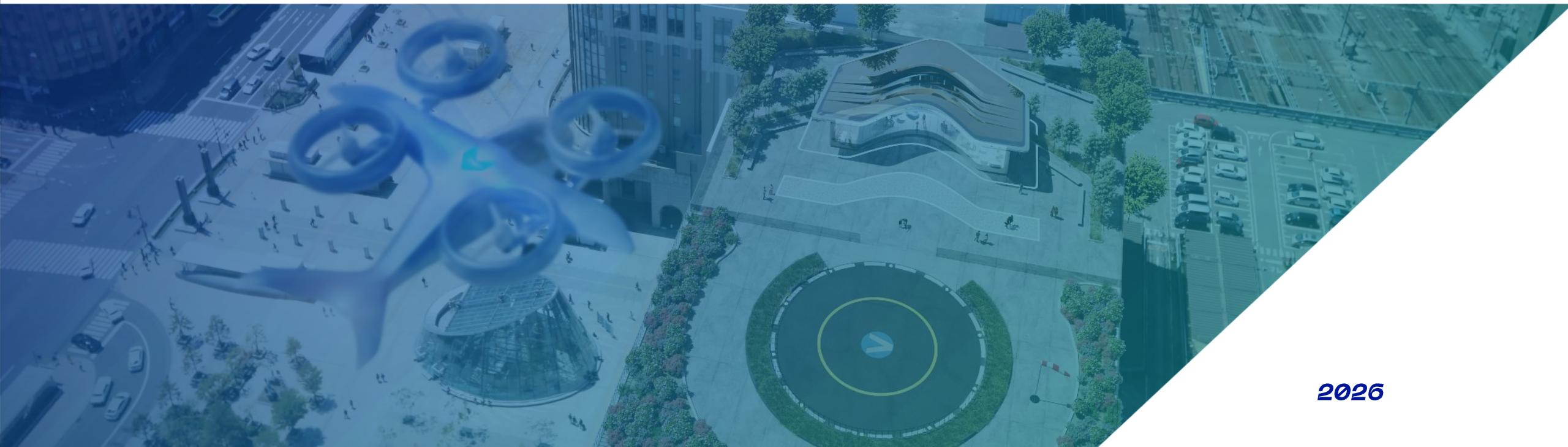
URBAN·V
AIR MOBILITY

UrbanV Overview

Vertiport and drones services overview



2026

UrbanV in a nutshell

We are a corporate-backed venture partnering with key industry leaders

Business overview

- UrbanV focuses on providing the **necessary ground infrastructure (i.e. vertiports) for a new type of passenger transportation business through eVTOLs and eCTOLs**
- **UrbanV's vertiports** will be built **near and within major cities**, facilitating connections inside **urban** and **suburban areas** as well as **to and from airports** spanning distances of up to **180 miles through eVTOL and eCTOL aircraft**
- The company is mainly engaged in the following activities:
  - **Planning and design**
  - **Infrastructure building**
  - **Management of vertiport network operations**
- **UrbanV vertiports** will be **technology-agnostic**, i.e. capable of accommodating all major types of eVTOLs and meeting their specific technical requirements

*UrbanV **design**, **build** and **operate** vertiports*

Main Focus Today

Planning and design

We perform feasibility studies and prepare the blueprint for new vertiport networks

- Feasibility study
- High-level business plan
- Preliminary vertiport design

Infrastructure building

We help select partners to build vertiports, and support all phases of the project, from permitting to commissioning

- Permitting
- Vertiports physical buildout
- Coordination and supervision

Orchestrator

We don't stop at vertiports. We leverage our broad network to orchestrate complex projects and eventually bring AAM services to new regions around the world.

Core focus in the long term

Vertiport network ops

We manage vertiport networks ensuring compliance and operational efficiency

- Infrastructure management
- Energy management
- Ancillary services

Shareholder base

THE CAREPORT

ADR Aeroporti di Roma

GROUPE AEROPORTS DE LA COTE D'AZUR

SAVE GRUPPO SAVE

Aeroporto di Bologna

Ultimate owners

Blackstone

EDIZIONE

mundys Improve moving life

A strong heritage of excellence in investing and managing mobility infrastructure

mundys
Improve moving life

- Leading diversified global infrastructure group with growing portfolio
- Main sectors: motorways, airports, mobility services, intelligent transport systems
- 8.6B€ revenues, 5.0B€ EBITDA
- Long-term investor
- Strong track record of excellence
- Major focus on sustainable investments

ADR
AEROPORTI DI ROMA

5 STAR AIRLINE SKYTRAX

- Largest airport system in Italy: ~45mln passengers in 2023
- Ranked best airport in Europe (>40m pax) for 7 years in a row
- ~2.5B€ invested in the past 11 years
- Highest growth in Europe by PAX volume
- Lowest OPEX per PAX in Europe
- Multiple international awards for innovation, quality and sustainability

AEROPORT
NICE COTE D'AZUR

- Second largest airport system in France: 14+mln passengers in 2023
- Shared public-private ownership
- Large general aviation operation
- Largest helicopter market in EU: Nice – Cannes – Saint Tropez
- It operates some of the busiest heliports worldwide (Nice heliport: >30k movements/year(1))
- Complex helicopter operations (up to 70 mov/h during F1 weekend)

(1) In 2019

Advanced Air Mobility is a new mobility platform for our cities

AAM use cases include Urban Air Mobility (UAM) and Regional Air Mobility (RAM)

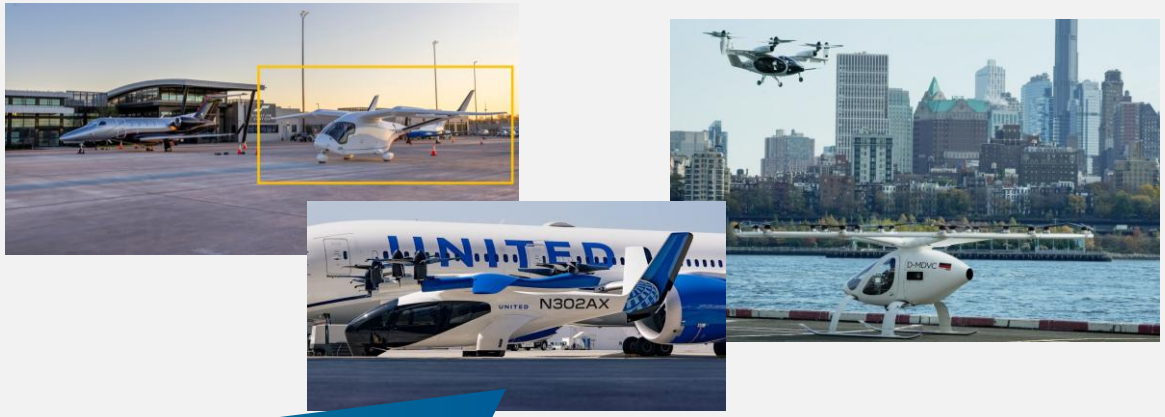
AAM is a new mobility platform

Section 6. Advanced Air Mobility

11-6-1. General

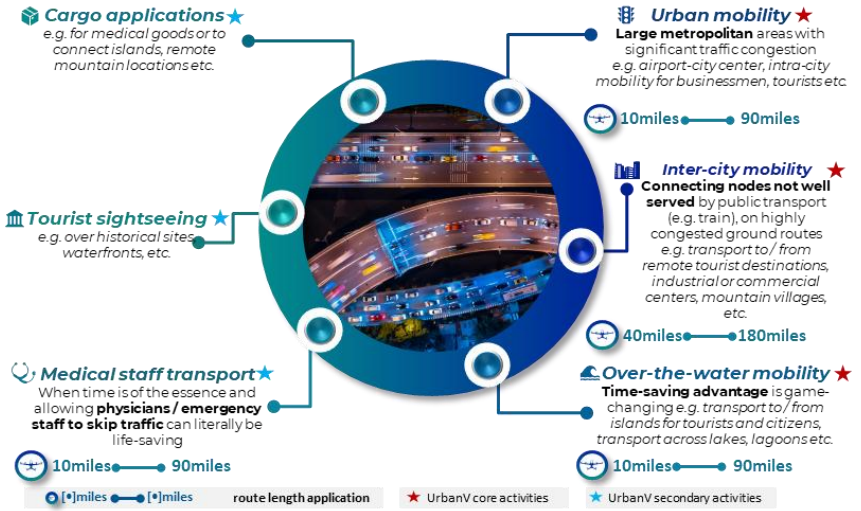
a. Advanced Air Mobility (AAM) is a rapidly-emerging, new sector of the aerospace industry which aims to safely and efficiently integrate highly automated aircraft into the NAS. AAM is not a single technology, but rather a collection of new and emerging technologies being applied to the aviation transportation system, particularly in new aircraft types. Notional AAM use-cases include Urban Air Mobility (UAM), Regional Air Mobility (RAM), public services, large cargo delivery, and private or recreational vehicles.

b. UAM and RAM are subsets of AAM activities occurring in urban environments.



eVTOL and eCTOL[1] are the new electric aircraft coming into our cities

enabling a wide range of use cases...



...thriving well beyond helicopter operations

Sustainability	Zero operating emission	Cost efficient	3-5x vs. Helicopters
Noise	Quiet as a conversation	Safety	Same as for commercial aircraft

AAM generates new demand by developing both established and new routes

1. *Electric Vertical Takeoff and Landing and Electric Conventional Takeoff and Landing*

Vertiports are the ground infrastructure that enables AAM operations

Vertiports players will build and manage infrastructure necessary for eVTOL and eCTOL operations

The major problem in the AAM industry

THE WALL STREET JOURNAL.

The biggest stumbling block to that sci-fi vision, though, is rather down-to-earth: flying-car companies haven't figured out how to site, permit and construct enough places for their vehicles to land and take off to allow a workable business model for making and operating sky taxis.

Key vertiport activities

- Landing & take-off control/management
- eVTOL Parking
- eVTOL charging
- Passenger terminal management
- Security control
- Check-in operations (incl. luggage)
- Maintenance & repair
- Intermodal connections

Example of ground infrastructure for AAM

AAM is almost here; major metro areas are getting carved up

U.S. fast-tracks AAM rollout, with target entry into service in major U.S. cities from 2026/2027

1 Vested interest in supporting AAM:

Corporations, Banks and Private Equity funds are backing AAM

Joby Aviation shares pop nearly 29% as electric air taxi maker closes $250 million Toyota investment — CNBC

Goldman Sachs, Morgan Stanley To Lead Amazon-Backed Beta Technologies $300M GE Deal And IPO As Military-Trained Electric Aircraft Firm Expands — yahoo! finance

Archer Aviation raises $300 million in BlackRock-backed funding — Reuters

2 Federal momentum[2]:

White House fast-tracked AAM adoption

- ***On June 6, 2025, the White House released Presidential Executive Orders** to put U.S. AAM technology on a fast track.*
- **On September 12, 2025, U.S. Department of Transportation and FAA have issued RFP** to award pilot programs in at least 5 cities in the US

3 States and Cities push forward

Substantial local effort to implement Federal initiatives

4 AAM is entering in service; they will be at big events:

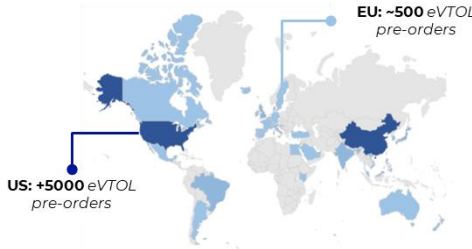
Early operations will start in 2026 and 2027

US Target EIS[1]

Joby	Archer	Beta
2027	2027	2026

5 Commercial traction:

***#1 Country** worldwide for eVTOL pre-orders[1]*



6 Investments:

#1 Country *for investment in AAM*

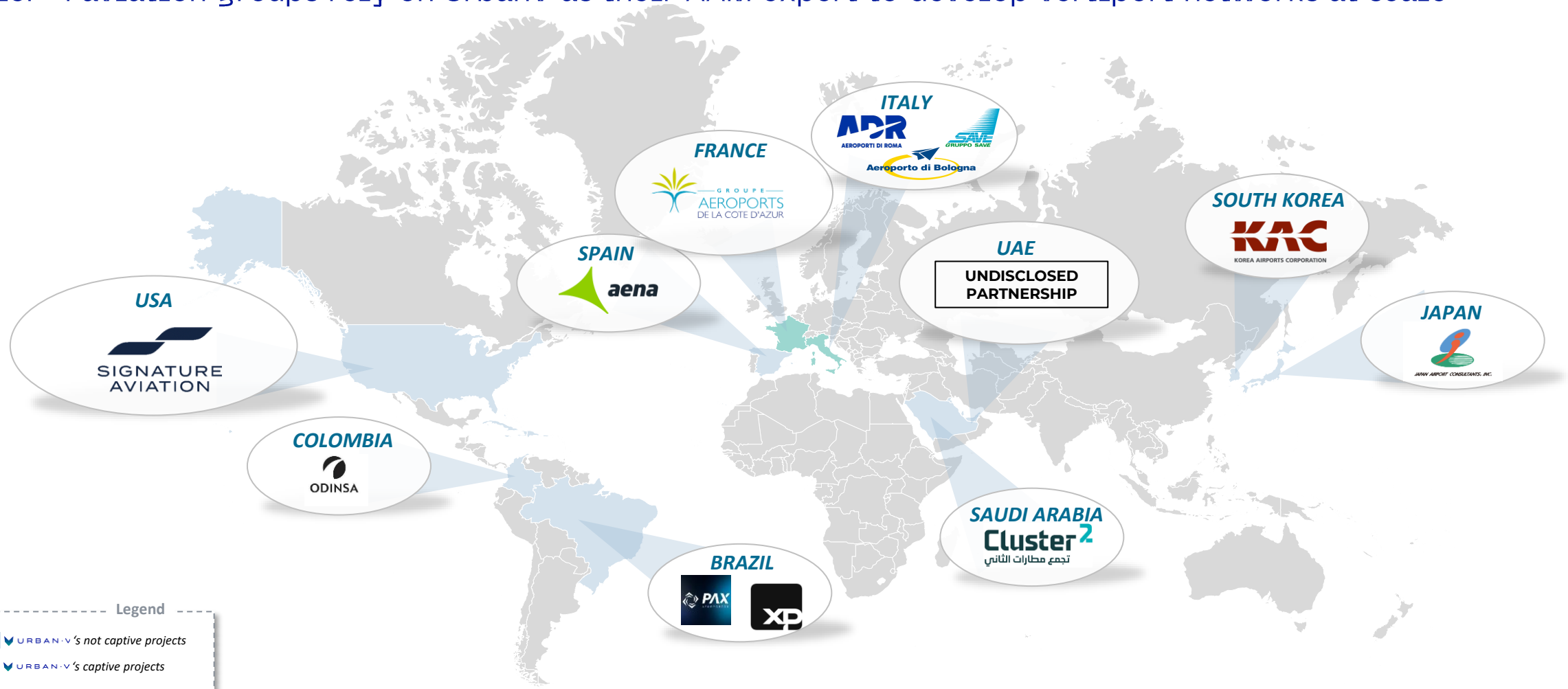
82%

Share of global funds raised that went to US eVTOL OEMs in 2024 ($2.2B)

1. SMG consulting 2. The White House Press

We are actively working in different projects worldwide

Tier-1 aviation groups rely on UrbanV as their AAM expert to develop vertiport networks at scale



Agenda

1 Vertiports

2 Drones

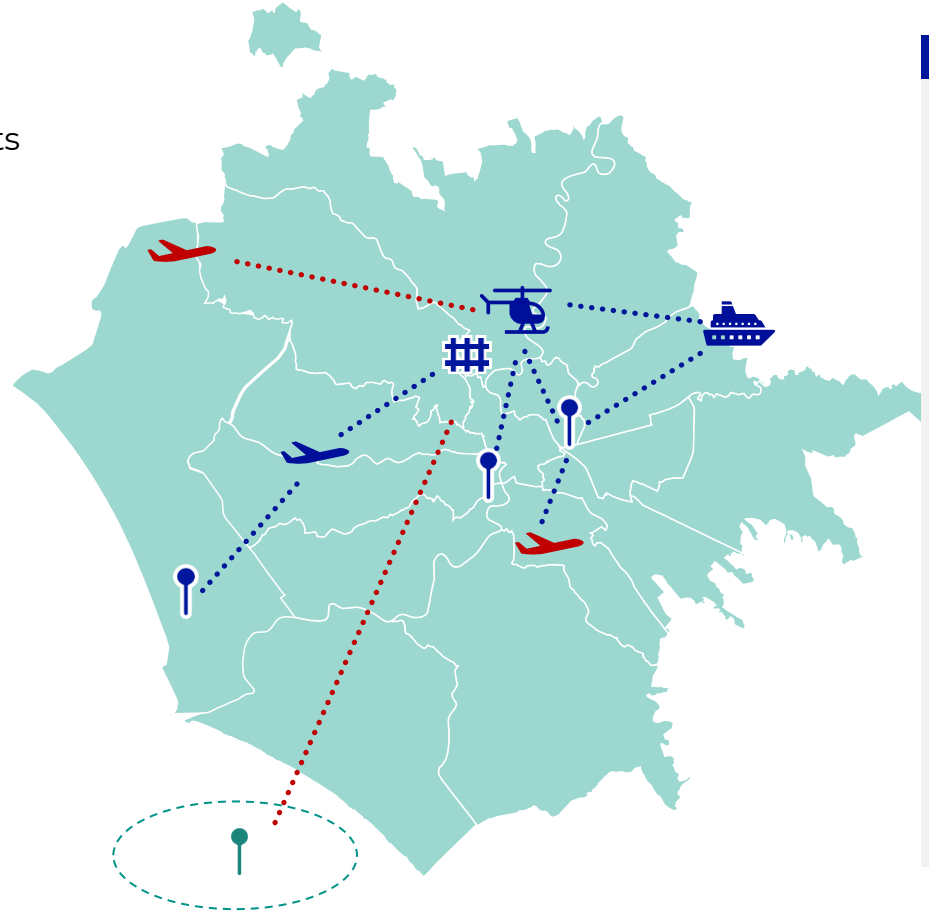
Vertiports

UrbanV is a network operator managing multiple vertiports within each city

AAM nodes are currently under development across all major cities worldwide

- Vertiport value relies on a network of vertiports that offers **multiple connections to passengers**, interlinked with other transportation nodes.
- Each geography is composed by **a mix of different vertiports** (the number depending on the catchment area they serve).

Main transport hubs, premium destinations and other key points of interest are connected



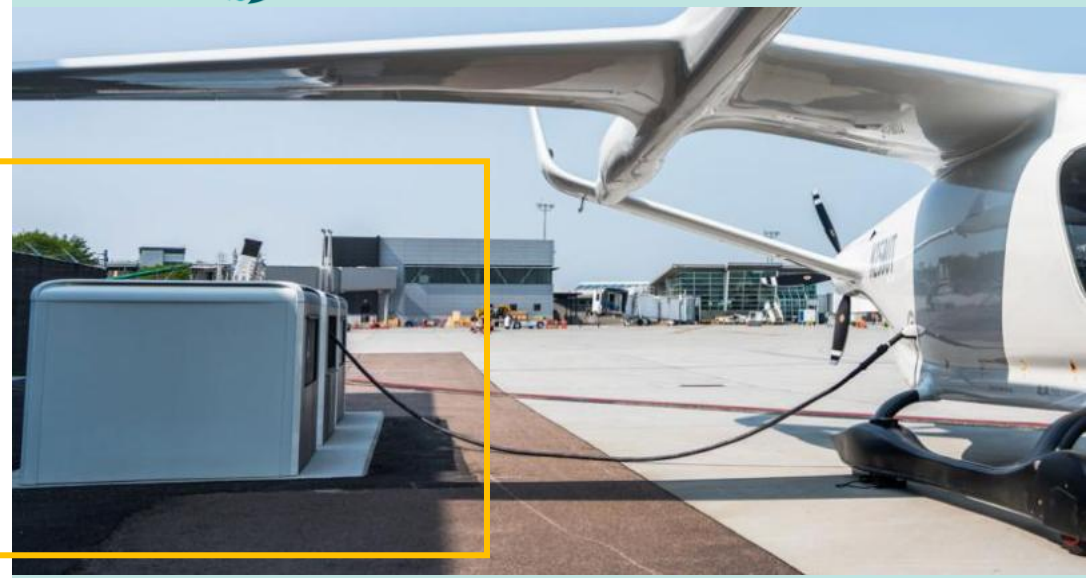
Legenda

- *Major Airport Vertiport*
- *Minor Airport Vertiport (FBO)*
- *City vertiports*
- *Regional locations*
- *Heliport converted into vertiport*
- *City routes*
- *Regional routes*
- *Rail hub Vertiport*
- *Port Vertiport*

UrbanV's current and target vertiport developments

AAM nodes can originate from existing aviation infrastructure or new greenfield developments

BROWNFIELD VERTIPORTS



- **Location:** *Legacy aviation sites*
- **Asset type:** *FBOs or heliports*
- **Operations:** *Medium–low for FBOs; potentially high for large heliports*
- **Timeline:** *Operational or convertible to eVTOL/eCTOL within 6–8 months*
- **Aircraft:** *FBOs for eVTOL and eCTOL; heliports for eVTOL only*
- **Investment:** *Electrification and hardware/software integration with existing infrastructure*

GREENFIELD VERTIPORTS

- **Location:** *Airports or city areas with high trip density*
- **Asset type:** *New airport or city developments*
- **Volume of operations:** *Medium to high*
- **Timeline:** *Not yet operational; first sites expected within 12–18* months
- **Aircraft:** *Vertiports for eVTOLs, with some variants allowing short take-off and landing (STOL)*
- **Investment:** *Full infrastructure development (apron, terminal, electrification, and integrated hardware/software platform)*

Vertiports development activities

Vertiport development can take 1–2 years, but UrbanV delivers pre-feasibility in under two months

Design | **Build** | **Operate**

1. EXPLORATORY PHASE	2. SOFT COMMITTMENT	3. HARD COMMITMENT	4. OPERATION PHASE
Approx. 2-4 months	*Approx. 6-12 months*	*Approx. 6-12 months*	

MoU / LoI discussion ended with the site owner (green light on the pre-feasibility study)

Contract/Option signing

- ***Permitting and certification***
- ***Contract validity***

1. Site identification
2. Discussion with site owner
3. **Pre-feasibility study:**
   - *Network profiling*
   - *Preliminary technical analysis*
   - *Business plan*
   - *Go / No Go*
4. Contract negotiation

Pre-permitting design phase
- *Detailed technical and economic feasibility study (including environmental analysis)*
- *Final aeronautical study (winds, weather, routes, acoustic, etc.)*

Final project and vertiport construction

Vertiport operation

FOCUS INITIAL PHASE

Stakeholders engagement:
- *OEMs and operators*
- *Authorities (FAA, City, Counties, DOT*
- *Other partners (Engineering companies, suppliers, etc.)*

UrbanV has fully internalized the capabilities required to develop vertiports

Spanning demand modeling technical analysis and buiness modeling

Main building blocks of a typical vertiport network study

Network Profiling	Technical analysis	Business modelling
Analysis of network and routes potential (area attractiveness, weather conditions etc.)	Vertiports and route operational evaluations (airspace design, interferences, etc.)	Business model definition
Demand analysis and preliminary definition of sites location and route prioritization	Final sites identification and vertiport concept design (vertiport layout, electrical requirements, capex, etc.)	Business plan

We have internalized all the core competencies in order to develop a proprietary methodology with higher efficiency and speed of implementation

UrbanV has fully internalized the capabilities required to develop vertiports

Spanning demand modeling technical analysis and business modeling

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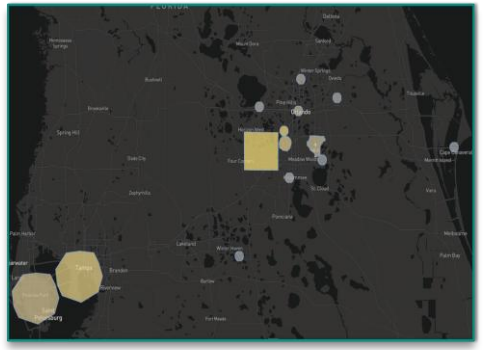
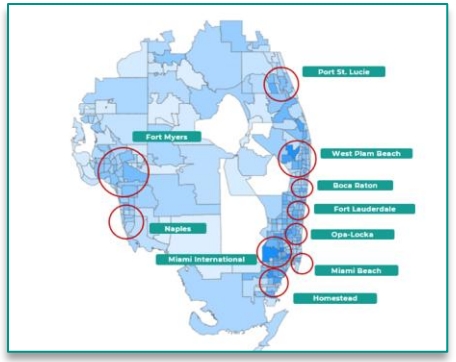
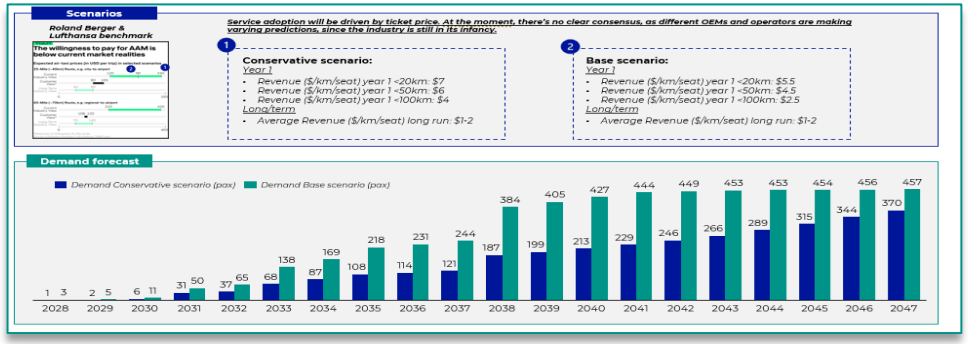






Demand methodology (1/3)

Spanning demand modeling technical analysis and business modeling

Volume

- *Data platform: UrbanV is using the transportation planning platform most trusted by Government entities and tier-1 private companies across the workd*

FDOT Caltrans LADOT

BCG Bloomberg Ford Mobility Siemens Spin Alaska Airlines Macquarie Uber

- *Data is expressed in number of trips aggregating people that travel together*

Time saving & extra-cost

- ***Time saving** is calculated making a comparison by the average trip time taken by people to move from one catchment to another, and the expected travel time of an eVTOL which is calculated considering:*
  - *average take-off and landing speed*
  - *average cruise speed*
  - *time to get vertiport*
- ***Extra-cost** making a comparison between eVTOL ticket price (based on major ticket prices benchmark) and average cost per mile of other means of transport*

Penetration rates

- *To identify potential demand, we have developed a demand elasticity model that makes the penetration rates a function of time savings and extra-cost compared to well-established helicopter routes (and adjusted for lower ticket price of eVTOL versus helicopter*
- *Benchmark are based on major helicopter routes like New York, Nice Airport–Monte Carlo corridor in France, the Guarulhos Airport–Faria Lima route in Brazil.*

Demand methodology (2/3)

Spanning demand modeling technical analysis and business modeling

Approach

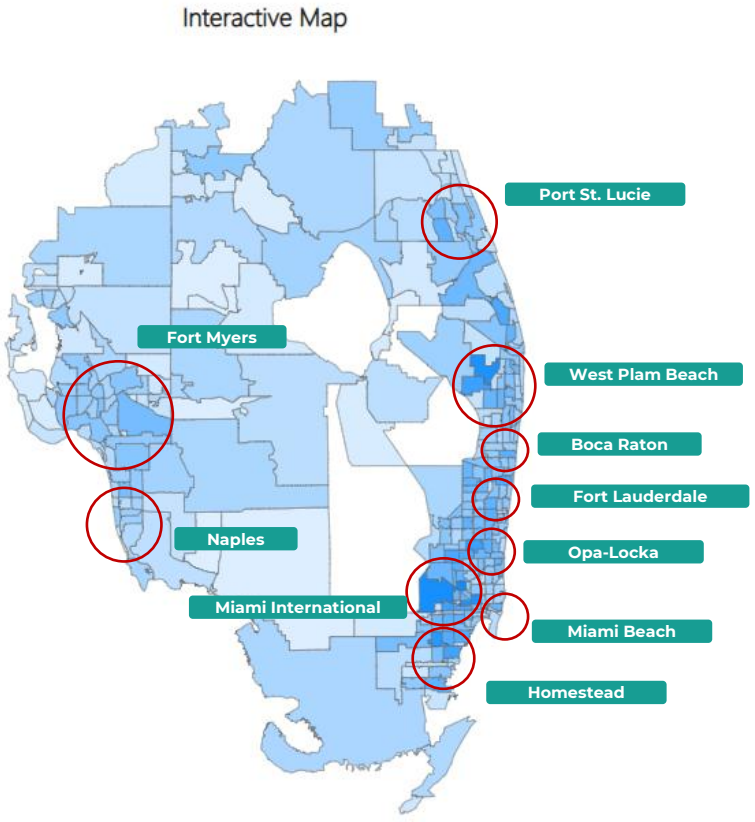
The State of Florida is leading AAM adoption nationwide and has clearly demonstrated itself to be one of the most supportive governments in the U.S.

As the State positions itself to become one of the earliest markets to offer AAM services at scale, we found it necessary to conduct a detailed network and demand analysis to guide our decisions.

Our analysis followed three main steps:

1. **Identification of high-traffic areas**: Leveraging a big-data mobility platform, we identified the ZIP codes with the highest number of trips originating or ending in each area.
2. **Network analysis:** Using the ZIP-code heatmap and the AAM business plan developed by DOT, we identified the most suitable target locations for vertiports, aligned with the State's priority to begin deployment at legacy aviation infrastructure such as airports and heliports.
3. **Demand analysis**: Based on the identified catchments and observed trip volumes, we developed a proprietary demand-elasticity model to forecast expected demand for AAM services.

URBAN·V AIR MOBILITY — South Florida Travel Analysis | Start or end trips by ZIP code[1]



Legenda

Ranking # of daily trips by ZIP code

ZIP Rank	ZIP code	# Trips
1	33012	415,264
2	33178	402,666
3	33142	391,134
4	33411	390,695
5	33186	366,824
6	33024	327,987
7	33414	326,430
8	33172	324,158
9	33157	318,884
10	33458	298,219
11	33027	296,821
12	33025	287,659
13	33064	286,565
14	33126	285,940
15	33176	282,970
16	33156	278,458
17	33015	269,298
18	33021	265,068
19	33431	264,725
20	33311	263,810
21	34953	259,449
22	33155	257,586
23	33324	255,394
24	33165	252,923
25	33016	252,379
26	33309	251,783
27	33065	249,954
28	33033	249,080
29	33410	248,990
30	33463	246,487

(1) Streetlight big data platform

Demand methodology (3/3)

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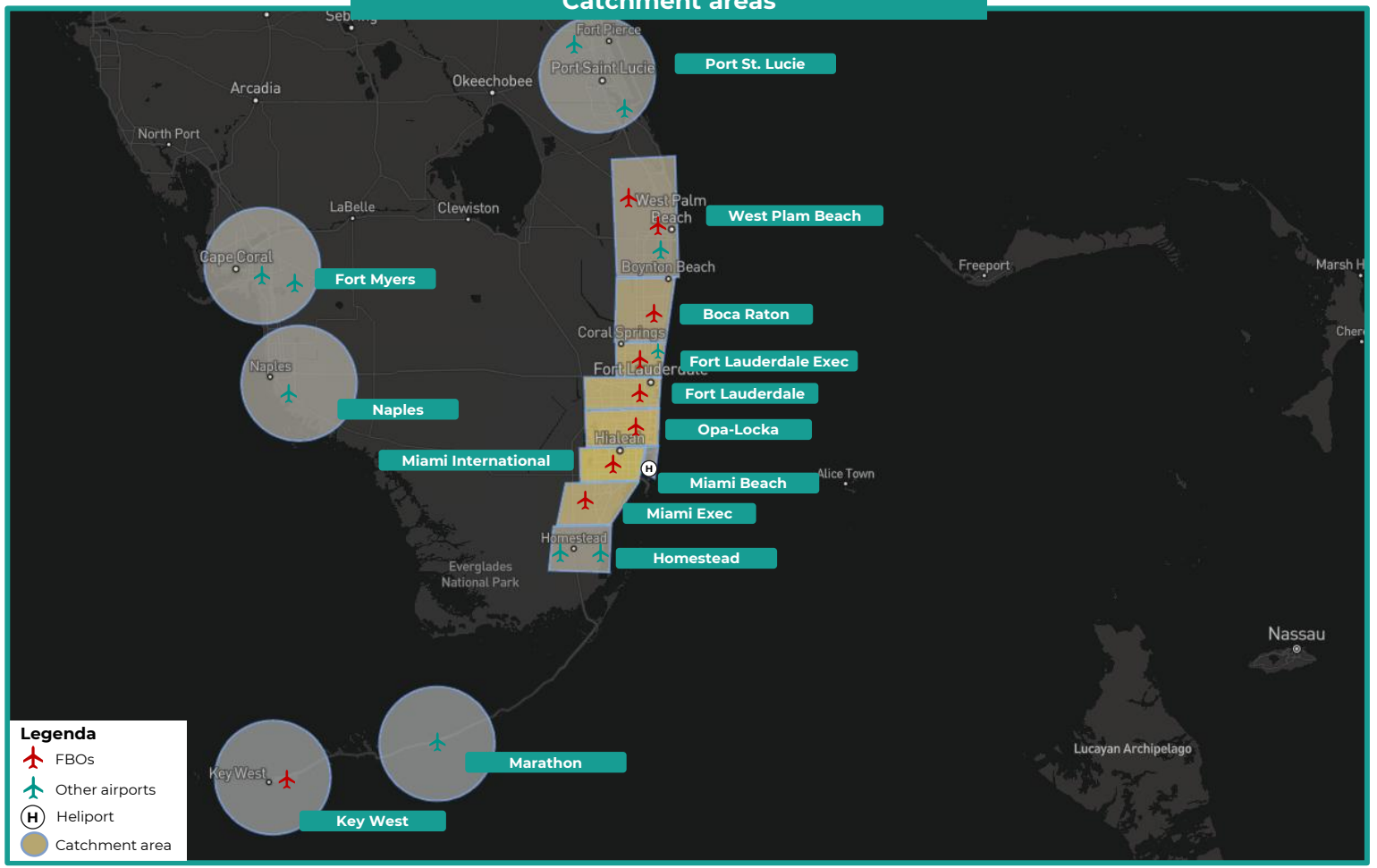
Catchment areas



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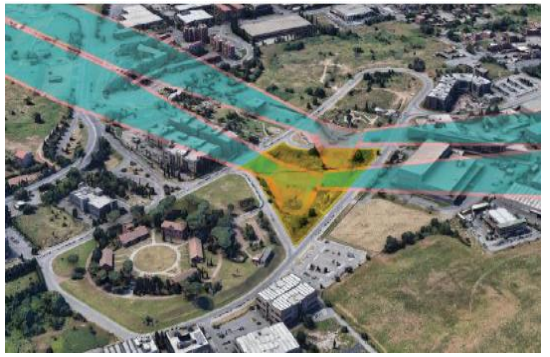
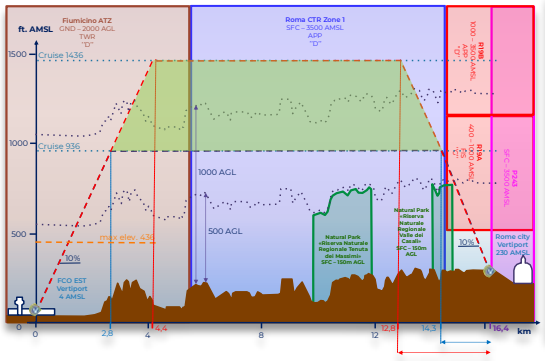
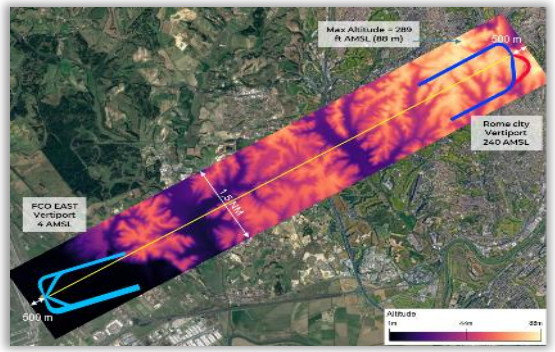
Spanning demand modeling technical analysis and business modeling

Network Profiling	Technical analysis	Business Modeling
Analysis of network and routes potential *(area attractiveness, weather conditions, etc.)*	**Vertiports & routes operational evaluations** *(airspace design, interreferences, etc.)*	Business model definition
Demand analysis, sites & routes prioritization	Final sites identification & vertiport concept *design (Vertiport layout, electrical requirements, capex, etc.)*	Business plan







Detailed analysis as a prerequisite

Technical and operational evaluations

1 Pre-design & Regulatory Assessment

Environmental & Efficiency Analysis

Conduct a comprehensive weather analysis to identify potential operational inefficiencies caused by local atmospheric conditions.

Airspace & Regulatory Evaluation

Evaluate existing airspace restrictions and analyze all applicable regulatory requirements to ensure full compliance.

2 Airspace Design & Traffic Integration

Path Definition & Obstacle Analysis

Design specific take-off and landing paths while performing a rigorous analysis of surrounding physical obstacles

Aeronautical Interference Study

Analyze interactions between conventional aircraft and eVTOLs, specifically accounting for wake turbulence risks.

3 Capacity & Technical Requirements

Capacity & Throughput Calculation

Calculate total capacity metrics, including air traffic movements per hour (ATM/h) and projected annual totals.

Electrical & Tech Infrastructure

Define the required technologies and analyze the total installed electrical capacity needed to power eVTOL operations.

4 Vertiport Infrastructure & CONOPS

Facility & Layout Definition

Map out the physical vertiport layout, including terminal buildings, facilities, and dedicated aeronautical areas.

Operational Concept (CONOPS)

Establish a clear Concept of Operations (CONOPS) to govern how the vertiport functions on a daily basis..

Integration of vertiport at existing airport

Enablers of successful integration

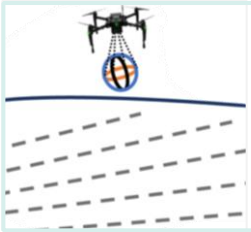
Vertiport site selection is key to ensure operations are as independent as possible from IFR air traffic, thereby safeguarding the airport's operations and its capacity.

The exact **location of the vertiport** is determined by considering several factors

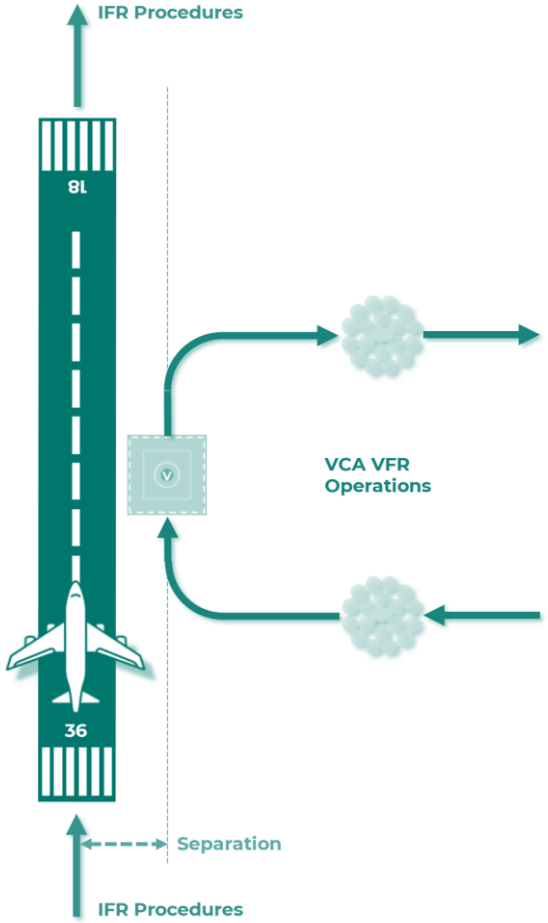
airport layout and available spaces

interferences between VCA flight paths and IFR procedures for conventional aircraft take-offs and landings

risk of wake vortex phenomena generated by conventional aircraft



electromagnetic interference risk with navigation AIDs



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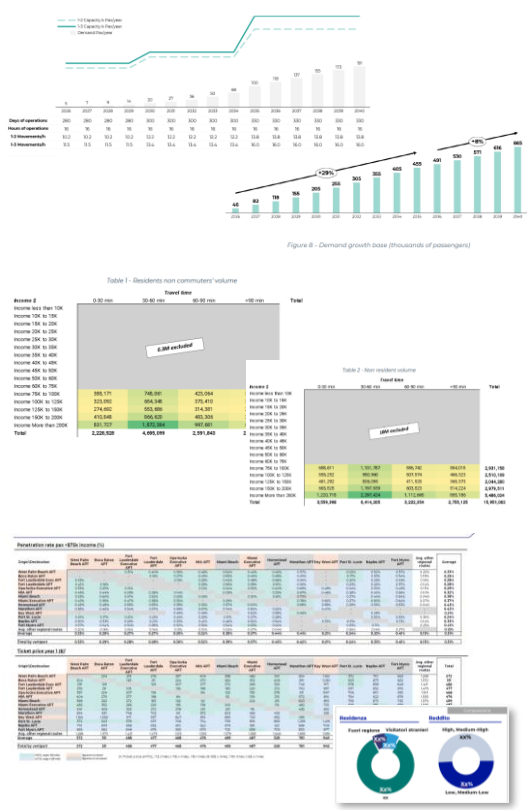
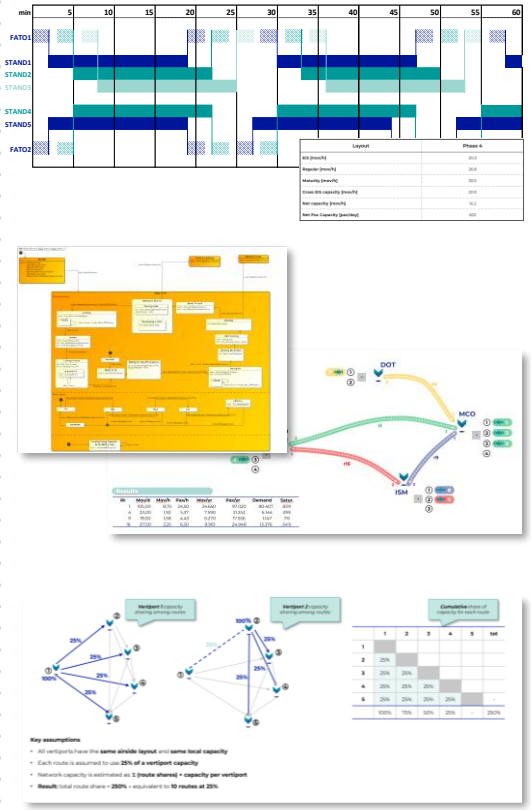
Integrated approach for site identification and vertiport concept design

Technical analysis process to identify the right site

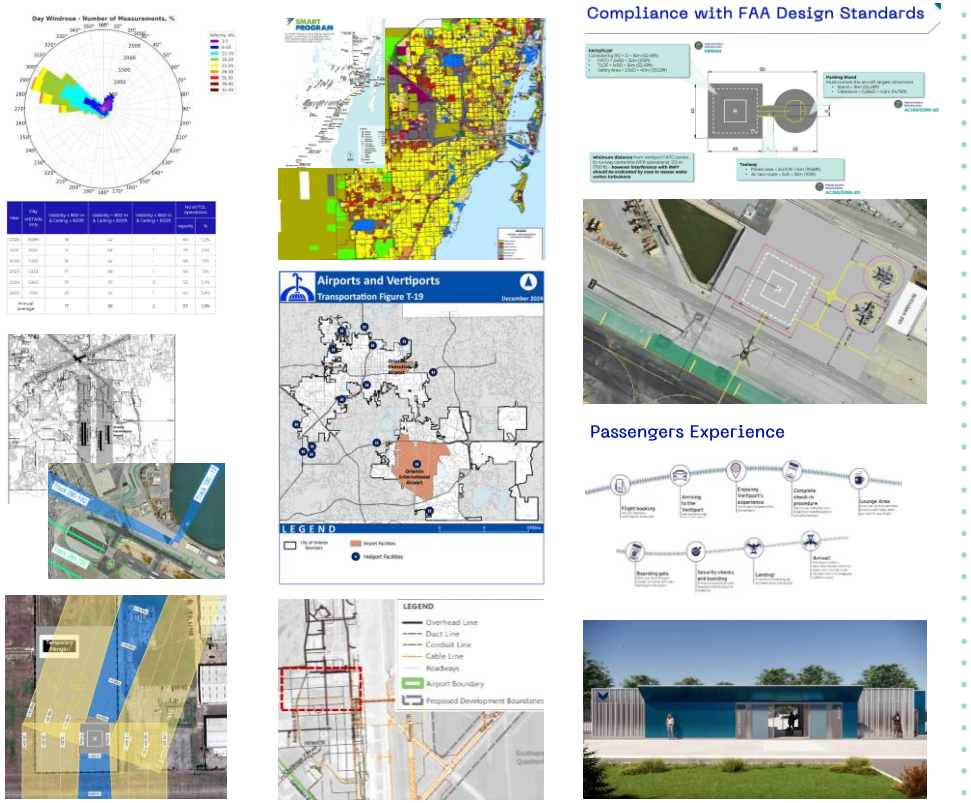
Demand Modeling & Catchment Area



Network & Ground Capacity



Technical & Environmental Compliance



Several vertiport concept design options

From city center to the airport, integrating AAM into cities

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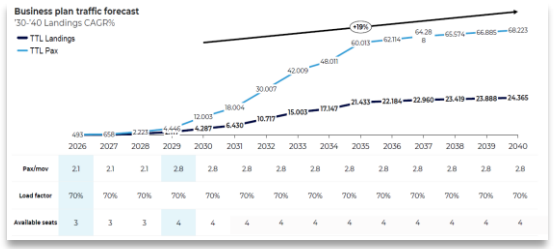

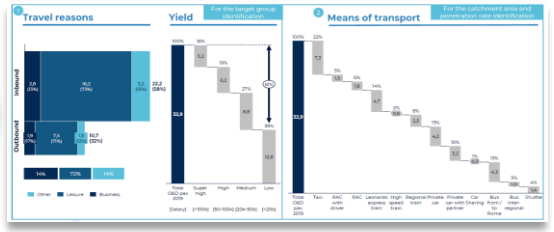

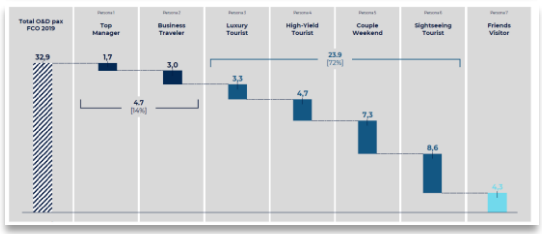

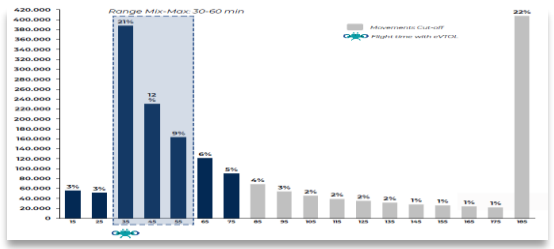

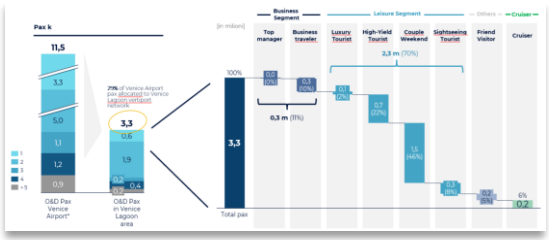

Detailed analysis

Example of feasibility study deliverables & activities

NOT EXHAUSTIVE

Deliverables	Activities
Network profiling	**Analysis of network** 1. Identification of main attractive locations – airports, urban and regional areas – and mapping of main points of interest in the area 2. Definition of catchment areas and creation of a network of vertiports **Routes potential** 1. Network passenger profiling: target group identification, means of transport, yield 2. Demand analysis network of vertiports: analysis of time saving and penetration rates 3. Point to point demand analysis 4. Identification of specificities of each location (seasonality, peak hours etc.)

Detailed analysis

Example of feasibility study deliverables & activities

NOT EXHAUSTIVE

Deliverables	Activities
Technical analysis	**Vertiport and routes operational evaluations:** 1. Weather analysis and identification of inefficiencies 2. Air space restrictions evaluation 3. Airspace design, take-off and landing path definition and obstacle analysis 4. Analysis of aeronautical interference between conventional aircraft movements and eVTOL operations (incl. wake turbulence) **Final sites identification & vertiport concept design** 1. Analysis of different e-VTOLs and definition of vertiport requirements 2. Vertiports layout definition (including aeronautical areas, terminal and facilities) 3. Vertiports CONOPs 4. Capacity calculation (ATM/h, min/ATM, annual ATM) 5. Management reviews of vertiport layout 6. Vertiports architectural rendering 7. Analysis of the electrical installed capacity requirements 8. Assumptions of dedicated electric infrastructure system for the vertiport (grid, solar, wind, storage, generator, etc.) 9. Capex calculation for vertiports construction with detail by nature

Detailed analysis

Example of feasibility study deliverables & activities

NOT EXHAUSTIVE

Deliverables	Activities
Business modeling	**Business model definition:** 1. Business model identification 2. Ownership and responsibilities definition between stakeholders involved in the vertiport operations (vertiport management company, carriers, handling companies, etc.) **Business plan:** 1. Representation of all business plan assumptions and key figures (volumes, inefficiency factor, landing and take off tariffs, opex, capex, etc.) 2. Investment valuation 3. Sensitivity analysis

Detailed analysis

Example of feasibility study deliverables & activities

NOT EXHAUSTIVE

Deliverables

Stakeholder engagement

Activities

OEM & Operators:

1. Benchmark and selection of the most suitable OEM (if needed)
2. Engagement of OEM operators to launch first routes (if needed)

Civil Aviation Authority and Air Navigation Service Provider[1]:

1. Assess **gaps of the current regulation** and develop a roadmap to fill these gaps by analyzing 3 pillars:
   - **Vertiport**: Regulatory framework, certification process and infrastructure integration inside mobility plan
   - **Airspace**: Rules definition for introduction AAM into the airspace national regulatory framework
   - **Operations standards:** Establishment of the minimum requirements for eVTOL commercial air transport operation, giving priority to eVTOL Manned flights
2. Assess **gaps of professional figures** to launch first operations and develop a roadmap to fulfill these gaps (Pilots, MRO staff, Vertiport Manager, Vertiport specialist, U-space controller etc.)

Government and private entities:

1. Vertiport site identifications
2. Negotiations

[1] In the Design stage UrbanV will assess gaps and in the Build stage UrbanV will sit along the other stakeholders (CAA, ANSP, Operator, etc.,) acting as an enabler for the launch of the first routes

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Long-term partnership opportunity

Drone services

What we do: Implement and manage UAS drone operations

Planning and defining use cases → **Test flight** → **Implementation of commercial operations**

Technical and economic feasibility study

- Needs analysis and identification of applicable use cases with drones
- Drone screening to identify the most suitable partners for the implementation of the selected use cases
- Technical and economic feasibility analysis and definition of the implementation timelines of the identified cases

Definition and implementation of flight tests

- Identification of the route for test flight, preparation of the necessary studies, identification of the drone to be used
- Definition of timing and stakeholder involvement (CAA, local authorities, drone manufacturers, etc.)
- Management of the authorization request process by the CAA and local authorities
- Setting up the infrastructure for the take-off and landing of the UAS drone
- Flight execution as a drone operator

End-use case implementation

- Detailed definition of end use cases, timing and stakeholder involvement (CAA, local authorities, drone manufacturers, etc.)
- Management of the authorization request process by the CAA and local authorities
- Design, construction and management of the infrastructure for the take-off and landing of UAS drones
- Management of the UAS drone fleet and the activation of commercial services

UrbanV drone services focus on highly complex and mission-critical use cases

1. Inspection of critical infra & high precision surveys

Target customers:

- Energy utilities (electricity transmission & distribution operators)
- Oil & gas operators (pipelines, refineries, offshore platforms)
- Renewable energy operators (solar farms, wind farms)
- Airports & airport operators
- Railway infrastructure managers
- Highway & toll road operators
- Port authorities
- Telecom tower operators
- Water utilities (dams, reservoirs, treatment plants)
- Large industrial plants (chemical, steel, manufacturing)
- Mining companies

2. Priority drone delivery

Target customers:

- Hospitals & healthcare networks
- Medical laboratories
- Blood banks & transplant centers
- Pharmaceutical companies
- Emergency services (EMS)
- Disaster response agencies
- Police & civil protection agencies
- Remote communities / island municipalities

1 Inspections of critical infrastructure (1/2)

WHAT ARE WE SELLING?

High-precision Airport surveys & inspection

Commercial execution of **survey, monitoring and security operations** for airports (e.g. Diamante Terminal – Nuovo Satellite Es, Terrapieni, etc.)

ILLUSTRATIVE OPERATION:
BESS mission – May 2025: aerial imagery and topographic mapping during live FCO operations.

Other critical Infrastructure monitoring

Inspection and monitoring services for critical assets: pipeline monitoring, offshore operations, power grid and energy assets

Italgas · Medea una Società Italgas · eni · enel

HOW ARE WE DOING THIS?

1 HIGH-PRECISION THERMAL AND TOPOGRAPHIC SERVICES

DJI ***Matrice 350 RTK***

Thermal and topographic inspections *including Mission planning, Field operations and Data processing services*

2 AUTONOMOUS OPERATIONS ENABLEMENT

DJI ***Dock 3***

(focus on next slide)

Testing and initial commercial rollout *of fully remote inspection services*

UrbanV is actively engaging with leading CAA-compliant technology partners

Skyways · Skydio · speedbird .aero

1 Inspections of critical infrastructure (2/2)

From technology to remote inspection services

WHAT

Remote inspection services for critical infrastructures

- BVLOS operations from remote control rooms
- Airports, ports, highways, critical infrastructure (power lines, pipelines, highways, etc.)

HOW

End-to-end service operated by UrbanV

- On-field units + UrbanV remote control room
- Secure connection with customer control rooms
- Real-time delivery of inspection outputs

VALUE

Enabling the platform in critical and regulated contexts

- Safety, security, cybersecurity & data compliance
- Certified third-party software
- Additional safety services (ADS-B, weather, etc.)
- Cybersecurity validation and governance

2 Priority drone delivery

WHAT ARE WE SELLING?

Medical & Emergency Delivery

Time-critical transport of **biological samples, pharmaceuticals and equipment** between hospitals, laboratories and response hubs via BVLOS operations

Maritime & Offshore Operations (Coast-to-Ship)

Drone delivery of spare parts, medical kits and critical materials to **vessels and offshore platforms** without port docking

Remote Areas & Island Connectivity

Inter-island and rural logistics services ensuring reliable access to essential goods and healthcare supplies in geographically constrained regions

Industrial & Specialized Operations

On-demand drone delivery for **critical infra. and industrial environments**, including power line marker balls, mining logistics and civil protection support

HOW ARE WE DOING THIS?

1 SPEEDBRID – TECHNOLOGY PARTNER

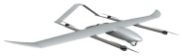
speedbird .aero

DLV 2 – A35

- *20 km range, 10kg payload*
- *24/7 BVLOS ops.*
- *Approved safety systems*
- *Rapid battery swap*

Proven platform for regulated healthcare and priority logistics missions

2 EXTENDED FLEET STRATEGY – OEM PARTNERSHIPS



RIGITECH | DUFOUR AEROSPACE | SIRALAB | HYLIUM INDUSTRIES, INC. POWERING FUTURE MOBILITY

Partnerships under development to expand range and payload capabilities: long range operations (>100km, heavy payload (>30kg), new tech propulsion (e.g. Hydrogen)

UrbanV is actively engaging with leading CAA-compliant technology partners

Skyways

Skydio

speedbird .aero

Example of previous successful activities(1/2)

ACHIEVEMENTS 2025

SAIL II Long-Range Corridor – Fiumicino–Cineland (December)
Day and night SAIL II operations along a dedicated >10 km corridor within the Pianabella Sandbox, preparing future SAIL III cargo deployments.

Ship-to-Shore Cargo Delivery – Siracusa (June 2025)
First live shore-to-ship drone delivery in Italy, coordinated with institutional stakeholders and showcased in a real port environment.

Strategic Partnership with Speedbird Aero (April)
Deployment of DLV-2 A35 cargo platform (10 kg payload, 20 km range, BVLOS 24/7) for logistics and medical missions.

CONSULTING SERVICES DELIVERED

AAM logistics feasibility and business model definition

Industrial drone logistics use case definition

TARGETS AND CHALLENGES 2026

COMMERCIAL PIPELINE

Minor Islands Logistics Network (ANCIM)
Drone-enabled cargo and people transport for minor islands, currently under discussion with the national association.

Maldives Inter-Island Logistics
Government-backed island connection project for healthcare and goods logistics (e-commerce, industrial, etc.)

Civil Protection Cargo Services
Joint project definition with CAE for emergency logistics and remote-area support, in preparation for public tenders.

PARTNERSHIP EXPLORATION WITH UAS OEMs

Exploratory activities with OEMs to assess long-range (100–200 km) and high-payload cargo solutions, including hybrid and hydrogen-powered platforms, to support future large-scale logistics corridors.

Example of previous successful activities (2/2)

ACHIEVEMENTS 2025

SIS 118 Emergency Response (SEUAM) – Tender Awarded
UrbanV selected to deliver AEDs, emergency medical goods and medical personnel via drones (Phase 1) and eVTOLs (Phase 2). Sandbox test flights completed (June 2025).

World Heart Day Demo – San Camillo Hospital
Live SAIL II medical payload delivery in an operational hospital environment, including connection with healthcare facilities.

SIS 118 Pilot – Rosciano-Pianella
SEUAM pilot in a semi-rural context supporting urgent medical response, validating >10 km operational range (January 2026).

TARGETS AND CHALLENGES 2026

- **PLATFORM SCALE-UP – SPEEDBIRD DLV-2 EXTENDED VERSION ANALYSIS**
  Testing and evaluation of extended-range platform (>30 km) to support broader medical logistics operations.
- **SIS 118 EMERGENCY RESPONSE – 2026 TEST PROGRAM**
  Test and demo program across multiple municipalities to validate scalability of drone-enabled emergency response in Trebisacce (Calabria)
- **ROME HEALTHCARE LOGISTICS – FIRST SAIL III ROUTES COMMERCIAL ACTIVATION**
  - SAIL III night operations between San Camillo and San Giovanni hospitals (March)
  - SAIL III daytime operations and progressive expansion to other hospitals (June)
- **KEY ENABLERS FOR SCALE-UP**
  Design Verification (DVR) of aircraft and emergency parachute with ENAC to unlock higher-risk payloads and routes.
- **COMMERCIAL PIPELINE DEVELOPMENT**
  Initial business development with ASL Pescara, Chieti and SIS 118 for semi-rural hospital connectivity.

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Thank You