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**EL ALAMEIN
INTERNATIONAL
AIRSHOW 2026**
**SHOW
DAILY** **DAY
1**

08 September 2026



EL ALAMEIN 2026: EGYPT TAKES CENTRE STAGE IN GLOBAL AEROSPACE & DEFENCE

Egypt takes centre stage as the El Alamein International Airshow (EIAS) 2026 returns from 8–10 September, bringing together the global aerospace, defence, space and civil aviation community. Hosted at El Alamein International Airport, the second edition reinforces Egypt's ambition to become a regional hub for aerospace and defence cooperation. Supported by key Egyptian defence, aviation and space institutions, the show features leading global companies including Boeing, Airbus, RTX, Lockheed Martin, MBDA and EDGE Group. With a major international flying display and a strong focus on advanced aircraft, unmanned systems, air defence, space and digital technologies, EIAS 2026 provides a platform for strategic engagement, technology cooperation and industrial partnerships.



His Excellency, President Abdel Fattah El-Sisi,
President of the Arab Republic of Egypt

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Global Wings Over El Alamein: A Multi-Nation Fleet Takes the Stage

The El Alamein International Airshow 2026 is bringing together 81 aircraft representing a broad spectrum of air power. Fighters, tactical airlifters, helicopters, trainers and unmanned combat aircraft from Europe, the Middle East, North America and beyond are assembling on a single tarmac. More than an aviation exhibition, the gathering reflects an international aerospace landscape being reshaped by shifting partnerships, diversified procurement and the emergence of new centres of technological capability.

The significance lies in the range represented. European multinational programmes sit alongside American combat aircraft, Russian platforms and Türkiye's advancing unmanned systems, while Egypt's fleet draws from several aerospace ecosystems. Together, they offer a rare view of an increasingly distributed air-power environment in which no single industrial or geopolitical bloc dominates.

Europe Brings Heavy Lift and Front-Line Power

Europe's contribution combines industrial cooperation with sovereign combat capability. Spain and France have deployed the Airbus A400M Atlas, a programme designed to give European nations greater autonomy in tactical and strategic air mobility.

The A400M bridges the gap between conventional tactical transports and larger strategic airlifters. Its ability to carry troops, equipment and vehicles while operating from austere airfields gives European air forces a valuable expeditionary tool.

Its presence also represents decades of multinational aerospace cooperation translated into operational capability.

Italy's deployment of two Eurofighter Typhoon multirole fighters shifts the focus to high-end combat aviation. Developed through a four-nation European programme, the Typhoon remains a European fighter, combining air-superiority and multirole functions.

Greece's F-4 Phantom provides a generational contrast. The veteran fighter belongs to an earlier era of combat aviation, yet its presence alongside modern European systems illustrates the technological span within contemporary fleets. Together, the European contingent demonstrates that air power depends on an ecosystem extending from mobility and logistics to frontline combat.

Regional Powers Showcase Advanced Capabilities

The regional contingent points towards the next phase of aerospace development. Türkiye has brought three Kizilelma unmanned combat aircraft alongside the heavy Akinci unmanned aerial vehicle, underscoring Ankara's emphasis on autonomous aviation.

Kizilelma reflects the convergence of unmanned technology and fighter-aircraft concepts. As combat aircraft become increasingly connected to sensors, data networks and autonomous systems, the distinction between manned and unmanned platforms is becoming less rigid. Akinci expands this approach into larger unmanned aircraft capable of carrying



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Saudi Arabia's Hawk trainers and the UAE's C-17 Globemaster III add further depth. The Middle East has long been a market for advanced military aircraft, but regional ambitions increasingly extend beyond acquisition. Training, sustainment, industrial participation, technology transfer and domestic production are becoming integral to defence strategies, gradually shifting regional operators from customers towards more capable partners and developers.

Egypt's Diverse Fleet Takes Centre Stage

Egypt offers one of the clearest examples of procurement across multiple defence ecosystems. Its displayed fleet includes Western-origin Rafale, Mirage 2000 and F-16 Block 50 fighters alongside Russian-made MiG-29 fighters and Ka-52 attack helicopters.

Such diversity brings operational complexity, with different maintenance architectures, training requirements, weapons interfaces and supply chains. It also provides strategic latitude, giving Cairo access to capabilities from multiple suppliers.

The C295 and CH-47F Chinook reinforce the supporting architecture. Their presence highlights a fundamental reality of military aviation: fighters may dominate airshow headlines, but transport, heavy lift and logistics determine how effectively combat power can be sustained.

The Superpowers Share the Spotlight

The United States and Russia remain major forces in the aerospace market, but their platforms now appear within a broader international field.

The American contingent includes the F-15, A-10 Thunderbolt

II and C-130J Hercules, spanning air superiority, close air support and tactical airlift. Together, they demonstrate the depth of the US defence-industrial base and the continued relevance of aircraft that have evolved through upgrades.

Russia brings the Su-57 and Il-76, representing advanced fighter technology and heavy air mobility respectively. Their presence confirms the enduring influence of aerospace powers, while the broader line-up demonstrates that influence is increasingly shared.

A Glimpse of a Multipolar Air Power Era

The significance of El Alamein International Airshow 2026 lies in this convergence. European airlift, American combat aviation, Russian platforms, Egypt's diversified fleet and Türkiye's next-generation unmanned systems are presented within the same international arena.

The display reflects wider changes across defence markets. Governments are seeking greater procurement freedom, stronger domestic industrial capacity and partnerships capable of withstanding geopolitical shifts. Meanwhile, autonomy, unmanned aviation, networked warfare and long-range mobility are reshaping the architecture of air power.

The flight line therefore offers a preview of what comes next. The future is unlikely to belong exclusively to one supplier, technology or strategic bloc. Instead, it will be shaped by multiple centres of innovation, diversified industrial relationships and flexible defence partnerships.

With 81 aircraft assembled across this spectrum, the airshow captures a defining transition in military aviation: global air power is becoming more distributed, interconnected and strategically diverse.

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COMBAT-PROVEN SYSTEMS FOR EGYPT'S EVOLVING THREAT LANDSCAPE



The Egypt International Airshow brings together governments, armed forces and industry at a moment when regional security needs are evolving rapidly. As threats grow more complex, Raytheon, an RTX business, is demonstrating how its people, infrastructure and integrated capabilities deliver the battlefield-proven solutions partners need to respond. From air and missile defense and sensing to precision weapons, integrated defense, precision strike and counter-unmanned aircraft systems (C-UAS), Raytheon pairs decades of expertise with expanding industrial capacity and advanced technology to help regional partners build more resilient, adaptable defense architectures.

Layered Defense for Emerging Threats

Raytheon is showcasing air defense and C-UAS solutions that directly support Egypt's mission to protect critical infrastructure, urban centers and vital national assets. NASAMS offers a modular, combat proven medium-range air defense system well suited to Egypt's layered defense requirements, enabling future growth and opportunities for local industrial participation. Addressing emerging drone threats, LIDS (which features Raytheon's KuRFS radar and Coyote effectors) provides precise detection, tracking and affordable defeat of single drones or swarms across challenging terrain.

For air forces upgrading fourth generation fighters, Raytheon combines proven air-to-air weapons with compact sensing that extends combat relevance. AMRAAM delivers beyond visual range air dominance across fighter and NASAMS inventories, with production and electronics enhancements underway to meet rising global demand. AIM9X offers high off boresight infrared engagement and can be launched from aircraft or

NASAMS. PhantomStrike, a compact, air-cooled AESA fire control radar, is smaller, lighter and more power efficient than typical AESA systems, with multimode air and ground targeting performance.

Together, these systems strengthen lethality, provide shared munitions options and enhance battlespace awareness for Egypt's Air Defense Command and regional directorates.

Extended Reach for Land and Maritime Defense

Extended range capabilities help allies engage threats farther from defended areas, reducing risk to aircrews and critical infrastructure. JSOW ER enhances the combat-proven JSOW family with added propulsion to significantly increase reach against land and maritime targets, while maintaining the existing design already in service on current aircraft. AMRAAM ER extends the trusted AMRAAM missile with greater range and altitude, improving protection against aircraft, cruise missiles and similar threats. Combined, these systems support national and regional modernization with proven weapons, longer reach and seamless integration into existing fighter and air defense architectures.

Raytheon also supports border security, coastal monitoring and comprehensive airspace surveillance with sensors that help operators detect airborne threats earlier and act faster. SharpSight, a next generation long-range surveillance radar for manned aircraft, tethered platforms and fixed-site towers, provides wide-area search and precise tracking across land, sea and air. Its ability to detect low-altitude aircraft and uncrewed aerial systems in challenging conditions strengthens national airspace awareness and contributes directly to layered air defense. SharpSight also reliably identifies and tracks small

maritime vessels even in high clutter sea environments, enhancing coastal monitoring and early warning. When paired with electrooptical and infrared systems, these capabilities deliver a clearer operational picture and more dependable monitoring of critical regions.

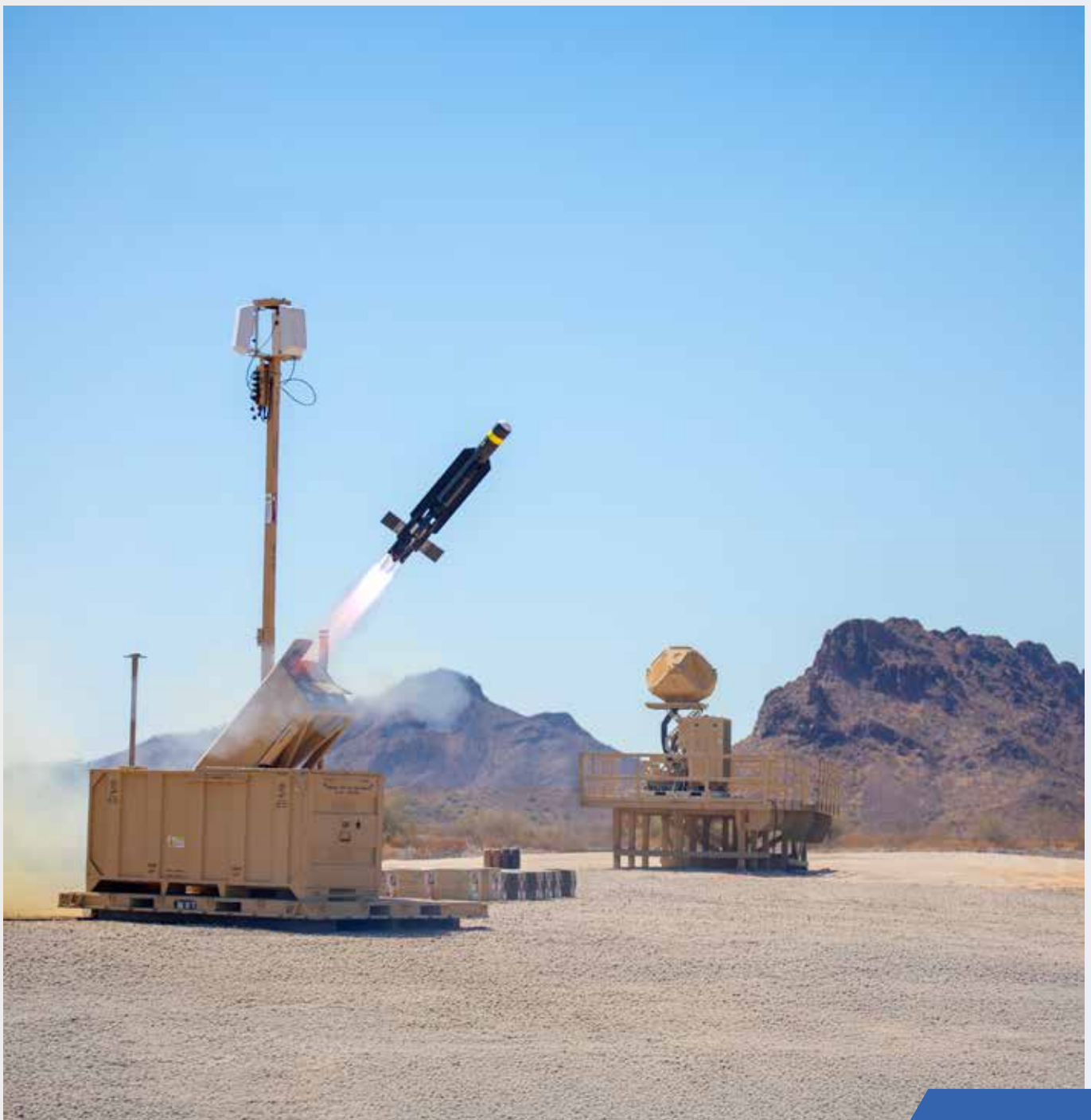
Integrated C4I for Decisive Mission Advantage

Raytheon's modern C4I solutions command, control, communications, computers and intelligence bring strategic and tactical operations together across domains to deliver decisive mission advantage. The company's battle-proven C4I portfolio features integrated command and control built on modular, open architectures, enabling customers to fuse multi-domain data, accelerate decision making and maintain a single, authoritative operational picture. These systems integrate battlefield ready and next-generation sensors, platforms and networks into a cohesive ecosystem, improving interoperability for joint and coalition

forces while remaining resilient in contested environments. With AI-enabled decision support, digital engineering foundations and scalable mission applications, Raytheon's adaptable C4I capabilities provide a low risk path to modernization, allowing partners to evolve at mission speed and stay ahead of rapidly advancing threats.

Combat-Proven Systems for Long-Term Readiness

Reliability, readiness and trusted partnership remain essential to mission-critical modernization as regional security requirements continue to shift. Raytheon is committed to working alongside customers to deliver agile capabilities that combine proven expertise with adaptable solutions and continued innovation. Together, these scalable systems strengthen Egypt's defense resilience, enhance readiness against rapidly evolving threats and support long-term modernization and partner-nation collaboration. ■



EDGE's Layered Defence Against Asymmetric Drone Warfare



Counter-unmanned aerial systems (counter-UAS) is now one of the fastest-growing categories in global defence spending, for a straightforward reason. A drone costing less than \$1,000 can threaten an asset worth hundreds of millions. It needs no pilot's licence, no state sponsor and only a few hours to learn to fly. The asset on the other side takes years to build, depends on rare-earth minerals and cannot be replaced without going back through government procurement. A single incursion can ground an airport, halt an oil terminal or force the evacuation of a venue holding thousands of people.

This is why counter-UAS is no longer bought by militaries alone. Airports, energy firms, ports, and event organisers are now buying capability that used to sit exclusively with defence forces. The reason is simple, a single drone incursion does not need to cause casualties to be catastrophic. Airport closures triggered by drone sightings have already cost operators millions of dollars in lost revenue, diverted flights, and reputational damage that outlasts the runway reopening. A stadium or an energy facility faces the same consequence. The cost of getting it wrong is measured in reputation and business continuity as much as in physical damage.

Detection now draws on radar, radio frequency (RF) sensing, and electro-optical and infrared (EO/IR) tracking working together, so no single sensor type is left carrying the job of catching something small and evasive on its own. Classification must happen in the same window, telling a speck of interference

from a real target, or a hobbyist's drone from a hostile one, in the few seconds an operator has. The defeat layer follows the same logic. Jamming, kinetic interceptors, and directed energy all sit on the table, and which one gets used depends on the environment and the target, not on reaching for the biggest device available. EDGE built its counter-UAS programme around that asymmetry: an integrated stack developed in-house, rather than a single system added onto older air defence infrastructure. The soft-kill architecture and border surveillance capability that have come out of it over the past several years are entirely UAE-owned.

SKYSHIELD, BORDERSHIELD, and NAVCONTROL-G split the work between them. Some track and identify incursions at range. Others disrupt the command and navigation signals a drone depends on, and in cases where taking control and redirecting the drone is the better option, that is what happens instead of shooting it down. Put together, they cover surveillance and electromagnetic defence as one system rather than three separate ones bought at different times from different vendors.

EDGE's response to threats did not arrive as a single product. It evolved. Its earliest counter-drone systems, SKYSHIELD and NAVCONTROL-G, established the foundational logic that still underpins the company's approach today: deny a drone its ability to communicate and deny it the navigation data it needs to reach its target. NAVCONTROL-G takes a subtler approach. Rather than simply blocking a drone's GPS signal, it emits

counterfeit signals that mimic the real thing.

BORDERSHIELD sits at the outer layer of the architecture, pushing the perimeter outward so operators are not reacting in the last few seconds before impact. Its AI-driven detection engine classifies UAVs, personnel, and vehicles using high-resolution radar, thermal-optical cameras, and a high-power cellular disruption system spanning Global System for Mobile Communications (GSM), Universal Mobile Telecommunication System (UMTS), Long Term Evolution (LTE), and 5G, all run through a single command-and-control interface. The moment it detects an incoming drone, it starts degrading its communications link at range, well before the threat closes to engagement distance. That early pressure buys the defender time in exactly the scenarios where time is shortest: high-volume, multi-axis attacks built to overwhelm a point defence.

Once a threat is detected, systems such as SKYSHIELD and D-PROTECT come in. SKYSHIELD is EDGE's leading counter-UAS platform, expanded significantly since its introduction in 2023, and the system much of the engagement layer is built around. Detection and defeat exist in a single integrated architecture, run through one interface, with no handoff delay between identifying a threat and responding to it. In its vehicle-mounted configuration, SKYSHIELD QD carries a full sensor and effector suite on an elevating mast that clears the roofline, giving unobstructed 360-degree coverage. Active electronically scanned array (AESA) radar and an electro-optic system handle detection and tracking, while jammer and spoofer antennas handle the defeat. Jamming attacks Global Navigation Satellite System (GNSS) signals and command-and-control links simultaneously, while spoofing feeds an incoming drone false navigation and positioning data to disrupt its mission outright,

rather than relying on disruption alone.

SKYSHIELD-N offers the same capability designed for the naval domain, protecting maritime assets from the same drone threats. SKYSHIELD-TM is the trailer-mounted variant, built for settings where neither a vehicle-mounted solution nor a permanent installation fits. Whatever the variant, the objective does not change: to detect, identify, jam, spoof, and defeat. Operators who know one version know all of them; a single core system runs across the entire SKYSHIELD family, so there is nothing new to relearn.

D-PROTECT works alongside SKYSHIELD, targeting the connections that keep a hostile drone in the fight: GPS for positioning, an RF link for commands, data channels for feedback. It jams across the full GNSS spectrum and can spoof selectively within it, giving operators precise control over how a threat is neutralised and where it ends up. In environments where attacks are frequent and tactics shift by the week, updating D-PROTECT's parameters in-country, without waiting on a foreign supplier, is what keeps the system ahead of the threat it is built to counter.

Drones are getting cheaper, more autonomous, and increasingly capable of operating in coordinated swarms rather than as single units, a shift that will widen the asymmetry before it narrows it. Staying ahead of a threat that costs almost nothing to deploy and almost nothing to replace is not a capability a nation builds once and stops. It is a discipline that must evolve continuously, at the same pace as the threat it is built to counter. For EDGE, and for those now investing in this for the first time, that is the real work: not building a wall against yesterday's drone but staying ahead of tomorrow's. ■



MRF: Building Indigenous Capability, Driving the Future of Aviation Tyres



K. M. Mammen
CMD, MRF Limited

MRF Limited is steadily strengthening its position in the specialised aerospace tyre sector, building on more than two decades of experience in developing tyres for demanding military aviation applications. From its beginnings in 2003 in partnership with the Indian Armed Forces, MRF has developed aerospace tyres for a range of fixed-wing aircraft and helicopters, including the Su-30, MiG-29, LCA, ALH, Chetak and Sea King. With growing expertise in advanced materials, tyre construction, testing and lifecycle management, the company is now focused on expanding its indigenous aerospace capabilities while evaluating opportunities in international markets. In this interview, Mr. K. M. Mammen, CMD, MRF Limited, discusses the company's aerospace journey, technology capabilities, retreading initiatives, international opportunities and long-term vision.

MRF aircraft tyres are today used on a wide range of fixed-wing aircraft and helicopters. Could you provide an overview of your current aerospace tyre portfolio and the key platforms for which MRF supplies tyres?

MRF's aerospace journey has been closely aligned with India's drive towards self-reliance and indigenisation in defence. We began developing aircraft tyres in 2003 in partnership with the Indian Armed Forces, with the objective of building indigenous capability for critical aircraft and helicopter platforms.

Today, MRF Aero Muscle tyres are operating on platforms including the Su-30, MiG-29UPG, MiG-29KUB, LCA, Chetak, Advanced Light Helicopter (ALH) and Sea King. We have also developed tyres for platforms such as the IL-76, AN-32 and Dornier.

This journey has enabled MRF to build deep expertise in the design, development and manufacture of tyres for demanding military aviation applications, with safety and structural integrity at the core.

MRF has successfully entered a market traditionally dominated by a few global players. What technological and manufacturing capabilities have enabled MRF to compete internationally in the highly specialised aircraft tyre segment?

MRF's entry into aerospace tyres has been built on decades of experience across highly demanding tyre segments, including off-road, highway transport and racing applications. Each of these segments demands very different levels of performance

in areas such as load, speed, durability, traction and safety. This broad technical experience provided a strong foundation for us to understand the unique demands of aviation tyres.

Since 2003, we have made sustained investments in R&D, specialised testing infrastructure, technology and technical manpower to develop aerospace tyre capabilities in India.

Equally important has been our close collaboration with key stakeholders, including the Indian Air Force, Indian Navy, CEMILAC, DGAQA and ADA. Their technical inputs, validation and operational feedback have been invaluable.

The result is a capability that has been developed progressively over more than two decades and is today proven on some of India's most demanding military aviation platforms.

Aircraft operators place significant emphasis on tyre life, retreadability, landing performance and operating economics. What are the key performance advantages that MRF aerospace tyres offer to airlines, military operators and MRO organisations?

Our immediate priority in aerospace is the Indian defence sector and the indigenisation of tyres for platforms operated by our Armed Forces. We have a significant portfolio of ongoing development programmes and are focused on delivering these projects to the required quality standards and timelines.

For military aviation tyres, our foremost priorities are safety, structural integrity, reliability and consistent performance under demanding operating conditions. Tyre life is a critical part of this equation, and our expertise in rubber compounds and tyre

construction plays an important role in achieving the required performance.

While our current aerospace focus is predominantly on defence, our fundamental philosophy remains the same across every tyre we manufacture: to deliver a safe, reliable and high-quality product that provides value throughout its operating life.

MRF tyres operate in diverse environments, ranging from hot desert conditions in the Middle East to tropical and high-humidity regions. How have your products been engineered to deliver reliable performance across such demanding operating environments?

India itself provides an excellent testing ground for a wide range of climatic conditions from extreme heat and humidity to cold environments and heavy rainfall. This experience has been extremely valuable in developing tyres capable of operating reliably across diverse conditions.

Our aerospace tyres are developed in accordance with applicable international standards, with careful attention to raw-material quality, compound performance, construction integrity and testing under demanding conditions.

Our approach is to engineer the tyre for the complete range of operating conditions it may encounter. The operational feedback we receive from our customers has also been an important part of continuously improving our products and validating their performance in the field.

The Middle East and Africa are experiencing growing investments in commercial aviation, defence aviation and helicopter operations. How important are these regions to MRF's aerospace business, and what opportunities do you see emerging in these markets over the coming years?

The Middle East and Africa have always been important markets for MRF, and we have established a strong presence in these regions across our broader tyre business.

In military aviation, we receive enquiries from various international markets. However, aerospace tyres particularly for defence applications require a highly responsible and selective approach. Aircraft platforms, certification requirements, operational considerations and applicable national and international regulations all need to be carefully evaluated.

As our aerospace capabilities continue to grow, we see opportunities in markets where our technology and products can address specific requirements. We will continue to evaluate these opportunities selectively and responsibly, in line with all applicable regulations and our long-term business objectives.

MRF has built a strong reputation in tyre retreading and lifecycle management. How does the company's retread capability support aircraft operators in reducing operating costs while maintaining the highest safety standards?

Retreading has been an important part of MRF's philosophy for decades because it can extend tyre service life, improve resource utilisation and reduce the overall cost of ownership without compromising safety when carried out to the required standards.

In military aviation, aircraft tyre retreading is still an area with significant potential for further development. To support this, MRF has established a dedicated aircraft tyre retreading and research facility.

Our initial focus is on exploring retreading opportunities for



transport aircraft tyres and working closely with the Indian Air Force to evaluate the technical and operational feasibility of such solutions.

Our objective is clear: if retreading can safely extend tyre life and reduce procurement cycles and operating costs, it can create significant value for the Armed Forces and contribute to greater self-reliance in aerospace logistics.

Looking ahead, what is MRF's vision for becoming a global aerospace tyre brand, and which aircraft segments commercial aviation, regional aircraft, military platforms, helicopters or emerging aviation sectors will drive your future international growth?

Our immediate vision is firmly centred on indigenisation and building indigenous tyre capability for the complete range of platforms operated by the Indian Air Force. This is a long-term commitment and a significant responsibility, and we remain focused on delivering on it.

The expertise and technologies we are developing through these programmes have the potential to serve international markets operating similar aircraft platforms. That provides a natural opportunity for MRF to expand its aerospace footprint globally.

At present, however, our priority is to complete the substantial military aviation programmes already undertaken and meet their demanding development timelines, many of which extend into the early 2030s.

We are ambitious about the future of MRF Aerospace. Once we have fulfilled our current commitments and further strengthened our portfolio, we will evaluate the next phase of international growth, including opportunities in other aerospace segments.

Our philosophy is simple: build world-class capability in India, prove it under demanding conditions, and then take that capability to the world.



Almaz-Antey Showcases Air Defence Systems at ELIAS 2026

Russia's Almaz-Antey Air and Space Defense Corporation is presenting models of combat systems at the El Alamein International that form part of the Antey-4000 long-range anti-aircraft missile system, designed to engage existing and potential means of air assault.

Antey-4000 targets tactical and strategic assault planes (including those with stealth capabilities), AWACS planes, reconnaissance-strike complexes, and loitering jammers, as well as tactical, aeroballistic, and cruise missiles and midrange ballistic missiles. The anti-aircraft missile system can protect administrative, industrial, and military facilities, as well as troops.

The company's pavilion showcases models of the Viking midrange anti-aircraft missile system, which protects troops and installations against ECM effects and enemy fire. This all-weather, multichannel and highly mobile complex can engage existing and potential tactical and strategic assault aircraft, including those with stealth capabilities, tactical ballistic and cruise missiles, helicopters, reconnaissance-strike complexes and drones, as well as radar-detected ground and naval targets. Its command-and-control unit can directly interact with short-range anti-aircraft missile units, radars and the C&C units of missile batteries, thereby establishing a multi-layered air defence. Some elements of the C&C unit integrate into the complex's launchers

and radars, allowing these units to operate within ad hoc mobile air defence groups without central command-and-control capability. The complex's combat units can operate on tracked or wheeled all-terrain chassis. For the first time outside Russia, the company displays a model of the attached 9A383E launcher, which has an increased air-target engagement range of 120 km.

Antey-Almaz's exhibition at El Alamein International Airshow 2026 includes the models of its Tor short-range anti-aircraft



missile systems, namely Tor-E2, Tor-M2K and Tor-M2KM. The Tor family of anti-aircraft missile systems is designed to protect key installations and troops, stationary or on the move, from planes, helicopters, cruise missiles, anti-radar and other guided missiles, gliding and guided airbombs, and drones, in all weather and ECM effects environments. Crews can deploy the system from transport to combat position within three minutes. Tor combines high mobility, ease of operation, cost efficiency, and the ability to fire on the move. Crews can also deploy the Tor-M2KM autonomous combat unit in a stationary position or on vehicles, trailers and other platforms, including ship decks.

Visitors to the exhibition can also see the Typhoon-PVO(E) APC, manned by operators of portable SAMs. Based on the chassis of a KAMAZ-4386 armored truck, the unit provides direct protection to troops against air assault during combat and while on the move. Typhoon-PVO(E) features an Aqueduct radio station, an Azimut navigation system, and a turret with a sighting system for a Kord-type machine gun, and carries five troops, including a section commander, two SAM operators, a machine gunner, and a driver-electrician.

The company presents models of airspace control systems that can detect, measure the coordinates of, track, and identify aerial objects and potential air assault means amid intensive active, passive, and combined jamming and enemy fire. These include the 103Zh6E radar complex, 55Zh6UME and 59N6-TE radars, the 1K145E complex for protection against high-precision munitions, and the 1K130E helicopter-mounted complex for radar detection of surface targets (VK RRNTs).

The 103Zh6E mobile multifrequency radar complex and the 55Zh6ME multifunctional radar complex can detect and track potential air assault means, including small-sized and low-observable targets with stealth capabilities, in a heavy jamming environment. The systems can also identify the national origin of detected objects and determine the direction of active jammers, while operating across various frequency ranges, including meter and decimeter bands, to combine high-precision coordinate measurement with long-range detection.

The 59N6-TE mobile 3D radar, operating in the decimeter frequency range at medium and high altitudes, equips radio troops operating as part of automated forces and detects aerial, ballistic and hypersonic targets.

The 55Zh6UME mobile standby 3D radar unit detects and tracks various air objects at medium and high altitudes, including small-sized and low-observable targets with stealth capabilities, in heavy jamming environments. It measures three coordinates of aerial objects, identifies their national origin, and determines



the direction of jammers.

The model of the 1L122-ME small radar station will be displayed outside Russia for the first time. The station is capable of anti-aircraft and counter-battery missions, quickly detecting the position of enemy guns at a range of up to 60 km and promptly sending out information about aerial targets of various types, including drones. With low-emission power, L122-ME maintains a low signature against enemy electronic intelligence.

The 1K145E complex protects combat posts of mechanized infantry detachments, artillery regiments, artillery division groups, and anti-aircraft missile units against high-precision munitions by timely detecting their attacking parts and using radio-electronic and optical-electronic jamming against them.

The 1K130E helicopter-mounted unit provides radar reconnaissance of stationary and moving surface objects, processes information and promptly provides information about tracked targets to command posts and other recipients.

The Sova radar (displayed as a full-scale sample) is designed for automatic spotting and detection of moving ground objects (people, vehicles) at any time of day and year, can be integrated into security systems and complexes, and is used for providing efficient security at objects, locations, and controlled areas. The unit operates in any weather conditions at a range of 20 km and requires neither special infrastructure nor additional personnel.

Visitors can also obtain information about the Redikom failure detection and repair equipment complex designed for servicing and repairing air defense equipment and weaponry at its deployment areas.



BOEING: POWERING THE NEXT ERA OF GLOBAL AEROSPACE



With more than a century of aerospace leadership, Boeing continues to play a significant role in shaping the future of commercial aviation, defence and space. The Middle East and Africa are increasingly important to this global vision, driven by growing demand for advanced aircraft, defence capabilities, MRO services, digital technologies and skilled aerospace talent. Egypt, with its strategic location linking Africa, the Middle East and Europe, represents an important market and long-term partner for Boeing. At the Egypt International Airshow 2026, Fahad Almheiri, Boeing President, Middle East & North Africa, discusses Boeing's regional strategy, its longstanding partnership with Egypt, emerging opportunities, industrial collaboration, workforce development and the technologies defining the next generation of aerospace.

Fahad Almheiri

President

Boeing, Middle East & North Africa

Boeing has been a global leader in commercial aviation, defence, and space for over a century. How would you describe Boeing's strategic priorities today, and what are the key innovations shaping the company's future across these sectors?

Our top priority is the safe delivery of the products, services and support our customers rely on, while we continue to strengthen quality, production stability and operational excellence across the company.

We are focused on meeting evolving customer requirements through advanced platforms, digital capabilities and integrated lifecycle support across our commercial, defence and services businesses.

Innovation remains central to that strategy, from next-generation airplanes, autonomous systems and advanced manufacturing to AI, digital engineering and space technologies. These capabilities are helping improve airplane performance, maintenance planning and operational readiness.

That strategy plays out differently across our three businesses. At Boeing Commercial Airplanes, our priority is safety and quality by providing disciplined production standards that ensure every airplane is delivered right.

At Boeing Defense, Space & Security, our focus is cutting-edge logistics and combat capability: the F-15EX Eagle II, the Apache attack helicopter, the T-7A Red Hawk trainer, the KC-46A Pegasus tanker, next-generation autonomous systems with the MQ-25 Stingray and MQ-28 Ghost Bat, and the F-47 sixth-generation fighter for the U.S. Air Force.

And in Space, our commitment includes NASA's Artemis program where Boeing designs, builds and delivers the Space Launch System's core stage alongside the Starliner crew spacecraft, our satellite portfolio and the X-37B autonomous space plane.

The Middle East continues to be one of the world's fastest-growing aerospace and defence markets. How is Boeing strengthening its presence across the region, and what opportunities do you see emerging over the next decade?

The Middle East is one of Boeing's most strategically important regions, supported by strong long-term demand for commercial aviation, defense capabilities and aerospace services.

The Middle East is a strong market for defense, with many nations spending above the global average to equip their defense forces with state-of-the-art aircraft, helicopters, UAV systems and more. We are partners of 12 armed forces across the Middle East and North Africa and our platforms active in the region include the C-17 Globemaster III transport aircraft; Chinook and Apache helicopters; F/A-18 and F-15 fighters; Airborne Warning and Control System (AWACS), tanker aircraft, Insitu ScanEagle uncrewed aerial vehicles, as well as Boeing satellites.

Beyond aircraft, we see significant opportunity in industrial partnerships, localization, sustainment and MRO, autonomous systems, digital technologies and workforce development.

We are also investing in partnerships with governments to develop local capability, strengthen aerospace ecosystems and prepare future-ready aerospace talent.



Our objective is to remain a trusted long-term partner by combining technological innovation with decades of regional experience, local expertise and customer support operators' need throughout the lifecycle of their fleets.

As countries increasingly look to build sovereign industrial and technological capabilities, Boeing is committed to supporting those ambitions through technology, partnerships and local capability development.

Boeing has maintained a long-standing partnership with Egypt, supporting both its commercial aviation and defence sectors for several decades. How has this relationship evolved, and what role do you envision Boeing playing in Egypt's future aerospace and defence development?

Boeing's relationship with Egypt dates back nearly six decades, beginning with EgyptAir's first Boeing airplane order in 1966. Since then, the partnership has evolved across both commercial aviation and defense, alongside Egypt's growing connectivity and national security priorities.

Today, we remain committed to supporting Egyptian customers with advanced platforms, training, sustainment and lifecycle services. This year, we marked the start of deliveries of CH-47F Chinook heavy-lift helicopters, demonstrating our continued support for fleet modernization and the Egyptian Air Force's operational expansion. On the commercial side, EgyptAir became the first operator of the 737 MAX in Egypt this year, receiving its first three 737 MAX airplanes in June an important step in its fleet modernization.

Looking ahead, we see opportunities to contribute beyond products and services, particularly through workforce development, technical training and industrial collaboration that can strengthen Egypt's aerospace ecosystem, including AeroSTAR, our new program with Amideast/Egypt preparing

Egyptian students for future careers in aerospace.

We believe lasting success comes from working closely with customers to understand their evolving requirements and for Boeing, the opportunity ahead is not just to support Egypt's aviation and defence requirements, but to help strengthen the broader capabilities and talent that will underpin its aerospace sector for years to come.

Egypt International Airshow has rapidly established itself as an important platform for the global aerospace and defence community. What are Boeing's key objectives for participating in this year's event, and what products, technologies, or capabilities are you highlighting?

This year marks the second edition of the Egypt International Airshow in El Alamein, and we're glad to see it continuing to grow as a platform that brings together customers, government stakeholders and industry partners from across the Middle East, Egypt, Africa and beyond.

Our objective is to demonstrate how Boeing supports customers across the full aerospace ecosystem, and this year gives us particular reason to do that: we're celebrating the delivery of the CH-47F Chinook to the Egyptian Air Force, and our first year delivering the 737 MAX to EgyptAir.

We are also showcasing Boeing's long-term commitment to industrial collaboration, workforce development and local capability building across the region and Egypt's position as a hub into the African market makes this show a particularly important stop for us.

Events such as the Egypt International Airshow provide valuable opportunities to strengthen partnerships, explore new areas of cooperation and better understand evolving customer requirements.

..CONTINUED IN DAY 2



ROSOBORONEXPORT

Brings Russia's Advanced Defence Systems to Egypt

JSC Rosoboronexport, part of Rostec State Corporation, will lead a joint Russian exhibition at the El Alamein International Airshow 2026, scheduled to take place from September 8 to 10 at El Alamein International Airport in Egypt, showcasing advanced Russian defence systems for air force and air defence applications. Rosoboronexport, Almaz-Antey Air and Space Defence Corporation, Tactical Missiles Corporation and Rostec subsidiary High-Precision Systems will present new products from Russia's defence industry across their exhibition stands, the outdoor display area and during flying demonstrations over El Alamein, including combat aircraft, air defence and counter-drone systems, UAVs and loitering munitions.

"Egypt is Russia's most important strategic partner. Military-technical cooperation between our countries has a long history and evolves continuously in line with global market trends. At the El Alamein International Airshow 2026, ROSOBORONEXPORT has prepared an exhibit featuring the most advanced combat-proven Russian products for Egypt, Africa and the Middle East. We are showcasing the latest aircraft and their weapons, air defence systems, including counter-UAV solutions, loitering munitions and drones. A number of these products are completely new, shown for the

first time anywhere in the world," said Alexander Mikheev, Director General of ROSOBORONEXPORT.

ROSOBORONEXPORT will be showcasing its fifth-generation fighter jet, the Su-57E, armed with a variety of air-to-air guided missiles, including the RVV-MD2 short-range and the RVV-BD long-range missiles, the Kh-38MLE air-to-surface missile, the Kh-69 new-generation stealthy, precision-guided cruise missile and the Kh-58UShKE anti-radar missile. In addition, the presentation of the latest unmanned platforms, the S-71M and S-71K, for launch from 5th-generation fighter jets, is expected during the exhibition.

The modernized Yak-130M combat trainer will also be on display, along with its air-launched weapons. ROSOBORONEXPORT's partners see it as a light combat aircraft thanks to its onboard AESA radar, self-defence and reconnaissance capabilities, and an expanded range of guided air weapons.

The Su-57E fifth-generation fighter, developed and produced by the United Aircraft Corporation, a Rostec subsidiary, will demonstrate its high-performance characteristics during demonstration flights at the air show.

Air defence systems are exhibited in the outdoor display area, as well as at the stands of ROSOBORONEXPORT and

the High-Precision Systems holding company (part of Rostec).

The TKB-1167 air target engagement system is the Russian exhibit's world premiere. Equipped with four tank machine guns, it can autonomously detect, identify, track and engage UAVs. The ZAK-30 Citadel anti-aircraft artillery system, featuring programmable airburst ammunition, is also being showcased abroad for the first time. The exhibit also includes the Pantsir-SMD-E SAM system, Verba MANPADS and the Airspace Control System for air target detection.

ROSOBORONEXPORT will showcase loitering munitions and UAV systems, including the Lancet-E, Kub-10E, Kub-10ME, Kub-2E, SKAT 350M reconnaissance UAV, RUS-PE portable guided munition system and S350M-E reconnaissance UAV. The exhibition will also feature the modernized Ka-52E reconnaissance/attack helicopter, equipped with the GOES-451M gyrostabilized EO system and the 305E light multipurpose guided missile.

ROSOBORONEXPORT will hold meetings with representatives from African and Middle Eastern countries to discuss military-technical cooperation and industrial partnership opportunities.



LOCKHEED MARTIN: SHAPING THE NEXT ERA OF MULTI-DOMAIN DEFENCE



LOCKHEED MARTIN 

As the global security environment becomes increasingly complex, the demand for integrated, resilient and technology-driven defence capabilities is accelerating across the Middle East and Africa. In this exclusive interview with Arabian Defence, Brig. Gen. (Ret.) Joseph Rank, Vice President and Chief Executive of Saudi Arabia and Africa, Lockheed Martin, discusses the company's strategic priorities and its vision for the future of multi-domain defence. He highlights Lockheed Martin's longstanding partnership with Egypt, the capabilities being showcased at the Egypt International Airshow, and emerging developments in autonomous systems, air and missile defence, artificial intelligence and digital engineering. He also outlines the company's priorities for strengthening partnerships and advancing next-generation security capabilities.

Brig. Gen. (Ret.) Joseph Rank
Vice President & Chief Executive
Saudi Arabia and Africa, Lockheed Martin

Lockheed Martin is recognized as one of the world's leading aerospace and defence companies, delivering advanced technologies across air, land, sea, space, and cyber domains. What are the company's strategic priorities today, and how are they shaping the future of global defence and security?

Lockheed Martin's strategic priorities today are centered on accelerating innovation, strengthening global security partnerships, and delivering integrated, mission-focused capabilities across all domains of defence. As the security environment becomes increasingly complex, the company is focused on helping customers deter threats, maintain readiness, and achieve operational superiority.

A key priority is the advancement of 21st Century Security® technologies, including artificial intelligence, autonomous systems, advanced missile defence, cyber resilience, and space-based capabilities. Lockheed Martin is investing heavily in digital engineering and software-driven solutions to accelerate development cycles and deliver more adaptable and affordable capabilities to customers.

Looking ahead, these priorities are shaping the future of global defence and security by creating more connected, resilient, and technology-enabled military capabilities. By combining advanced platforms with digital technologies and strong international partnerships, Lockheed Martin is helping to define how nations address emerging threats and maintain stability in an increasingly dynamic security landscape.

Egypt has long been an important partner of Lockheed

Martin. How do you view the country's evolving defence and aerospace requirements, and what role does Lockheed Martin see itself playing in supporting Egypt's future defence modernization efforts? What are Lockheed Martin's key objectives in participating in Egypt Airshow and which products, technologies, or capabilities are you highlighting?

Egypt has been a valued partner for Lockheed Martin for more than 50 years, and we are proud of the role we have played in supporting the country's defence and aerospace capabilities over the decades. As Egypt continues to modernize its armed forces, we see growing requirements focused on readiness, interoperability, mobility, and advanced training. Lockheed Martin remains committed to supporting these objectives through proven, mission-ready solutions.

At the Egypt International Airshow, our key objectives are to strengthen longstanding partnerships, engage with defence and government leaders, and showcase capabilities that align with Egypt's evolving needs. We are highlighting the C-130 Hercules, which continues to provide exceptional tactical airlift and humanitarian support capabilities; the F-16 Fighting Falcon, which has been a cornerstone of Egypt's airpower for decades; and the advanced F-16 Block 70/72 cockpit simulator that demonstrates the enhanced capabilities that enable F-16 pilots to perform their missions effectively and return home safely. We are also showcasing the Sikorsky Black Hawk helicopter, renowned for its versatility in transport, search and rescue, special operations, and humanitarian missions. Together, these



capabilities underscore Lockheed Martin's commitment to supporting Egypt's defence modernization journey and building on a trusted partnership that has spanned more than five decades.

Lockheed Martin's portfolio includes some of the world's most advanced defence platforms, including the F-35 Lightning II, C-130J Super Hercules, Sikorsky helicopters, integrated air and missile defence systems, and advanced radar technologies. Which product segments are witnessing the strongest demand globally, particularly in the Middle East and Africa, and what trends are driving this demand?

Rotary wing capabilities are in strong demand globally, including across the Middle East and Africa, where operators need aircraft that can reach locations other platforms cannot. Lockheed Martin continues to modernize the battle-proven Sikorsky Black Hawk, building on a platform that has long served as the backbone of global vertical lift into a multi-mission aircraft supporting transport, rescue, firefighting and attack operations. The company is also advancing the Black Hawk's future capabilities with improved performance, extended range and launched effects, along with autonomous flight.

Integrated air and missile defence has become a critical priority for many nations. How is Lockheed Martin supporting customers through advanced air defence solutions, command-and-control systems, and next-generation sensor technologies to address evolving security challenges?

The Middle East remains a strategically important region for Lockheed Martin, and our approach is built on long-term partnerships that support national security, technology advancement, and industrial development. A key example is Egypt, where Lockheed Martin has maintained a strong partnership for more than 50 years, supporting defence modernization and regional security. Across the region, we work closely with governments, armed forces, and local industries to enhance operational readiness, develop indigenous capabilities, and strengthen local defence ecosystems through training, skills development, and strategic collaboration. Looking ahead, we see significant opportunities to expand cooperation in areas such as integrated air and missile defence, cybersecurity, space, artificial intelligence, and digital transformation, helping our partners build resilient, future-ready capabilities while contributing to economic diversification and sustainable growth.

Research and innovation remain at the core of Lockheed Martin's success. Could you share some of the company's latest developments in areas such as artificial intelligence, autonomous systems, advanced sensors, hypersonic

technologies, space systems, digital engineering, and next-generation defence capabilities?

In autonomous systems, Sikorsky's S-70UAS U-Hawk is one of Lockheed Martin's most significant recent developments. Built on the UH-60L Black Hawk airframe and equipped with the company's MATRIX autonomy suite, the uncrewed platform flown from a tablet rather than a cockpit can deliver launched effects, carry HIMARS rocket pods or unmanned ground vehicles and move more than 33 tons over 100 nautical miles in 16 hours, all while staying over 95% common with the existing UH-60 fleet.

Looking ahead, what are Lockheed Martin's strategic priorities for the next decade, and how do you see the company contributing to the future of aerospace and defence through innovation, advanced technologies, and stronger partnerships in the Middle East and global markets?

Globally, and particularly across the Middle East and Africa, we are seeing strong demand for integrated air and missile defence capabilities as nations seek to address an increasingly complex and evolving threat environment. Protecting critical infrastructure, population centers, and strategic assets from ballistic missiles, cruise missiles, and unmanned aerial systems has become a top priority for many countries. As a result, Lockheed Martin is prioritizing and innovating solutions for advanced, networked defence architectures that combine sensors, radars, command-and-control systems, and interceptors to deliver layered and resilient protection.

As modern warfare increasingly evolves into a multi-domain environment integrating air, land, sea, space, and cyber operations, how is Lockheed Martin developing integrated solutions that enable customers to achieve greater interoperability, situational awareness, and mission effectiveness across all domains?

Lockheed Martin's Advanced Center for Experimentation and Simulation (ACES) is purpose built to give customers a single, integrated, open architecture modeling and simulation platform that spans air, land, sea, space and cyber. ACES' open-architecture design allows rapid incorporation of new weapons, platforms, or sovereign extensions, providing a trusted, secure environment to test tactics, evaluate weapon platform mixes, and examine force organization. And, with its extensive, automated reporting suite and real time course of action analysis, ACES give users unparalleled visibility and agility that reveals capability gaps and quantifies the impact of alternative courses of action, enabling faster, data driven decisions and mission readiness across all domains.

AirQ: Engineering the Next Generation of Unmanned Aviation



The rapid evolution of unmanned aerial systems is creating new opportunities across defence, security and aerospace markets, with adaptability, autonomy and local capability becoming increasingly important. AirQ is pursuing an international growth strategy built around advanced UAV technologies, vertical integration and long-term industrial partnerships. Egypt represents a strategically important market within this vision; the company is exploring cooperation with the Arab Organization for Industrialization (AOI) in areas including localisation, manufacturing, sustainment and technical knowledge exchange. In this interview, Dino Dedic, CEO, AirQ, discusses the company's approach to UAV development, its partnership strategy, the importance of sovereign capability and AirQ's ambitions across the Middle East and Africa.

Dino Dedic
CEO, AirQ

AirQ has chosen Egypt as a key destination for its latest regional expansion efforts. What strategic factors make Egypt an attractive market for unmanned aerial systems, and how does it fit into Air Q's broader vision for the Middle East and Africa?

Egypt is one of the most important aerospace and defence markets in the region. It combines a strong industrial base, strategic geographic position and growing investment in advanced technologies. For us, Egypt is not simply another export market. We see it as a potential long-term partner for industrial cooperation, localization and capability development.

Our vision across the Middle East and Africa is based on building sustainable partnerships close to the customer. We believe future growth will come from working with regional partners, developing local capabilities and creating long-term value rather than simply delivering products into a market.

The Memorandum of Understanding with Egypt's Arab Organization for Industrialization represents an important milestone. Could you share the objectives of this partnership and the areas of cooperation you believe will deliver the greatest value for both organizations?

The planned cooperation reflects a shared interest in exploring how advanced UAV capabilities can be supported through strong industrial partnerships.

We see potential value in areas such as localization, manufacturing cooperation, sustainment support, technical knowledge exchange, training and future capability development. The exact scope will be defined as discussions progress, but our objective is clear: combine AirQ's engineering and manufacturing expertise with the strength of a well-established industrial partner that understands local requirements and priorities.

Relationships like these help create stronger and more resilient aerospace ecosystems while supporting long-term growth for both organizations.

AirQ has developed a diverse portfolio that includes the HARARA modular UAV platform, the StingJet aerial target system, and innovative launch technologies. What differentiates Air Q's approach to UAV design and manufacturing in an increasingly competitive global market?

The industry already has many companies building aircraft. What differentiates AirQ is not simply a particular platform, but the way we approach capability development.

We maintain engineering, manufacturing, testing and production largely in-house, which allows us to move quickly and adapt solutions to specific customer requirements. We design our systems with modularity in mind because operational requirements evolve much faster than traditional development cycles.

Our goal is not to force customers to adapt to a platform. Our goal is to adapt capability to the mission. That philosophy is reflected across all of our products, whether they are used for defence, training, testing or operational missions.

Localization and sovereign industrial capability have become major priorities for many countries. How can partnerships such as the one with AOI contribute to the development of indigenous UAV ecosystems, advanced manufacturing capabilities, and skilled aerospace talent within the region?

I believe the future of aerospace will increasingly be built on partnerships rather than transactions.

Countries want more than a product. They want knowledge, local capability, industrial participation and long-term



sustainability. Strategic industrial partnerships can support workforce development, technology transfer where appropriate, advanced manufacturing practices and the growth of local supply chains.

Ultimately, stronger local ecosystems benefit everyone involved because they create capability that can be supported, maintained and evolved over the long term.

AirQ has built significant in-house expertise across research and development, aerodynamics, avionics, control systems, and production. How important is vertical integration to your business model, and what advantages does it provide in terms of innovation, quality, and responsiveness to customer requirements?

Vertical integration is one of the most important pillars of our business model.

By maintaining expertise across engineering, software, avionics, aerodynamics, manufacturing and testing, we can make decisions faster, iterate designs more efficiently and maintain greater control over quality throughout the lifecycle of a product.

It also allows us to respond quickly when customer requirements change. In aerospace, responsiveness can be just as important as technology itself. Having those capabilities in-house gives us agility while maintaining the standards expected from a serious aerospace manufacturer.

The unmanned systems sector is evolving rapidly, with growing demand for intelligence, surveillance, border security, infrastructure monitoring, and defence applications. Which operational trends do you believe

will shape the next generation of UAVs, and how is AirQ positioning itself to address these emerging requirements?

I believe the next generation of UAVs will be defined by adaptability, autonomy and operational integration.

Customers increasingly expect platforms that can perform multiple missions, integrate different payloads, operate in demanding environments and evolve as requirements change. The focus is shifting from individual platforms toward complete operational capabilities.

At AirQ, we are positioning ourselves around modular systems, rapid customization, scalable manufacturing and strong regional partnerships. We believe future customers will place increasing importance on sovereign capability, local support, mission flexibility and the ability to adapt technology quickly to changing operational needs.

That is why we continue investing in engineering expertise, manufacturing capability and partnerships that allow us to deliver long-term value rather than just individual products. ■





Middle East and Africa: Expanding Indigenous Defence Manufacturing

A new defence-industrial landscape is taking shape across the Middle East and Africa. Nations are seeking greater control over the technologies, manufacturing, and supply chains underpinning their security. This shift moves beyond buying finished equipment. Instead, the focus is on indigenous manufacturing, multi-domain capabilities, and long-term sustainment. Driven by localisation policies and global tech partnerships, the region is building integrated ecosystems primed to supply both domestic needs and international export markets.

Policy Drives Localisation

Government policy is driving this transformation. Across both regions, nations are actively aligning military strategy with broader economic goals. In the Middle East, Saudi Arabia's Vision 2030 (via GAMI) and the UAE's Operation 300bn are aggressively forcing local value creation through initiatives like Make it in the Emirates. Meanwhile, Africa is charting a similar course. South Africa's Industrial Development Strategy strictly prioritizes sovereign capability and defense exports, while the AfCFTA agreement offers a massive framework to connect African industrial bases. Ultimately, these policies are shifting the continent away from simple procurement and toward self-sustaining industrial ecosystems.

South Africa Strengthens Defence Capability

South Africa is reinforcing its established defence-industrial base with a renewed focus on sovereign capability, localisation and export growth. The government's emerging Defence Industry and Technology Strategy aims to strengthen strategic

autonomy across key capability areas, while industrial priorities include military vehicles, vessels, aerospace components, unmanned systems and electronic sensors. The scale of the country's manufacturing and export base is reflected in National Conventional Arms Control Committee figures: 582 munitions export permits worth R10 billion were approved in 2025 for 42 countries, compared with R3.6 billion in exports in 2024, while defence-related imports were valued at R269 million. This export base provides South African companies with the scale to expand production, develop specialised technologies and deepen localisation while strengthening their position in regional and global markets.

SA Industrial Policy Push and Multi-Domain OEMs

These policy ambitions are increasingly matched by a diverse domestic OEM base spanning land systems, weapons, aerospace, unmanned platforms, and munitions. The upcoming Defence Industry Lekgotla aims to draw small and medium-sized enterprises deeper into the sector, securing local production of critical defense components. At a broader macroeconomic level, the Industrial Development Strategy 2026 highlights aerospace and defense as advanced-manufacturing priorities, providing domestic firms the framework to scale up into higher-value global supply chains.

State-owned Denel remains a prime example of this industrial depth, maintaining expertise across guided weapons, artillery, ammunition, aerospace and space systems while serving as an OEM and MRO provider to the South African National Defence Force. Its 2025 annual report records a G6 artillery upgrade

contract worth more than R2 billion for a Middle Eastern customer, alongside programmes involving A-Darter guided weapons and space capabilities. This combination of domestic sustainment, advanced engineering and overseas contracts demonstrates how South African defence companies can link sovereign capability with export-oriented production.

Other domestic OEMs further demonstrate the breadth of South Africa's industrial base. Paramount Group produces the Marauder and Mbombe families of protected vehicles, the Mwari light attack and surveillance aircraft and the N-Raven UAV, with its products reaching more than 30 countries, including the Democratic Republic of Congo and Mozambique. Milkor has expanded beyond its established weapons business into unmanned air, land and maritime systems, with around 90% of its products exported globally and customers in more than 56 countries. Rheinmetall Denel Munition complements these capabilities with artillery ammunition, fuzes and other munitions. Together, these companies illustrate a defence-industrial ecosystem capable of supporting multiple domains, from land platforms and weapons to aerospace, unmanned systems and munitions, while using international markets to sustain production, build specialised expertise and strengthen South Africa's long-term industrial sovereignty.

Global Partnerships

International partnerships are becoming an important avenue for South African defence companies to expand technology access, co-development and production opportunities beyond the domestic market. At Eurosatory 2026, Paramount Group and India's Kalyani Strategic Systems unveiled the Simha 4x4 Light Armoured Multi-Purpose Vehicle, adding a new platform to an industrial relationship that has already supported production of the Kalyani M4 for the Indian Army. Paramount also expanded cooperation with Ukraine's MAC HUB on counter-drone and unmanned maritime technologies, covering the MAC Dead Fly interceptor and KATRAN unmanned surface vessel. These partnerships extend beyond individual product collaborations towards technology development, industrialisation and potential localised production in selected markets, strengthening South African industry's access to international supply chains, specialised technologies and new export opportunities.

AfCFTA Expands Africa's Industrial Opportunity

For Africa, the development of indigenous defence manufacturing also depends on creating larger markets for locally produced systems and components. The African Continental Free Trade Area (AfCFTA) provides a framework for expanding intra-African trade and connecting national industrial bases to a wider continental market. A more integrated market could give African OEMs greater opportunities to scale production, strengthen supplier networks and expand the reach of locally developed vehicles, unmanned systems, aerospace components and other defence-related technologies. For established exporters such as South Africa, this wider market could complement existing international demand while creating additional opportunities for regional industrial partnerships.

Middle East's Defence Manufacturing Push

Across the Middle East, defence localisation is increasingly moving beyond procurement policy towards domestic manufacturing, engineering and supplier development. Saudi Arabia is targeting more than 50% localisation of military spending by 2030 under Vision 2030 and GAMI's Military Industries Sector Strategy, with military-spending localisation reaching 24.89% by the end of 2024. The Kingdom is also building industrial depth through Saudi Arabian Military Industries (SAMI), whose portfolio spans land, air, weapons, missiles and defence electronics. Its RUKN Local Content Programme further supports Saudi suppliers and strengthens domestic supply chains, helping create a broader industrial base around defence production and sustainment.

The UAE is pursuing a parallel model through Operation 300bn, the National In-Country Value (ICV) Programme and Make it in the Emirates, linking industrial investment and procurement with local production and supplier development. EDGE Group illustrates the scale of this approach. In April 2026, EDGE reported that more than 80% of its systems were manufactured in the UAE, while 68 Industry 4.0 projects across 28 production facilities had doubled production capacity across 13 entities. The group generated AED 596 million in in-country value in 2025, recorded US\$7.96 billion in order intake and held a US\$20.4 billion order backlog. These figures indicate that UAE localisation is extending beyond assembly into advanced





manufacturing, digital production, workforce development and supply-chain resilience.

Together, Saudi Arabia and the UAE demonstrate a broader shift in the region from acquiring and assembling imported systems towards developing domestic engineering, manufacturing and sustainment capabilities. SAMI is using joint ventures, licensed production and technology partnerships to establish capabilities within Saudi Arabia, while EDGE is expanding local production and developing critical capabilities and subsystems through domestic and international partnerships. This model also creates opportunities for local suppliers to move into higher-value segments of the defence supply chain. The UAE's ICV programme reinforces this approach by encouraging suppliers to increase their contribution to the domestic economy, while Operation 300bn targets an industrial-sector contribution of AED 300 billion to GDP by 2031. The result is an emerging defence-industrial model in which localisation is increasingly measured not only by where equipment is assembled, but by how much of its engineering, manufacturing, technology, supply chain and sustainment value is retained domestically.

From Domestic Production to Export Markets

The growth of indigenous manufacturing is increasingly translating into defence exports. In the UAE, EDGE Group has established a global customer base spanning 91 countries, with exports accounting for 76% of its US\$4.9 billion sales in 2025. Its international portfolio includes guided weapons, UAVs, counter-UAS systems, naval platforms, armoured vehicles and electronic warfare technologies, demonstrating the UAE's ability to take locally manufactured systems into global defence markets.

Saudi Arabia remains at an earlier stage, with GAMI and SAMI focused on expanding domestic manufacturing and supplier capabilities. As these capabilities mature, the Kingdom can move from reducing import dependence towards developing exportable defence products, following the UAE's progression from localisation to global market expansion.

International Partnerships Deepen Industrial Integration

Middle Eastern OEMs are increasingly using international partnerships to expand domestic manufacturing, access advanced technologies and enter global markets. At Eurosatory 2026, UAE-based EDGE Group signed a Strategic Cooperation Agreement with France's Safran, followed by a joint-venture term sheet for the co-development and production of a next-generation precision-guided weapon in the UAE and France. EDGE also signed an agreement with Spain's EM&E Group to establish a UAE joint venture for the local manufacture of components for EM&E's weapon stations through technology transfer.

Saudi Arabia is pursuing a similar approach, with GAMI highlighting Eurosatory 2026 agreements covering MRO, local manufacturing, testing, and advanced defence and space engineering. Emaan Industrial also signed an MoU with KT Shelter for technology transfer and local production of protective shelters. GAMI reported more than 60 industrial-participation agreements with major global defence companies, reinforcing the Kingdom's effort to build domestic supply chains and production capabilities through international partnerships.

The Road Ahead

The Middle East and Africa are moving towards defence-industrial models that combine local manufacturing with international technology, export markets and regional supply chains. The next measure of success will not simply be how much equipment countries produce domestically, but how much of the wider value chain they can control, from engineering and components to production, MRO and sustainment. EDGE Group's expanding UAE manufacturing base, SAMI's growing Saudi ecosystem and South Africa's established export-oriented OEMs reflect different stages of this transition. Sustained investment in skilled workforces, supplier development, advanced manufacturing and technology partnerships will be critical to moving regional industries further up the global defence value chain, while creating the scale and capabilities needed to compete in international markets.

The Learning Engine: How Rolls-Royce Turns Every Flight into Better Engineering

Omar Ali Adib,
Senior Vice President MEA, Rolls-Royce



For many Middle East residents, summer is a time to escape the intense heat. For the region's airlines, however, it is one of the most demanding operating periods: aircraft fly heavy schedules through extreme temperatures, dust and sand.

In fact, a study by Reading University in the UK reveals that aircraft operating in desert environments can ingest up to 10kg of mineral dust per 1,000 flights. Together with the ambient heat that reduces air density and increases the demands placed on an engine, especially during take-off, these conditions present a formidable engineering challenge.

To understand their effects, Rolls-Royce has worked with geologists and academics to recreate Middle East conditions, testing the impact of mineral dust and sand on hot engine parts that reach up to 1,400 degrees Celsius. For the Trent XWB-97, our highest thrust engine, this research contributed to an advanced protective new coating that increases the lifetime of these thermal barriers and extends time on wing by up to 30%.

This is the learning engine in practice. Progress does not only come through dramatic reinvention. Every take-off, climb, cruise and landing generates insight that helps us understand how engines perform in the world's most demanding environments and how we can make them more durable, efficient and dependable.

Across the Trent family, advances are subsequently shared in aerodynamics, combustion, cooling, digital controls, materials, manufacturing, health monitoring and maintenance. And experience from one programme strengthens confidence and accelerates progress in another.

The Trent 7000 illustrates this approach. As the newest Trent family member, it benefits from decades of accumulated experience while providing an important platform for validating the latest durability enhancements. Those lessons have informed technologies being incorporated into the Trent 1000 XE, translating proven operational evidence into wider customer benefit.



The same philosophy shapes the Trent XWB. Its latest Trent XWB-84 Enhanced Performance standard has exceeded its certified fuel-burn improvement. Data from everyday airline operations demonstrated savings of around 1.8 per cent, which is almost double the original target. This improvement translates to around \$450,000 in annual fuel savings per aircraft, or around \$9 million per year for a typical fleet of 20 Airbus A350-900s.

This ability to learn across Boeing and Airbus platforms gives Rolls-Royce exceptional breadth of operational understanding. It is underpinned by a commitment of more than £1 billion to a comprehensive engine improvement programme across the Trent 1000, Trent 7000 and Trent XWB-84. Crucially, the resulting durability improvements are covered by standard TotalCare agreements for existing customers and their engines in service.

Which is why Rolls-Royce is also expanding its interconnected global MRO network through its own facilities, as well as through joint ventures, strategic partnerships and authorised maintenance centres. The same principle applies - Just as engines learn from one another through the data they generate, every overhaul adds to a shared pool of knowledge across the MRO network.

That knowledge also flows across Civil Aerospace, Defence and Power Systems, where advances in materials, manufacturing, digital engineering, predictive analytics and artificial intelligence allow innovation in one part of Rolls-Royce to drive progress elsewhere.

As aviation's demands continue to evolve, airlines will seek greater efficiency, longer Time on Wing, lower operating costs and reduced environmental impact. Governments will look to aviation to strengthen connectivity, trade and growth. Customers will expect both world-class products and trusted engineering partners throughout the life of their fleets.

Working in partnership with all its stakeholders and knowledge sharing with customers is how Rolls-Royce has evolved for more than 120 years. Every flight teaches us something. Every customer makes us better. Every lesson learned today becomes the engineering certainty we deliver tomorrow – no matter what the weather!

MKE's MMT-76 Completes Aerial Qualification Tests for Turkish Helicopters



MKE continues to develop critical defence systems in line with the Turkish Armed Forces' needs in the field. Under a joint project carried out with the Secretariat of Defence Industries of Türkiye, MMT-76, which completed its ground qualification trials in 2025, has now passed its aerial qualification tests for helicopter use with a 100% success rate.

Having already earned readiness for serial production by passing 40 different NATO standard tests, MMT-76 delivered outstanding performance in helicopter vibration simulation, reliability and durability, low- and high-temperature, and air-

to-ground firing trials, qualifying it for use as a door gun on general-purpose helicopters.

With this achievement, MMT-76 has become a truly multi-role weapon system, capable of serving both as an infantry-type light machine gun and aboard helicopter platforms.

MMT-76 STANDS OUT FOR ITS HIGH FIREPOWER AND LIGHT WEIGHT

Thanks to its high reliability, durability, and performance in demanding environments, MMT-76 will further strengthen Turkish, allied, and friendly armed forces on the field.

Weighing 8 KGs with an effective range of 1,000 metres, MMT-76 delivers an uninterrupted rate of fire of 750 rounds per minute, making a significant contribution to the operational capability of the military personnel.

Distinguished by its high firepower and durability, MMT-76 also stands out for being lighter than its NATO-standard counterparts.

Featuring a gas-piston operating system and a rotating bolt locking mechanism, MMT-76 can be used effectively across a wide range of environments and rough climatic conditions. With a six-position adjustable (telescopic) stock and an ergonomic design offering user comfort, the weapon's ammunition is also produced at MKE facilities.

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Northrop Grumman Develops Diamond-Cooled Chips for Defence Electronics



Northrop Grumman (NYSE: NOC) is pioneering a new wave of microelectronics with a \$7 million contract to create diamond-cooled chips that deliver higher power, faster speeds, and dramatically enhanced performance for military radar and communications. The award marks Phase 2 of DARPA's Technologies for Heat Removal in Electronics at the Device Scale (THREADS) program, a pivotal effort to integrate diamond-based heat-dissipation technology into next-

generation semiconductors, unlocking a new era for defense-grade chips.

Heat threatens modern RF electronics. Today, RF systems operate well below their limits to prevent overheating, which reduces power, shortens chip life and increases the risk of circuit failure in demanding missions.

Diamonds extract heat better than any other material. Diamond conducts heat five times faster than copper and far outperforms silicon carbide and gallium nitride, which are used today for high-performance applications. A diamond-cooled chip spreads heat more efficiently, letting it run longer without overheating.

Power density could jump tenfold. Power density how much power can fit into a tiny footprint is vital for next-generation electronics. In DARPA THREADS Phase 1, Northrop Grumman boosted power by 3.3×; Phase 2 will push it further, delivering far stronger RF transmitters for military communications and satellite links.

Ben Heying, director of microelectronics at Northrop Grumman's Space Park Foundry: "Temperature has long capped what microelectronics can do, even Gallium Nitride (GaN), which is a standard today. Embedding diamond directly into chips works like a turbocharged cooling system. It keeps the chips cool so we can crank up the power without risk of burnout. This breakthrough lets Northrop Grumman's diamond-cooled chips push beyond traditional heat limits and unlocks a new generation of fast, reliable RF electronics." ■

Collins Aerospace Completes EPACS Altitude Testing for F-35



Collins Aerospace, an RTX (NYSE: RTX) business, completed altitude testing of its next-generation Power and Thermal Management System (PTMS), the Enhanced Power and Cooling System (EPACS).

Designed to enhance the F-35's power and thermal management, the EPACS system delivers significantly increased cooling capacity to meet the demands of today and tomorrow. By providing the critical thermal margin required to support planned technology upgrades, EPACS ensures the F-35 remains at the cutting edge of performance throughout its entire lifecycle.

"Successful altitude testing validates system performance in real-world flight conditions," says Ira Grimmett, vice president, Environmental & Airframe Control Systems for Power & Controls at Collins Aerospace. "Completing this phase of testing advances EPACS maturity and reinforces confidence in the system's capability and performance."

Altitude testing is a critical element of early development and risk reduction for a new PTMS. The system was run for several days at power levels replicating mission requirements. It was pushed to operational limits in various altitudes to collect performance data and demonstrate that EPACS can deliver the emergency power expected during operation. This test validates system performance models. ■

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L3Harris Successfully Launches NASA's Nancy Grace Roman Space Telescope



L3Harris Technologies (NYSE: LHX) contributed key elements to NASA's successfully launched Nancy Grace Roman Space Telescope, an observatory designed to map the universe. The milestone also marks the culmination of more than a decade of engineering, innovation and collaboration between L3Harris and NASA's Goddard Space Flight Center.

L3Harris provided NASA with the 2.4-meter Optical Telescope Assembly (OTA), which serves as Roman's eye. The company also supported the mission with radiation-hardened electronics, which keep the telescope operational approximately 1 million miles from Earth.

"It's a great source of pride for L3Harris that the optical eye we engineered will survey the cosmos 1,000 times faster than the Hubble Space Telescope and is expected to unveil billions of galaxies, hundreds of millions of stars and more than 100,000 distant worlds," said Jeff Hanke, President, Space Systems, Space & Mission Systems, L3Harris. "This L3Harris technology is helping to rewrite our understanding of the universe."

Once operational, Roman's L3Harris-built OTA will conduct three primary surveys, including peering through the Milky Way's dense galactic center to build the largest astronomical catalog ever compiled. It will scan roughly 12% of the entire sky in under 18 months to measure how quickly the universe is expanding and study supernova explosions from up to 8 billion years ago.

This milestone continues L3Harris' tradition of enabling space exploration, as its technology was integral to landmark missions, including the James Webb Space Telescope, Mars Perseverance and Curiosity rovers, the GPS satellite constellation and International Space Station systems.

Northrop Grumman's IVEWS Surpasses 500 Flight Hours and 300 Sorties



In increasingly contested airspace, electronic warfare remains critical to protecting fighter aircraft and preserving their freedom of manoeuvre. For the F-16, Northrop Grumman's Integrated Viper Electronic Warfare Suite (IVEWS) provides advanced protection against evolving threats, having demonstrated its capabilities through more than 500 flight hours and 300 sorties against multiple simultaneous land, surface and airborne radio frequency (RF) threats.

Backed by decades of Northrop Grumman innovation, IVEWS detects, identifies, and counters advanced threats keeping pilots

safe and aircraft mission-ready. IVEWS is the most advanced ultra-wideband electronic warfare system for the Viper, a critical upgrade that keeps pilots in the fight.

IVEWS is also the only F-16 electronic warfare (EW) suite that features pulse-to-pulse interoperability with the Viper's AN/APG-83 SABR AESA radar, providing capability without compromise no filtering, no blackouts, and no diminished protection or targeting capability. In contested airspace, getting into the fight requires this high level of protection.

By selecting IVEWS as the F-16 EW program of record, the U.S. Air Force recognized the unique capabilities IVEWS offers for Viper pilots.

Protection Designed to Evolve

Static, predictable threats are rapidly being replaced by more agile, mobile systems that operate across a broad electromagnetic spectrum. These threats can activate and deactivate quickly, leaving little time for EW systems to react.

IVEWS will use an open architecture that enables continuous evolution. Northrop Grumman's decades of experience with open systems ensure compliance with the Air Force's Big Iron initiative for future platform integrations. Big Iron is an open architecture software standard focused on electronic warfare to allow for rapid integration of new capabilities while minimizing aircraft downtime. As threats evolve, so will IVEWS.

MKE Signs Defence Cooperation MoU with Egypt



Minister of State for Military Production Salah Suleiman Gomblat, in the presence of Turkey's Deputy Minister of Defense, signed a memorandum of understanding (MoU) between two companies affiliated with Egypt's Ministry of Military Production, Helwan Chemical Industries Company (Factory 81) and Helwan Engineering Industries Company (Factory 99), and Turkey's Mechanical and Chemical Industry Corporation (MKE). The signing ceremony was held as part of the First Balkan Shield – Defence Industry Expo and Summit 2026, which took place in Sarajevo.

Gomblat said the MoU signing reflects Egypt's commitment to implementing President Abdel Fattah El Sisi's directives to establish strategic partnerships with brotherly and friendly

countries and strengthen international cooperation across various fields.

He added that the agreement underscores the Ministry of Military Production's efforts to create new opportunities for industrial partnerships between its affiliated companies and their Turkish counterparts in areas of mutual interest.

Gomblat noted that companies on both sides possess advanced capabilities and extensive expertise in the defense industry, stressing that the cooperation would contribute to exchanging technical and technological expertise and optimally using the manufacturing capabilities available to both sides.

For his part, Turkey's Deputy Minister of Defense highlighted the continued development of relations between Egypt and Turkey and the two countries' efforts to strengthen bilateral cooperation in a manner that serves their mutual interests.

He praised the progress achieved by Egypt's defense industries, noting that Turkey is one of the world's leading countries in defense manufacturing and is keen to further strengthen cooperation with friendly countries.

Meanwhile, MKE representatives expressed their satisfaction with cooperation with Egypt's Ministry of Military Production, particularly in light of the technological capabilities, manufacturing capacity, and highly qualified human resources available at its affiliated companies.

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