

Schiebel CAMCOPTER rolled out again in Romania



After the successful operations in 2021, Schiebel's CAMCOPTER S-100 is once again supporting the Romanian Border Police. The operations started in March and are scheduled to continue until August 2022. The Remotely Piloted Aircraft System (RPAS) service is delivered by the European Maritime Safety Agency (EMSA).

Stationed in Mangalia, the CAMCOPTER S-100 supports the Romanian authorities in carrying out general coast guard functions, conducting day-to-day monitoring and surveillance of all shipping, including port security, as well as responding to any search and rescue, accident and disaster calls. Romanian Border Police planned 50 missions during the first two months in Romania and the S-100 has flown more than 170 hours so far.

The S-100 executes these various tasks equipped with an L3 Wescam Electro-Optical / Infra-Red (EO/IR) camera gimbal, an Overwatch Imaging PT-8 Oceanwatch, a Becker Avionics BD406 Emergency Beacon Locator and an Automatic Identification System (AIS) receiver.

Hans Georg Schiebel, chairman of the Schiebel Group, said: "The value of this service has been clearly demonstrated in our previous Romanian operations last year and we are proud to support the Romanian authorities once again. Our EMSA operations have also been conducted in several other European countries, including Denmark, Finland, Estonia, Spain and France."

Schiebel's CAMCOPTER S-100 Unmanned Air System (UAS) is an operationally proven capability for military and civilian applications. The Vertical Takeoff and Landing (VTOL) UAS requires no prepared area or supporting equipment to enable launch and recovery. It operates by day and by night, under adverse weather conditions, with a beyond line-of-sight capability out to 200 km / 108 nm, over land and sea. Its carbon fibre and titanium fuselage provides capacity for a wide range of payload/endurance combinations up to a service ceiling of 5,500 m / 18,000 ft. In a typical configuration, the CAMCOPTER S-100 carries a 34-kg / 75-lbs payload up to 10 hours and is powered with AVGas or JP-5 heavy fuel. High-definition payload imagery is transmitted to the control station in real time. In addition to its standard GPS waypoint or manual navigation, the S-100 can successfully operate in environments where GPS is not available, with missions planned and controlled via a simple point-and-click graphical user interface.