

CAMCOPTER® S-100 – INTEGRATION INTO DCNS NEW CLASS OF OFFSHORE PATROL VESSEL

Vienna, June 20, 2011 – Schiebel is extremely pleased to announce that it has partnered with French shipbuilder DCNS for the purpose of deploying its unrivalled and in-production CAMCOPTER® S-100 Unmanned Air System (UAS) onboard their new Gowind class of OPV (Offshore Patrol Vessel), L'ADROIT which was launched in May.

The Gowind Class L'ADROIT, previously known as Hermes, has been designed to operate, amongst other capabilities, a UAS, and by installing the appropriate cabling and supporting equipment during build, has been fitted out to operate the maritime proven CAMCOPTER® S-100 from day one. The ship will be used primarily to conduct maritime surveillance and reconnaissance missions as well as anti-piracy and anti smuggling operations and is believed to be the first vessel ever to be designed and built to purposely carry a UAS.

“Globally there is a continual demand to know more about and understand the movements and actions by potential threats at sea, especially from this size of vessel that offers great flexibility and value for money. With an eye on both the future and technical developments, it was a logical step to design a ship to carry a drone. The fact that our proven and unrivalled CAMCOPTER® S-100 was the UAS of choice on board this class validates our continued concentration on the maritime sector and our strong presence in this market.” said Neil Hunter, Managing Director, Schiebel.

The S-100 has already successfully demonstrated its outstanding maritime capabilities on six different classes of vessel across three oceans so far in a variety of challenging conditions. To date, it has accumulated hundreds of flight hours including more than 500 take offs and landings on both military and civilian vessels, in relative wind speeds of up to 40 knots.

Capable of carrying out operations from a single ship or as part of a task force, CAMCOPTER® is a true force multiplier - not only expanding the area of influence and providing high-definition observation and surveillance, but also enabling real-time situational assessments and faster decision making. Closer collaboration of future maritime patrols featuring unmanned air systems together with satellite based reconnaissance as well as radar and sensor systems, will help to ensure safer movement of traffic across the world's oceans, deter aggression, better detect piracy, secure coastlines and protect infrastructure such as pipelines and energy platforms.

The S-100 will begin its trials in the autumn of 2011, with the OPV and its array of capabilities expected to be handed over to the French Navy when they fully take charge of the ship at the end of the year.

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About Schiebel:

Founded in 1951, the Vienna-based Schiebel Group of companies focuses on the development, testing and production of state-of-the-art mine detection equipment and the revolutionary CAMCOPTER® S-100 Unmanned Air System (UAS). Schiebel has built an international reputation for producing quality defense and humanitarian products, which are backed by exceptional after-sales service and support. Since 2010 Schiebel offers the new division composite and is able to supply high-tech customers with this high-quality carbon fiber technology. All products are quality-controlled to meet ISO 9001 standards. With headquarters in Vienna (Austria), Schiebel now maintains production facilities in Wiener Neustadt (Austria), and Abu Dhabi (UAE), as well as offices in Washington DC (USA), and Phnom Penh (Cambodia).

About the CAMCOPTER® S-100:

Schiebel's CAMCOPTER® S-100 Unmanned Air System (UAS) is a proven capability for military and civilian applications. The Vertical Takeoff and Landing (VTOL) UAS needs no prepared area, supporting launch or recovery equipment. It operates day and night, under adverse weather conditions, with a beyond line-of-sight capability out to 200 km, both on land and at sea. The S-100 navigates via pre-programmed GPS waypoints or is operated with a Pilot Control Unit. Missions are planned and controlled via simple point-and-click graphical user interface and high definition payload imagery is transmitted to the control station in real-time. Using "fly-by-wire" technology controlled by a triple-redundant flight computer, the AV can complete its mission automatically. Its carbon fiber and titanium fuselage provides capacity for a wide range of payload/endurance combinations up to a service ceiling of 18,000 ft and, in the standard configuration, carries a 75 lbs/34kg payload for over 6 hours.

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