Uncrewed Services Advisory Network (USAN) – Meeting 9
Wednesday 25 June 2025, 9:00am to 12:00pm AEST

Meeting Summary

Agenda Item 2 – Update on progress (Phase 1) – Roadmap to Uncrewed Services Integration

2.1 Iterative development update – Luke Gumley

- Airservices Australia (Airservices) provided an update on progress and milestones against the roadmap to uncrewed services integration. Introduced to USAN in February, this roadmap provides a visible framework and structure to detail progress and facilitate conversation. Key milestones over the past six months include:
    - The Flight Information Management System (FIMS) pre-production environment was successfully launched
    - All three initial UAS Service Suppliers (USS) successfully onboarded and connected to the pre-pre-production FIMS.
    - Commenced USS integration testing in the FIMS pre-production environment
    - Conducted several collaborative workshops with the USS, CASA and Frequentis.
    - Completed System Acceptance Testing (SAT) of the FIMS pre-production environment
    - Airservices and CASA settled on a transition plan for Drone Safety Apps (DSA) currently providing the Automated Airspace Authorisation Trial (AAAT)
- Airservices acknowledged this progress is only being achieved through the comprehensive insights, feedback and learnings derived from deep collaboration and support across government, USS, Frequentis and industry.

2.2 Pricing update – Luke Gumley

- Airservices continues to work through a robust process to establish a pricing approach. The pricing approach principles remain unchanged and is centred around fairness, simplicity and enabling industry growth.
- The process includes support from an external agency to understand the regulatory model required, engagement with the Australian Competition and Consumer Commission (ACCC), exploring the breadth of uncrewed services, and engagement with industry.
- Airservices noted the structure of the pricing model is based around what Airservices will charge to USS.
- Members acknowledged that Airservices is not the commercial regulator and taking the appropriate steps to ensuring flexibility, fairness and ensuring sufficient competition in the market as early as possible.
- CASA noted it is best to think about this on a value adding services basis for USS, and important to ensure USS are in control of their own pricing decisions to ensure an open market and enable end users with tailored solutions.

2.3 Integration testing progress – Bridget Kehoe

- Airservices provided an overview of integration testing progress comprising of four workshops with the USS since the last USAN meeting. Initial workshops were focussed on enabling connection to FIMS API's for the pre-production environment and testing activities.
- Airservices provided an overview of the use case workshop, focussed on collaboratively running through use cases for the four initials FIMS capabilities. The goal of this is to test and confirm system interactions are working as intended in a virtual environment so we could identify any gaps and issues. Use cases tested include Operational Planning, Strategic Coordination, Automated Airspace Authorisation and Airspace Awareness.
- The outcome of these workshops enables refinement of USS requirements.

2.4 Integration and Assurance activities – Bridget Kehoe

- In the lead up to FIMS going live in November, Airservices is working closely with USS, CASA and Frequentis as we head into intensive testing including desktop, CASA assurance, security and in-field live testing.
- Other activities underway include review and verification of new AAA maps, FIMS Airspace Manager training for internal personnel, safety assessments, security testing, software assurance and support model setup.

2.5 Discussion:

Supplementary data services and privacy
- Members discussed the need to understand how the privacy and regulation/oversight applies to supplementary data services, in terms of how the data is shared, or not shared, and the source of data.
- CASA acknowledged the challenges in data verification within the Uncrewed Aircraft System Traffic Management (UTM) ecosystem and confirmed that USS who utilise other sources of data (non-FIMS) will likely need to be verified by CASA in the first instance.

Minimum services offered and future
- Members queried baseline and minimum services offered by USS, and whether Automated Airspace Authorisations (AAA) could be offered as a stand-alone service. Airservices advised services and capabilities are often interconnected and that the expectation is that the initial 3 USS meet the requirements to offer all 4 capabilities.
- Members queried whether end users will be required to utilise a USS to obtain approvals to operate. Airservices discussed that it is not the decision maker on requirements for regulatory approvals in airspace. Airservices expressed it would like to have visibility on who is operating in airspace it manages and is hopeful the UAS industry has high levels of participation in the UTM ecosystem to improve visibility of all operations.
- Airservices is working to deliver capabilities such as tactical deconfliction that will help facilitate beyond visual line of sight (BVLOS) operations and to deliver such a capability requires high levels of participation.
- CASA acknowledged enabling BVLOS is a priority. CASA has a requirement that to review BVLOS applications has implications from a resourcing perspective. CASA is exploring tools that can support automating application processes.

User readiness
- Members discussed user readiness and the need to engage UAS operators.
- Airservices confirmed it will be engaging with UAS operators including during in field trials.
- USAN members are encouraged to continue inputting questions and feedback from stakeholders into the FAQ document on USAN GovTEAMS.

Agenda Item 3 –Automated Airspace Authorisation (AAAT) Transition Plan

3.1 AAA Trial Transition Plan – Will Whitelaw

- CASA and Airservices provided an overview of the AAAT Transition Plan for Drones Safety App (DSA) providers currently providing AAA.
- Members raised a concern about the technical complexities involved for USS having to connect to two platforms at the same time throughout the transition period i.e. connecting to both FIMS and the CASA Digital Platform (CDP) as services evolve and expand. R405A and R405B was highlighted as an example requiring access to CDP. Members requested further consideration of this complexity for USS.
- CASA acknowledged the feedback and explained that there are legal requirements as the controlling authority for R405A & B and for the issuing of approvals. CASA explained that it will continue to work with USS to understand the complexities and encourages USAN members to continue to provide feedback and insights.

3.2 Exclusive onboarding round for DSA's currenting offering AAA – Sharon Marshall-Keeffe

- Airservices provided an overview of the exclusive onboarding round for DSAs currently offering AAA, expected to start from early 2026.
- It is anticipated that the next USS group to onboard should find the onboarding process more streamlined as learnings from the initial cohort are being examined and changes made where necessary implemented.
- USS will move through the onboarding at their own pace, however there will be some key milestone dates during the process the USS will be required to meet to ensure they can successfully onboard within the 12 month transition period.

Agenda Item 4 –AAA Working Group (WG) transition to FIMS Go-live WG

Courtney Meares-Whitty

- The AAA WG have requested to expand the Terms of Reference (ToR) to address all FIMS enabled services including:
    - o Automated Airspace Authorisation
    - o Airspace Awareness
    - o Operational Planning
    - o Strategic Coordination

- Airservices provided an overview to the USAN of the proposed changes. The proposed changes enable the working group to have greater flexibility and ensure alignment in the lead up to, and post, FIMS launch.
- The proposed changes to the ToR aim to align with and support document reviews underway with USS and Frequentis.
- The proposed updated ToR will be circulated with USAN out of session for endorsement.

Discussion

- Members queried internal education and training initiatives for Airservices staff to ensure consistency of implementation across all AAA locations. Airservices confirmed FIMS training for internal team members will commence soon, in addition to communication and engagement initiatives to ensure awareness of FIMS services across the 28 controlled aerodromes.
- Members queried if blanket runway splays exclusions will be removed. CASA supports the blocking of splays at present for safety reasons and to align with regulation. Airservices noted that subject to CASA's support, it can consider changes post FIMS go-live.

Agenda Item 5 –AAM Gap Analysis

Sharon Marshall-Keeffe

- Airservices provided an update on the work that Airservices is doing in collaboration with AAM providers regarding gap analysis that may exist between current Air Traffic Service (ATS) provisions and AAM operations.
- The approach to AAM gap analysis includes understanding the practical steps that Airservices can take to support AAM operations and in particular, initial AAM operations.
- Airservices will continue to keep USAN updated and seek input from USAN as foundational knowledge is built.
- Airservices has submitted a declaration of intent to join the Australian Air Mobility Corporation Research Centre (AAM CRC) as an industry partner.
- Australia has a growing role in international AAM discussions, with Dale Sheridan from the Department recently elected as chair of ICAO AAM Study Group.
- The Department will provide an update to USAN at the next meeting.

Discussion

- Members acknowledged this will be an evolving situation and suggested this work should happen in parallel to current work streams, with a need to be flexible and adaptable.
- Members note the opportunity to participate in international discussions and drive progress through channels such as USAN.

Agenda Item 6 –Other business

6.1 Incorporating diverse UAS operations into the future roadmap
- Members acknowledged work to date and suggested consideration be given to other operations that exist in the UTM ecosystem including medium-large UAS. Members agreed this long-term vision will be informed by the Australian Future Airspace Framework (AFAF).

6.2 Supporting FIMS future enhancements and user adoption
- Members discussed the role of USAN and industry in supporting Airservices prioritisation of FIMS enhancements through collecting insights, feedback and data, as well as identification of near-term use cases.
- Members discussed the expected UTM adoption rates post go live. Airservices informed members that some data was available from the joint CASA and Airservices AAA trial, as well as insights from implementations in other jurisdictions.

6.3 UTM conspicuity and engagement
- Members queried the future conspicuity requirements for the UAS industry, AAM, and broader uncrewed industry. Members requested information on:
    o What is required from a conspicuity perspective to enable more complex goals, considering the UTM and its design?
    o What is industry's position on conspicuity and how could USAN assist in coordinating a collective view?
- Airservices took the topic on notice for future discussions at USAN.

6.4 Global developments in UTM and Australia's progress
- Members requested a view of how Australia compares to international developments in UTM and for an overview of any differences in UTM approaches across the globe. Airservices provided an overview as follows:
    o The GUTMA readiness index indicated Australia was at the forefront but not in a leadership position. In the United States, operations in the Dallas-Fort Worth area are advanced, however there were broader challenges of how that model will lead to integrated airspace operations. In comparison, the European Union has extensive model regulations on UTM, however there continue to be challenges in establishing open market UTM ecosystems.
    o In Australia, CASA has a forward leaning and pragmatic approach to enabling UTM and Airservices is helping to establish the UTM ecosystem by partnering with USS. Australia's approach is to progress towards integrated airspace.
    o CASA noted it takes an agile, iterative and engagement focused approach (crawl, walk, run) to assisting industry progress.
    o Members noted that Australia continues to take a leading role including progress towards integrated airspace.

Agenda Item 7 –Close and action items

Departure as Co-Chair announcement
- USAN Co-Chair Reece Clothier announced departure from Boeing and his stepping down as industry co-chair of USAN.
- Luke thanked Reece for his contributions and leadership on behalf of USAN.

Action items

ID	Action	Owner	Due Date
09_01	USAN to refer to the FAQ document on GovTEAMS SharePoint, inputting key questions and queries from industry to support user readiness insights (refer to section 2.5).	All	August
09_02	Airservices to provide USAN on forward approach of engagement post go-live, to support USAN in providing data, feedback and insights on prioritisation of FIMS enhancements (refer to section 6.2).	Airservices	October
09_03	Airservices to come back to USAS with a framework for discussions on conspicuity noting this is a whole of Government approach (refer to section 6.3).	Airservices	October

Attendance

Name	Role	Company	Attendance
Luke Gumley	Chair	Airservices Australia	Yes
Reece Clothier	Co-chair	Boeing / Australian Association for Uncrewed Systems (AAUS)	Yes
Sasha Nikolic	Member	Airservices Australia	No
Courtney Meares-Whitty	Member	Airservices Australia	Yes
Bridget Kehoe	Member	Airservices Australia	Yes
Sharon Marshall-Keeffe	Member	Airservices Australia	Yes
Holly Costello-Luke	Secretariat	Airservices Australia	Yes
Adam Welsh	Member	DJI	No
Andrew Crowe	Member	AAUS	No
Brendan Williams	Member	Boeing	Yes
Benedict Lyons	Member	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	No
Daniel Mackey	Member	Wing Aviation	No
Daniel Smith	Member	Qantas	No
Dario Valenza	Member	Carbonix	No
David Rylance	Member	Fire Rescue Victoria	Yes
David Cole	Member	FlyFreely	No
Greg Tyrrell	Member	Australian Association for Uncrewed Systems (AAUS)	Yes
Jackie Dujmovic	Member	Hover UAV	Yes
Jill Bailey	Member	Recreational Aviation Australia	No
Jonathan King	Member	AVCRM	Yes
Julian Fraser	Member	Australian Helicopter Industry Association	Yes
Marty Peters	Member	Recreational Aviation Australia (RAAUS)	Yes

Name	Role	Company	Attendance
Nathan Lewis	Member	Department of Defence	No
Paul Hardy	Member	Surf Life Saving Pty Ltd	No
Philip Swinsburg	Member	Wisk	Yes
Rob Weaver	Member	Eve Air Mobility	Yes
Scott Hamey	Member	SkyLink UAS Pty Ltd	No
Scott Mitchell	Member	Virgin Australia	No
Tim Boyle	Member	Brisbane Airport Corporation	Yes
Katie Wilkinson	Invitee	Frequentis Australasia	No