Semetkovský.

Primoco’s flagship aircraft, the Primoco One 150, remains the only medium-heavy unmanned aerial vehicle certified to NATO STANAG standards. STANAG certification enables NATO member states to acquire and deploy the aircraft without the need for additional testing. This certification comes at a critical time as NATO’s European members move to increase their defense budgets significantly. The Primoco One 150 also holds civilian certification for operation over densely populated areas, broadening its commercial applications and deployment in security, fire brigade and other emergency response missions.

Among the company’s key milestones in 2024 was securing its largest-ever contract: a CZK 450 million agreement to deliver 24 Primoco One 150 aircraft. “This contract is significant not only for its size but also because each aircraft delivered opens the door to long-term partnerships, including training, servicing and future fleet expansion based on the positive experience with the One 150,” said Semetkovský.

Although revenues stabilized at nearly half a billion CZK levels last year after rapid growth in the previous period, management views this as characteristic of the industry, remaining optimistic about future prospects and demand. “Interest in unmanned aerial vehicles continues to rise globally, driven by security needs and civilian applications. Given the complexity of our industry, closing each transaction from initial contact to delivery typically spans years rather than months. However, the number of our active negotiations at various stages of development multiplied in 2024,” said Semetkovský.Primoco made significant investments during the year to support anticipated demand. The company acquired land in the industrial zone of Písek and completed project documentation for a new production, service, control and training center, set to commence construction in 2026 following the building permit approval. Located near Primoco’s airport, the facility will feature advanced robotics and automation and ultimately triple Primoco’s production capacity to 300 aircraft annually.

**93 . Date: 25-04-2025PartnershipQuantum Systems and RENK Gears Private Ltd. (RENK India) conclude strategic partnership in IndiaURL: https://www.suasnews.com/2025/04/quantum-systems-and-renk-gears-private-ltd-renk-india-conclude-strategic-partnership-in-india/**

Quantum Systems GmbH, the European market leader for real-time unmanned aerial intelligence solutions, and RENK Gears Private Ltd., (RENK India), a subsidiary of RENK Group AG, a leading provider of drive solutions for military and civilian use, signed a Memorandum of Understanding today in India for a strategic partnership.

The signing took place in Bengaluru, located in the Indian state of Karnataka, where the two technology leaders were joined by Bavaria’s State Minister Dr. Florian Herrmann. RENK Gears Private Ltd. and Quantum-Systems GmbH aim to cooperate more closely in the future in the areas of research and development, production, software development, and digitalization.

Both companies recently identified India as a key growth market.

Dr. Florian Herrmann, Bavaria’s State Minister, said: “Bavaria and India complement each other perfectly: the state of Karnataka is considered the Silicon Valley of India and Bavaria the Silicon Valley of Germany. Bavaria focuses on high-tech and research like no other federal state. With the Bavarian High-Tech Agenda, we are investing over 5.5 billion euros in science and the associated technology transfer to the economy – to turn good ideas into jobs. With success: companies from all over the world are coming to Bavaria – and Bavarian companies are expanding all over the world. We are therefore particularly pleased about the new international cooperation between Renk India and Quantum Systems. The areas of armaments, aerospace, AI and quantum computing are major fields of the future. As the Free State of Bavaria, we want to be at the forefront of innovation in these technologies worldwide and thus secure long-term value creation and prosperity for Bavaria. To this end, we also held a large reception in Bangalore today at the end of our trip to India to network with international business representatives. Networking and partnership are more important than ever in a global world in turmoil.”

“The cooperation is another strong signal for our location and underscores the ‘Make in India’ ambitions of the RENK Group,” said Praveen Mohan, Managing Director of RENK Gears Private Ltd.

India offers Quantum Systems a highly attractive strategic environment for sustainable growth. The country’s defense and security spending is steadily increasing, accompanied by massive investments in high-tech and infrastructure projects. As a geopolitically important player with major civil and military challenges, India is an exciting market for ISR drone technology and aerial intelligence services.

The RENK Group has maintained business relations in India for decades, as the country has been a strategic partner for Germany. The company is currently significantly expanding its production capacities in India for gearboxes, slide bearings and couplings for military and civilian applications. By 2025, a new roughly 7,000-square-meter production site for military and civilian applications will be built in India.

Quantum Systems also has a long-standing history of doing business in the region and is an established partner for India, including in the areas of land surveying and cadastral registration. In the future, the company will also be active in India for other government agencies.

**94 . Date: 12-04-2025MarketTEKEVER establishes new arm in Ukraine to enhance frontline support and innovation in defence technologyURL: https://www.suasnews.com/2025/04/tekever-establishes-new-arm-in-ukraine-to-enhance-frontline-support-and-innovation-in-defence-technology/**

Expanded network of facilities and workforce enhances support for Ukrainian armed forces

AR3 drone has successfully completed over 10,000 operational flight hours in Ukraine, demonstrating combat-proven reliability

Innovation and talent in Ukraine will be vital to bolstering European defence capabilities

TEKEVER, a European leader in Unmanned Aerial Systems (UAS), is proud to announce the establishment of a new arm of the business in Ukraine, in partnership with the Ministry of Strategic Industries of Ukraine. This strategic move aims to bolster TEKEVER’s ongoing support for Ukrainian armed forces and enhance European defence capabilities by fostering innovation and talent emerging from the region.

The establishment of a local entity will enable TEKEVER to expand its workforce and network of facilities across Ukraine, which provide maintenance and engineering support, R&D for developing new capabilities, and training sites to improve operational effectiveness for Ukrainian partners. The facilities are strategically located to enable access to the frontline and other organisations supporting the defence effort in Ukraine, and are designed to be mobile in the event of a security risk.

TEKEVER has been working closely with Ukrainian armed forces since 2022, deploying its UAS for intelligence, surveillance, target acquisition and reconnaissance. TEKEVER has continuously adapted its systems based on feedback from the frontline to ensure they remain highly effective and resilient under the most challenging electronic warfare conditions. Its AR3 has successfully completed over 10,000 operational flight hours in Ukraine, demonstrating its combat-proven reliability and technical maturity.

The company has backed multiple initiatives to foster innovation amongst Ukrainian start-ups that are developing other critical technologies for the frontline. The creation of a new arm of the business in Ukraine will enable TEKEVER to enhance its support, accelerating the pace at which it can adapt its systems, increasing capacity for training Ukrainian partners and collaborating with other organisations in the region to develop new solutions.

The new arm will enable TEKEVER to foster and leverage the exceptional talent and innovation emerging in Ukraine in defence technology. Not only is their expertise, resilience and resourcefulness vital for the defence of the country’s sovereignty, it is also fundamental for bolstering Europe’s defence capabilities.

Ricardo Mendes, CEO of TEKEVER, commented: “We have been proud to support Ukraine since the early stages of the Russian invasion in 2022 and remain committed to doing so. We work closely with our end-users in Ukraine to ensure that our platforms and technologies provide them with the critical intelligence needed to fight this war and defend their country. This initiative will see TEKEVER significantly enhance the level of support for our Ukrainian partners.

Ukraine has become a hub for defence and technology innovation throughout the war, and is home to the most resourceful and resilient talent pool. By formalising our presence in Ukraine, we will continue to invest in this talent and foster innovation that is vital for the defence of Ukraine and the future security of Europe overall.

The geopolitical landscape has shifted significantly in recent weeks, making European support for Ukraine even more vital. The steps we are taking to expand our presence in Ukraine reflect our recognition of this new reality and our commitment to leading the development of critical defence capabilities for Europe as a whole.”

A Ukrainian soldier, who has been using TEKEVER’s drones on the frontline, shared his experience, “Our unit are the ‘eyes’, providing critical intelligence for missile and artillery units. We maintain very close contact with TEKEVER and continuously provide them with feedback we gather from our missions. They analyse the challenges we face on the battlefield and implement modifications to the UAS. Over the last three years, we’ve encountered a number of different challenges and always strive to find solutions together.”

**95 . Date: 04-04-2025M-Rotary - Armed ISR / ISTAR - Mini - ContractUK Ministry of Defence Accelerates Drone Warfare Capabilities with Rapid FPV Drone ProcurementURL: https://www.suasnews.com/2025/04/uk-ministry-of-defence-accelerates-drone-warfare-capabilities-with-rapid-fpv-drone-procurement/**

The UK Ministry of Defence (MOD) has awarded a £256,080 contract to Viking Arms Ltd for the rapid delivery of a training fleet of First-Person View (FPV) drones, marking a significant advancement in the British Army’s low-cost precision strike capabilities.

This swift procurement, completed in an unprecedented 19-day cycle (March 12-31, 2024), will provide the British Army with 180 drones, encompassing 5″, 8″, and 10″ models, alongside essential accessories including goggles, antennas, and controllers. The drones will be equipped with simulated strike payloads, replicating anti-tank, anti-personnel, and anti-structure engagements, enabling realistic combat training scenarios.

The initiative aims to rapidly establish a cadre of skilled FPV drone pilots within the British Army, leveraging the expertise of existing Uncrewed Aircraft Systems (UAS) instructors.

This strategic move aligns with the Chief of the General Staff’s “Any/Any Network” vision, fostering a digitally integrated battlefield where any sensor can cue any effector. The procurement underscores the MOD’s commitment to rapidly adapting to the evolving landscape of modern warfare, drawing directly from the lessons learned from the Ukrainian conflict’s effective use of FPV drones.

“This rapid procurement demonstrates the UK’s commitment to staying at the forefront of military technology,” stated [Spokesperson Name/Title]. “By investing in FPV drone training, we are equipping our forces with agile, low-cost precision strike capabilities that will provide a decisive tactical advantage on the battlefield, day or night.”

The delivery of these drones will enable the British Army to develop and scale its FPV drone capabilities, enhancing situational awareness and precision strike effectiveness. The modular and agile nature of these systems will provide the British Army with the tools necessary to maintain tactical dominance in an increasingly complex operational environment.

**96 . Date: 02-05-2025RegulationAVILUS is a Certified Drone Operator (LUC)URL: https://www.suasnews.com/2025/05/avilus-is-a-certified-drone-operator-luc/**

Ismaning, Germany – May 2nd, 2025 – We are pleased to announce that AVILUS has been certified by the German Federal Aviation Office (Luftfahrtbundesamt, LBA) as a Light UAS Operator (LUC) in accordance with Regulation (EU) 2019/947, Annex Part C. This makes us the third company in Germany to receive this prestigious certification.

Holding a Light UAS Operator Certificate (LUC) allows drone operators to self-authorize new flight areas or with advanced privileges to self-adjust procedures, drone types, or operational methods independently from the Federal Aviation Office. Unlike a standard Operational Authorization (OA) granted by the Federal Aviation Office, the LUC transfers authorization privileges to the operator, which can be continuously expanded over time in coordination with the authority (Advanced Privileges).

“I am proud of this result,” shared Serçin Höhndorf, our Safety Manager, “but more importantly, I see it as the beginning of a continuous improvement journey.”

Obtaining a Light UAS Operator Certificate (LUC) requires the establishment of similar organizational roles, bodies, and structures as those needed for an Air Operator Certificate (AOC). The structure resembles that of an airline and requires, in addition to nominated personnel (postholders), management systems (MS) for safety (SMS), compliance (CMS), and for managing the granted privileges (PMS).

As part of the certification process, all our postholders were interviewed in detail by the Federal Aviation Office. The two-day audit covered not only the company’s organizational structure, personnel, and processes, but also the regulatory compliance of our flight activities.

“This certification opens a whole new chapter in our company’s story—and we are proud to be part of it,” said Daniel Beck, a member of the Flight crew.

AVILUS sees itself as both a manufacturer and operator of a new class of drones. The LUC certification not only recognizes the quality of our operations but also enables significant growth of our flight services – “Drone as a Service.”

**97 . Date: 02-05-2025MarketDenmark Launches DKK 53.7 Billion Defence Procurement: Calls for Tech InnovatorsURL: https://www.suasnews.com/2025/05/denmark-launches-dkk-53-7-billion-defence-procurement-calls-for-tech-innovators/**

We invite defense tech manufacturers and innovators to participate in two major procurement initiatives launched by the Danish Ministry of Defence: 1. Acceleration Fund – focused on strengthening Denmark’s military capabilities 2. Industry Fund for Ukraine – focused on supplying fully developed and ready-to-deliver equipment to Ukraine Who should apply: • Ukrainian and international defense tech companies • Developers of drones, C-UAS, air defense systems, autonomous and unmanned platforms, logistics, communications, cybersecurity, and soldier equipment • Companies with ready-to-produce solutions • Entities with or seeking joint ventures with Danish partners Timeline and Funding: • Acceleration Fund: 50 billion DKK (2025–2033) • Industry Fund for Ukraine: 3.7 billion DKK (2024–2026) • Priority area: drones (500 million DKK allocated in 2025–2026) What’s required: • Product description and technical specs • Estimated price and delivery time • Company ownership details and Danish subcontractors (if any) • Submission is open on a rolling basis You will receive a unique submission ID and can update your proposal at any time. Let’s work together to strengthen European defense and provide timely support to Ukraine. Interested in applying? Reach out – we are ready to assist with submissions and partner matchmaking in Denmark.

**98 . Date: 02-05-2025Fixed Wing - Solar - HALE - General - PlatformZephyr sets world-record for longest continuous flight, flying 67 days in stratosphereURL: https://www.suasnews.com/2025/05/zephyr-sets-world-record-for-longest-continuous-flight-flying-67-days-in-stratosphere/**

Nairobi, Kenya: AALTO HAPS Ltd. (“AALTO” or “the Company”), an Airbus subsidiary based in Farnborough, UK, has set a world-record for global aviation with its Zephyr High Altitude Platform Station (HAPS). Designed, manufactured and operated by AALTO, Zephyr concluded 67 days, 6 hours and 52 minutes of continuous flight in the stratosphere on 28 April 2025. This surpassed Zephyr’s previous flight record of 64 days in 2022, and breaks the world-record for longest flight duration that has stood for half a century.

After launching from its AALTOPORT in Kenya on 20 February 2025, Zephyr conducted connectivity payload testing before transiting to Australian airspace. During this transit, Zephyr navigated 7 different flight information regions, the most ever recorded by a HAPS. In addition, the aircraft crossed the Intertropical Convergence Zone (ITCZ) twice – a demonstration of Zephyr’s stability and performance during changing weather conditions in southern and northern hemispheres.

The record-breaking flight terminated safely over a designated aviation sanctuary area in the Indian ocean. Relevant authorities were promptly notified by AALTO.

After a decade of stewardship by Airbus Defence and Space, Zephyr has established itself as the leading HAPS platform in the world. Zephyr’s most recent record-breaking flight was facilitated by a regulatory framework in Kenya, led by the Kenya Space Agency and Kenya Civil Aviation Authority. With the support of its regulators, shareholders and partners, AALTO is preparing to commercialise HAPS services with initial targeted entry-into-service in Japan during 2026.

Hughes Boulnois, Chief Executive Officer of AALTO, commented: “AALTO and Zephyr are at the forefront of innovation in aerospace. With this new world-record flight, we have pushed the boundaries again for the burgeoning HAPS industry and aviation globally with a solar-powered, stratospheric aircraft. Stewarding the most advanced HAPS, we have demonstrated our capabilities that are valuable for commercial and government partners. Our focus for 2025 is continuing to integrate HAPS into the space, defence and connectivity ecosystems: progressing the commercial phase for this pioneering technology.”

Pierre-Antoine Aubourg, Chief Technology Officer, added: “Zephyr is a unique aircraft. Its performance during this flight underlines its technological robustness, compliance with flight procedures and safety models. Zephyr’s flight envelope is the most advanced in global HAPS, enabling safe and reliable performance and maximum oversight by AALTO and regulatory authorities. As we proceed to commercial services, we will continue to break new ground for aviation safety and performance.”