**1 . Date: 15-01-2024Acquisition - AIRBUS HELICOPTERS TO EXPAND UNMANNED AERIAL SYSTEM PORTFOLIO WITH ACQUISITION OF AEROVELURL: https://unmanned-network.com/airbus-helicopters-to-expand-unmanned-aerial-system-portfolio-with-acquisition-of-aerovel/**

Airbus Helicopters and Aerovel have signed an agreement regarding the acquisition of Aerovel and its unmanned aerial system (UAS), Flexrotor, as part of a strategy to strengthen its portfolio of tactical unmanned solutions. Flexrotor is a small tactical unmanned aerial system designed for intelligence, surveillance, target acquisition and reconnaissance (ISTAR) missions at sea and over land.

“We are looking forward to welcoming Aerovel into the Airbus family. This strategic acquisition aligns with our vision to expand our UAS offering and respond to a growing customer demand worldwide for additional mission capabilities such as manned-unmanned teaming. Aerovel’s expertise in autonomous flight technology will undoubtedly complement our UAS development with the VSR700, as well as the work that we have been doing to develop interoperability,” said Bruno Even, CEO of Airbus Helicopters.

“Joining forces with Airbus will allow us to scale innovation, accelerate our mission to advance unmanned aviation, and maintain our unwavering support for the US military and its allies. We are proud to become part of an organisation with a rich legacy of aerospace excellence and we look forward to leveraging our combined strengths to define the future of autonomous systems. It will also be a great tribute to our Founder and Chief Technology Officer, Tad McGeer, who has spent the last 30 years committed to delivering innovative unmanned products,” said Ali Dian, CEO of Aerovel.

The Flexrotor, a modern Vertical Takeoff and Landing (VTOL) Unmanned Aircraft with a maximum launch weight of 25 kg, has been designed for ISTAR missions for more than 12-14 hours in a typical operational configuration. It can integrate different types of payloads including an electro-optical system and advanced sensors to suit customers’ unique mission needs. With the ability to autonomously launch and recover from either land or sea requiring only a 12 by 12 ft. area for launch and recovery, the Flexrotor is ideal for expeditionary missions requiring minimal footprint. Through the support of the US Department of Defense (DoD), and contracted deployment in a variety of maritime security exercises, the Flexrotor is a mission-proven, force multiplier for operations in harsh, high-threat, GPS-denied environments. The Flexrotor can also be used for parapublic missions such as forest fire surveillance (providing firefighters with critical images day or night) and ice navigation (helping guide naval vessels through ice in the Arctic ocean).

Aerovel, based in Bingen, Washington, will remain a US-owned company and continue collaboration with the US DoD under Airbus’ Special Security Agreement (SSA).

The acquisition has been approved by the relevant bodies of both companies. It remains subject to regulatory approvals, as well as other customary conditions. Transaction closing is expected in 2024.

**2 . Date: 05-04-2023Armed ISR / ISTAR - MALE - Partnership - BELGIUM AND THE UK SIGN THE MQ-9B INTERNATIONAL COOPERATION PROGRAMME MOUURL: https://unmanned-network.com/belgium-and-the-uk-sign-the-mq-9b-international-cooperation-programme-mou/**

Belgium and the United Kingdom have signed a Memorandum of Understanding (MoU) to enable close cooperation and future collaboration on their MQ-9B programmes.

As the lead customer procuring the MQ-9B, to be known as the Protector RG1 in RAF service, the UK has established the MQ-9B Cooperation MOU to enable cooperation between like-minded international governments who have procured a variant of the MQ-9B. The signing sees the UK and Belgium become the initial Participants of the MOU which allows them to enter into detailed arrangements to work together on all programme areas, including certification and airworthiness, training, sustainment, and future capability enhancements.

“This agreement further cements the close relationship between the UK and Belgium and affirms our joint commitment to the strategic unity and defence of Europe and NATO.” – Air Commodore Hicks Assistant Chief of Staff Cap ISR.

“This collaboration allows us to develop synergies that optimize the interoperability and support of the SkyGuardian, by creating economies of scale for all participants in various domains such as staff training, certification and development of future capabilities.” – Major General Ivan De Tender Belgian’s Head of the Public Procurement Division.

The UK and Belgium have also established the MQ-9B International Cooperative Programme (MICP). Formed around the MOU, the MICP provides the processes and functionality to cooperate across certification, Airworthiness, training, sustainment and capability enhancements.

The MICP Community currently comprises eight nations; Belgium and the UK as the leads with six additional nations as observers. Membership of the MICP is expected to grow as a number of like-minded nations are considering the procurement of MQ-9B.

The MQ-9B is a Remotely Piloted Aircraft System that will provide critical surveillance capability. Equipped with a suite of advanced equipment and precision strike weapons, it will be able to deploy against potential adversaries around the globe.

**3 . Date: 21-11-2024Fixed Wing - ISR / ISTAR - MALE - General - Britain to retire fleet of Watchkeeper dronesURL: https://unmanned-network.com/britain-to-retire-fleet-of-watchkeeper-drones/**

The UK has announced the retirement of its Watchkeeper Mk 1 drones by March 2025 as part of a broader effort to modernise the Armed Forces and adapt to evolving threats.

The decision, unveiled by Defence Secretary John Healey, reflects the rapid pace of technological advancements in unmanned aerial systems and lessons learned from the war in Ukraine.

Healey outlined the rationale for retiring the Watchkeeper system, stating: “A modern army must self-evidently have a modern drone capability able to operate in the most challenging environments. Following the retirement of Watchkeeper Mk 1, the Army will rapidly switch to a new advanced capability, drawing on the most recent operational lessons and technological developments.”

Introduced in 2010, the Watchkeeper programme faced significant delays and cost overruns, becoming a symbol of the challenges in fielding new technology. Despite its potential to provide intelligence, surveillance, and reconnaissance capabilities, the system often struggled to meet operational requirements.

The decommissioning of the Watchkeeper is part of a broader initiative to retire outdated equipment across the UK Armed Forces, a move set to save up to £500 million over five years. These savings will be reinvested into defence, with Healey emphasising: “We face increasing global threats—war in Europe, growing Russian aggression, and technology changing the nature of warfare. Defence needs increased resilience and readiness for the future.”

The Army is expected to replace the Watchkeeper with a more advanced drone system that can operate effectively in contested environments. Healey noted: “These decisions deliver better value for money and ensure we are in a better position to modernise and strengthen UK defence.”

While Watchkeeper’s retirement signifies the end of a troubled chapter in UK defence procurement, it opens the door for next-generation technologies to enhance the British Army’s operational effectiveness.

**4 . Date: 12-09-2023ISR / ISTAR - Small - General - PlatformDSEI 2023: ELBIT INTRODUCES THE SKYLARK I-EVTOLURL: https://unmanned-network.com/dsei-2023-introducing-the-skylark-i-evtol/**

Introducing the Skylark™ I-eVTOL: Elbit Systems’ Mini UAS with Automatic Vertical Takeoff and Landing Capability.

Skylark I-eVTOL represents a significant advancement in UAS technology. Designed as an all-electric vertical takeoff and landing (VTOL) UAS, it offers unparalleled flexibility for operations in diverse environments, including land, sea, and urban settings.

This new UAS is a member of the Skylark family, renowned for its exceptional intelligence, surveillance, target acquisition, and reconnaissance (ISTAR) capabilities. Skylark I-eVTOL is engineered to excel in fully autonomous, multi-sensor missions while maintaining a highly covert profile.

**5 . Date: 21-12-2023Armed ISR / ISTAR - MALE - Contract - Government of Canada Orders the MQ-9B SkyGuardian RPAS from GA-ASIURL: https://unmanned-network.com/government-of-canada-orders-the-mq-9b-skyguardian-rpas-from-ga-asi/**

General Atomics Aeronautical Systems (GA-ASI) has secured a contract from Canada for 11 MQ-9B SkyGuardian remotely piloted aircraft (RPA).

Ottawa states that it will obtain the RPAs for C$2.49 billion ($1.97 billion). The deal will be conducted through a direct commercial sale with GA-ASI, although some components will be obtained through the US government’s Foreign Military Sales mechanism.

Also included in the sale are six ground control stations, a new ground control centre, two hangars, weapons, sustainment, training, and other associated elements.

Deliveries will run from 2028-2033.

The aircraft will serve domestic roles such as border protection and disaster relief, but will also be deployed in support of military operations overseas. This will help Canada fulfil missions for North American Aerospace Defense (NORAD) and NATO.

“At a time when defence and security needs are changing faster than ever, we must ensure Canada has a modern, adaptable military that is prepared to respond to evolving and emerging security challenges,” says defence minister Bill Blair.

“Canada must meet the growing demand for domestic assistance while preserving our ability to defend Canada, protect North America, and support our allies. This remotely piloted aircraft system capability will provide Canadian Armed Forces members with nimble response options during deployed operations, further contributing to their safety and effectiveness.”

GA-ASI’s offering involves other parties under its Team SkyGuardian Canada campaign. The coalition includes companies such as CAE, MDA, and L3Harris Technologies.

“Canada’s vast territory and complex terrains, including in the Arctic, require a cost-effective multi-mission RPA solution that can endure long periods on station, fly in harsh weather environments, and safely operate in all airspaces,” says GA-ASI chief executive Linden Blue.

“MQ-9B SkyGuardian delivers those critical capabilities. GA-ASI and Team SkyGuardian Canada are honoured by this opportunity to become a key partner to Canada for the very long term in delivering these no-fail defence and security outcomes.”

The US government in September approved Canada to purchase $313 million worth of armaments for the MQ-9, hoping to entice Ottawa to select General Atomics type. The package included 219 Lockheed Martin AGM-114 Hellfire II missiles, 18 Boeing Joint Direct Attack Munition tail kits and Mk82 general purpose bombs to be integrated with MQ-9Bs, which were requested by Ottawa.

Canada will also acquire 12 General Atomics Lynx multi-mode radars.

**6 . Date: 17-02-2024ISR / ISTAR - Tactical - Regulation - SCHIEBEL CAMCOPTER® S-100 RECEIVES OPERATIONAL APPROVAL FROM AUSTRALIAN CIVIL AVIATION SAFETY AUTHORITY (CASA)URL: https://unmanned-network.com/schiebel-camcopter-s-100-receives-operational-approval-from-australian-civil-aviation-safety-authority-casa/**

Australia, Perth, 13 February 2024 – Wedgetail Aerospace, supported by Schiebel Pacific, successfully obtained the approval from the Australian Civil Aviation Safety Authority (CASA) to operate the Schiebel CAMCOPTER® S-100 Unmanned Air System (UAS) in civil airspace. It is the first large (>150 kg) Vertical Takeoff and Landing (VTOL) UAS to attain this civil approval from the Australian authorities.

Wedgetail Aerospace, in close cooperation with Schiebel Pacific and the Australian authorities, completed the process to achieve their experimental approval with a series of flight demonstrations in Western Australia. This endorsement enables the S-100 to operate in Australian civil airspace. Possible applications now being pursued include fire and disaster monitoring, cargo delivery, as well as inspections and surveillance.

Additionally, Wedgetail Aerospace is a CASA approved training organisation and will offer an S-100 license for civil operations. Of note, the S-100 is regularly flying under a Defence Aviation Safety Agency (DASA) UAS permit, which the Royal Australian Navy obtained back in 2017 for their S-100 operations.

“This is a significant milestone for Schiebel Pacific and its Australian RPAS operations. The CASA approval enables us to offer the outstanding capabilities of the CAMCOPTER® S-100 system to the civil sector. With strong local partners, our wealth of experience in the operation of the S-100 and now with the approval of CASA, we are very well positioned for the Australian commercial market,” said Fabian Knechtl, Managing Director at Schiebel Pacific.

“Wedgetail Aerospace are delighted to have been able to work with Schiebel to achieve the first approval in Australia to operate a Large Category UAS and will now bring this transformational technology to the commercial market”, said Thomas Symes CEO of Wedgetail Aerospace.

**7 . Date: 27-01-2024ISR / ISTAR - Small - Contract - SENEGAL BOOSTS UNMANNED CAPABILITIES WITH STEADICOPTER BLACK EAGLE 50H HYBRID VTOL UASURL: https://unmanned-network.com/senegal-boosts-unmanned-capabilities-with-steadicopter-black-eagle-50h-hybrid-vtol-uas/**

Senegal recently purchased several units of the Black Eagle 50H, a hybrid vertical take-off and landing system of unmanned aircraft (VTOL UAS) from Israel’s Stadicopter, as part of its efforts to strengthen its unmanned capabilities and improve its security and defense.

The Black Eagle 50H is the world’s first hybrid powered unmanned helicopter that can perform a variety of missions in law enforcement, maritime, civilian and covert operations. The system has a maximum take-off weight of 50 kg and can carry several large or small payloads, such as cameras, sensors, radars and weapons. The system can fly for up to five hours, which is much longer than other VTOL platforms in its class, and can operate in day or night conditions.

The hybrid engine and propulsion system of the Black Eagle 50H combines the advantages of electric and gasoline power sources, making it economical, simple, light, environmentally friendly and safe. The system can switch between generator and battery power modes, depending on mission requirements and the level of stealth needed. The system also has excellent reliability and suitability for high-altitude flights, thanks to the electric propulsion segment that is less affected by ambient air pressure.

“The Black Eagle 50H is a true multi-domain, multi-task, multi-sensor system, along with all the benefits of a covert, easy-to-maintain, highly versatile electric powered system,” says Noam Lidor, VP of Sales, Marketing and Business Development at Stadicopter . Its ability to carry advanced payloads and its ability to stay in the air for a long time guarantee success and flexibility in the mission.”

Senegal is one of the leading countries in Africa in terms of development and deployment of unmanned systems. The state aims to improve situational awareness, intelligence gathering and operational efficiency in dealing with the complex and developing security threats in the region, such as terrorism, armed warfare, piracy and smuggling. Unmanned systems are becoming a key enabler for African military and security forces in combating these threats, by providing surveillance, intelligence and attack capabilities, while reducing the risk of collateral damage and civilian casualties, and overcoming the challenges of remote and inaccessible areas.

In addition to the Black Eagle 50H, Senegal has also acquired other types of unmanned systems from different countries, such as the Strix 400 from France, the M600WP from Spain, and the YFT-CZ33 from China, to increase its activity and capabilities in a variety of fields and scenarios.

**8 . Date: 04-04-2024Acquisition - PayloadSHIELD AI TO BUY AUSTRALIAN TECH COMPANY AMID AUKUS COLLABORATIONURL: https://unmanned-network.com/shield-ai-to-buy-australian-tech-company-amid-aukus-collaboration/**

California-based Shield AI announced April 4 it will buy Australian company Sentient Vision Systems and establish Shield AI Australia as part of an effort to grow its market there.

The move comes after increasing collaboration between the two companies. In August 2023, the two artificial intelligence firms announced the joint development of a ViDAR-enabled wide area motion imagery payload called Sentient Observer, which the companies expect to fly this year.

Sentient’s ViDAR is an artificial intelligence-powered electro-optic/infrared sensor that can detect and classify targets within the imagery it collects.

Sentient told Defense News the following month the company was working to integrate its ViDAR with Shield AI’s Hivemind autonomy package for better performance.

“The DOD has asked for an all-seeing eye over tens of thousands of square miles, 24/7, without the need for GPS or communication links. For Shield AI, Sentient Observer is the final piece of that puzzle,” Shield AI president and cofounder Brandon Tseng said in the companies’ announcement.

“The DOD can begin augmenting and replacing their legacy solutions for a distributed, low cost, low risk solution that doesn’t break the bank if an aircraft is shot down,” he added, noting the two companies could pair Sentient’s ViDAR with Shield AI’s Hivemind AI pilot to enable a fleet of unmanned aircraft to collaboratively patrol an area.

Though both ViDAR and Hivemind are platform-agnostic, Shield AI acquired the V-BAT group 3 unmanned aerial vehicle in 2021 and plans to apply the ViDAR and Hivemind combo on this vertical-takeoff drone, the statement noted.

“What stood out to us about Shield AI is that they are the only company in the world with an operational AI pilot, and therefore have the technological expertise and maturity to really deliver on the AI technology workstream underlined in AUKUS Pillar 2,” Sentient CEO Mark Palmer said in the statement, referring to the Australia-United Kingdom-United States nuclear-powered submarine collaboration, whose Pillar 2 is focused on cutting edge technologies.

Under AUKUS Pillar 2, traditional barriers to tech-sharing between these three nations are being reduced such that the three can co-develop or sell autonomy, unmanned, quantum computing, hypersonic and other in-demand technologies to support operations in the Indo-Pacific region.

**9 . Date: 29-09-2023Armed ISR / ISTAR - Small - General - ArmamentT-600 ELECTRIC UNCREWED DEMONSTRATOR AIRCRAFT ACHIEVES SIGNIFICANT MILESTONE AT NATO EXERCISE RELEASING AN ANTI SUBMARINE TORPEDOURL: https://unmanned-network.com/t-600-electric-uncrewed-demonstrator-aircraft-achieves-significant-milestone-at-nato-exercise-releasing-an-anti-submarine-torpedo/**

BAE Systems and Malloy Aeronautics have demonstrated the capabilities of the T-600 heavy lift uncrewed air system (UAS) during a large NATO exercise in Portugal to integrate the very latest maritime technologies across allied forces.

The T-600 is an electric-powered demonstrator aircraft capable of vertical take-off and landing, can carry a payload of 200kg and can travel at up to 140km/h. It also has a range of up to 80km depending on payload. It is around the size of a small car and is designed to be easily disassembled for transportation. During the multinational exercise, the demonstrator successfully released an inert Sting Ray training variant anti-submarine torpedo during a flight mission at sea for the first time.

The exercise known as REPMUS (Robotic Experimentation and Prototyping with Maritime Uncrewed Systems) involved 15 NATO partners, along with Ireland and Sweden. It provides a safe and controlled area to test concepts, requirements, new and advancing technologies in respect of Maritime Uncrewed Systems.

The T-600 demonstrator is designed to develop, validate and display technologies which may be applied to the T-650, a completely new design of an all-electric heavy lift UAS which will offer rapid reconfiguration capabilities applicable to military, commercial and humanitarian uses. The T-650 will provide significant capabilities in the areas of automated logistics and resupply, casualty evacuation and anti-submarine warfare whilst reducing the environmental impact of our armed forces.

In just two years since we launched our collaboration with Malloy, we’ve developed a heavy lift UAS and working with the UK Royal Navy and Portuguese Navy, have taken part in the latest NATO REPMUS exercise. The demonstration showcased the capability of our T-600 technology demonstrator, carrying an inert Sting Ray torpedo in front of the world’s premier naval forces. It’s a fantastic achievement in our collaboration with Malloy and a sign of our joint ambitions to bring new capabilities to our customers.”Neil Appleton, Head of Sustainable Electric Products, BAE Systems Air

Dave Quick, Head of Underwater Weapons, BAE Systems Maritime Services said: “Our development of Sting Ray Mod 2 is focussed not only on weapon effectiveness once deployed but also in increasing the ways in which Sting Ray can be deployed. As part of this we are extending the breadth of platform interfaces supported, and are maturing new torpedo deployment mechanisms, including drones, to explore the operational benefits to Anti-Submarine Warfare and or Anti-Torpedo defence”.

Uncrewed Aircraft Systems (UAS) can be quick to launch and easy to carry. They represent another opportunity to keep higher cost assets and their crew out of harm’s way and will have an increasing ASW role alongside crewed helicopters and dedicated ASW surface vessels. UAS launched Sting Ray would enable torpedo capability to be carried by a variety of naval platforms, providing increased operational flexibility for the use of Sting Ray.Dave Quick, Head of Underwater Weapons, BAE Systems Maritime Services.

At Malloy Aeronautics, we are committed to turning concept ideas into real capabilities fast. Our smaller T-150 UAS have been tested and operated for years by the UK MoD and US DoD, but the T-600 has gone from concept to operational demonstrator in record time for a vehicle in this payload class. The collaborative success seen at REPMUS adds to the list of promising capabilities being tested with this platform (last-mile resupply and CASEVAC), and proves that modular, multi-mission UAS can reduce the logistics burden and increase operational tempo at a fraction of the cost.Oriol Badia, CEO of Malloy Aeronautics.

The T-650 programme sits within FalconWorks, a new centre for advanced and agile research and development within BAE Systems’ Air sector, designed to deliver a range of cutting-edge combat air capabilities to the UK and its allies.

The demonstration at REPMUS is the result of the engineering expertise of the BAE Systems Air sector and Maritime Services collaborating to find new and novel ways to combine emerging technologies, alongside Malloy Aeronautics, L3 Harris and General Dynamics UK, who were all partners in the demonstration.

L3Harris and General Dynamics UK have both supported the demonstration as part of a multi-organisational partnership by providing the GnatHD carriage and release system and Distributed Stores Management control system respectively. These advancements in technology have further unlocked the possibility of weapons integration on heavy-lift UAS.

**10 . Date: 24-08-2024ISR / ISTAR - Small - General - NavigationUAVOS Tested Drone Navigation with Advanced Computer VisionURL: https://unmanned-network.com/uavos-tested-drone-navigation-with-advanced-computer-vision/**

UAVOS partnered with its client to test UAVOS’ autopilot system using computer vision. UAVOS’ Engineering Service supported this testing with its advanced avionics system integrated into its unmanned helicopter. The use of computer vision in drone navigation systems is an advanced approach that aims to set up new standards for autonomous drone navigation and safety.

The UAVOS autopilot system leveraged advanced computer vision and AI to navigate the UAV in GNSS-denied environments with unprecedented precision and reliability.

The onboard computer vision-based alternative navigation module with deep learning algorithms provided the UAVOS avionics system with the geospatial coordinates. Computer vision enabled accurate, resilient navigation during both day and night, offering safe take-off and landing independent of the UAV. This method for acquiring and processing enabled the drone to “see” and interpret its environment, allowing it to navigate autonomously without needing GNSS.

“Our engineering support of this project will help our clients to leap forward in drone technology,” said Aliaksei Stratsilatau, CEO of UAVOS. “By enabling truly autonomous flight in complex environments, we are empowering businesses and organizations to leverage drones in new ways. This technology is not just about improving efficiency; it’s about fundamentally changing how we approach tasks that were once too dangerous or difficult for humans to undertake.”

About UAVOS

UAVOS Inc. develops and manufactures security and commercial solutions based on advanced Unmanned Systems with an international investor base. UAVOS technology, products, and tailored services include multi-role UAVs, unique proprietary autopilots, advanced communication systems, UAV components, and experiential training. UAVOS is involved in stratospheric R&D projects having developed the HiDRON meteo missions stratospheric glider and the HAPS ApusDuo autonomous aircraft.

**11 . Date: 14-09-2023ISR / ISTAR - Tactical - General - PayloadUMS SKELDAR AND ULTRA MARITIME UNVEIL UAS BASED ANTI-SUBMARINE WARFARE SOLUTION AT DSEI 2023URL: https://unmanned-network.com/ums-skeldar-and-ultra-maritime-unveil-uas-based-anti-submarine-warfare-solution-at-dsei-2023/**

UMS SKELDAR and Ultra Maritime (UM) are proud to unveil their jointly developed anti-submarine warfare solution at DSEI 2023.

The solution, a Rotary Wing UAS to provide an Anti-Submarine Warfare (ASW) sonobuoy dispensing capability, is based on our proven SKELDAR V-200 Uncrewed Aircraft System (UAS) and was developed as part of a contract under the Canadian Department of National Defence’s (DND) Innovation for Defence Excellence and Security (IDEaS) program.

This innovative development allows the SKELDAR V-200 to be used to deploy sonobuoys for the purpose of tracking potentially hostile submarines operating in the open ocean or close to coastal areas that could pose a threat to the Royal Canadian Navy (RCN) or other forces.

“Until now, unmanned rotorcraft in the SKELDAR V-200’s weight class have been limited in their ability to locate hostile submersibles due to the lack of a sonobuoy dispensing capability.” Richard Hjelmberg, UMS SKELDAR’s VP of Business Development. “Only manned helicopters or larger fixed-wing unmanned aircraft with access to airfields could previously deploy sonobuoys. As a result, there has been a lack of a rapid ship-based responder that can support recognition efforts using passive sonobuoys, which is necessary for complementing ASW operations.”

“At Ultra Maritime, new technologies are being continuously assessed to find ways to counter the danger posed by hostile submarines. “ Clifton Flint, Manager Global Business Development Sonobuoy Systems for Ultra Maritime. “The gap in the available technologies led us to enter this program to create a viable alternative. This program has proven that deploying sonobuoys from Rotary Wing UAS with a compact logistical footprint is a practical and effective solution, adding another resource to the ASW toolbox for the benefit of the warfighter.”

“We express our deep gratitude to Ultra Maritime for their invaluable collaboration and support during the development of this project.” Richard Hjelmberg, UMS SKELDAR’s VP of Business Development. “We are thrilled to showcase this groundbreaking solution at the DSEI event. The remarkable ability to respond swiftly, coupled with reducing the reliance on extensive crewed or unmanned aircraft, could potentially revolutionize how underwater autonomous systems enhance anti-submarine warfare operations.”