

Uncrewed Services Advisory Network (USAN) – Meeting 10

Wednesday 03 December 2025 | 0930-11am AEDT

Meeting Summary

Agenda Item 1 – Welcome and acknowledgement

Sasha Nikolic and Andrew Crowe

- Andrew Crowe introduced as new Co-Chair, replacing Reece Clothier.
- Recap of previous actions:
 - o **09_01**: Will remain open until FIMS go live
 - o **09_02**: Will be moved to align with the new go live date
 - o **09_03**: Discussed and closed in the meeting, new action agreed upon (12_01) to establish a subgroup of USAN to explore conspicuity challenges and requirements through a whole of industry lens.

Agenda Item 2 – Roadmap to FIMS Go-Live

Sasha Nikolic

2.1 Adjustment to the go-live date of FIMS

- Airservices shared detail on the reasons contributing to the change in FIMS Go-live date to mid-2026, predominantly due to aggregated data elements requiring further remediation and end-to-end validation.
- The focus continues to be on verification and ensuring readiness for launch. Airservices is committed to working collaboratively with the supplier, Uncrewed Aircraft System (UAS) Service Suppliers (USS) and the Civil Aviation Safety Authority (CASA) to manage potential down-stream impacts or further delays.
- Existing Automated Airspace Authorisations (AAA) can continue to be accessed via existing Civil Aviation Safety Authority (CASA) verified Drone Safety Apps (DSA) during the 12-month transition period to FIMS.

2.2 Adapting our go-live date to ensure a future ready FIMS.

Courtney Meares-Whitty

- Airservices noted data integration has been more complex than initially anticipated and has been one of the biggest contributors to the revised go-live date.
- Airservices has been taking on feedback from the three USS which has been either incorporated into current resolutions or added to a future roadmap.

What has been achieved

- **Static data integration:** Static data challenges have been largely resolved (e.g. how we correctly display VHF frequencies).
- **Privacy:** Robust compliance measures have been implemented to protect end user privacy information.
- **Situational awareness capability improvement:** Ensuring overlapping drone operational plans are more efficiently identified.

What we are working to resolve

- Airservices is continuing to work through Dynamic data / NOTAM data integration. Certain aspects of this are requiring further work and resolutions.

New timeline and next steps

- Airservices has developed a revised timeline of activities in the lead up to the go-live of FIMS, to ensure the implementation is fit for purpose and to the expected standard.
- Some activities in the lead up to go-live will happen concurrently. A summary of activities includes complete dynamic data integration, system acceptance testing, CASA assurance, controlled user trials, security testing and commissioning.
- The latest static data has been shared with USS to enable them to continue with testing activities, whilst Airservices continues to work through dynamic data and internal activities to support commissioning and go live.
- Airservices has been working closely with the USS and CASA on the revised go-live date and the associated activities. Delivering first of kind technology like this is complex, and whilst every effort is made to deliver this to schedule, it does come with risk of further delays.
- Airservices is committed to providing regular updates to USAN members and to continue to work through preparations for the next cohort of USS to onboard with FIMS soon after go-live, starting with DSA's who currently have access to AAA.

Discussion

- Members discussed the several new data sources for static data mentioned in the technical update. Airservices responded that there are technical documentation of geozones and how FIMS promulgates these. Further data information is available to USS.
- Members discussed future USAN meetings as the revised FIMS go live schedule progresses. Airservices confirmed USAN meetings will continue as scheduled whilst we work through the revised FIMS delivery schedule.

Agenda Item 3 – Update on progress (Phase 1) – Roadmap to Uncrewed Services Integration

Sasha Nikolic

3.1 recap of the past 6 months

- Airservices highlighted milestones, including onboarding three initial USS, launching the FIMS pre-production environment, commencement of integration testing and hosting numerous collaborative workshops to work through technical integration requirements.
- Airservices continues to make progress on development of a pricing approach and intends to undergo a consultation process in the new year to gather feedback.

3.2 Future onboarding

Bridget Kehoe

- Airservices has developed the onboarding approach for the next round of USS to connect to the FIMS, included within this scope is developing a detailed, customer focussed strategy for sustained onboarding into the future.
- The next group of USS to onboard will be DSA's currently offering AAA, after which the onboarding process will reflect an open market model which Airservices will ensure is fair and equitable.
- The approach and relevant documents that have been developed will be shared with current USS, followed by a specific engagement with the next round of USS early in the new year to discuss timelines, next steps and share support information. Once this engagement has been completed and the next round of USS have provided feedback, Airservices intends on sharing this information in more detail with USAN.
- Airservices confirmed the next round of onboarding will commence after FIMS is launched, however early engagement in the new year will occur, in the lead up to ensure readiness.
- Members queried if there a pathway for a DSA who wasn't ready to onboard however wanted access to new data sources. Airservices confirmed a key part of onboarding is comprehensive security assessments and credentials to connect to FIMS. Airservices will cover this in more detail at a future USAN.

3.3 Australian Air Mobility (AAM) Cooperative Research Centre (CRC)

Bridget Kehoe

- Airservices provided an update on participating in the AAM CRC which has progressed to stage two in the application process for Government funding. The outcome is not expected to be known until 2026.
- The focus of the AAM CRC is around developing research and industry led projects to solve real world issues and challenges of integrating AAM into Australian airspace, with a term of 10 years.
- Airservices confirmed that the actual CRC will have a board and committee structure who will oversee the strategy and projects. Airservices sees its role as proposing and being involved in projects that are suitable for all of industry through participating in the AAM CRC. This includes looking to identify, structure and understand short term and longer-term items to work towards, with the aim of integrating AAM into airspace and supporting operations.
- Should the CRC be successful in receiving funding, Airservices will engage USAN for input on future planning.

3.4 Policy

Dale Sheridan

- The ADSB mandate consultation process has closed, with nearly 300 responses received. The next step is to review the feedback and provide advice to Government. Timing for decisions remains with the Department.
- UTM Action Plan 2.0: The Department is intending on waiting for key UTM related initiatives to be delivered (such as FIMS), before commencing consultation or developing the UTM Action plan 2.0.
- ICAO AAM Study group: Dale is a representative within the ICAO AAM Study Group, which is focused on developing international standards and a holistic global vision for AAM policy. The study group was formed in early 2023, the main task has been the development of a strategic vision. A mature draft of the strategic vision will go into consultation prior to finalisation.
- Another key task of the ICAO AAM Study group is an AAM gap analysis. The guidance from this gap analysis will be aimed at supporting areas that have limited resources in developing UTM ecosystems, however Australia is contributing.
- Remote ID: Industry consultation occurred this year. Next steps will be to conduct an impact analysis, to understand the regulatory impacts and cost to industry when considering different options including the cost of doing nothing. The Department mentioned that they are taking a considered approach to developing respective policies.

Agenda Item 4 – Insights from GUTMA Harmonised Skies 2025

- Deferred to next USAN meeting.

Agenda Item 5 – Conspicuity

Sasha Nikolic, Dale Sheridan, Rebecca Kuster, Christine Boag-Hodgson

5.1 Australia's approach to conspicuity (Action 09_03)

- Members discussed Australia's approach to conspicuity, noting it is not based on a single technology or mandate but rather a multi-layered strategy combining detection, identification, registration, and surveillance.
- The Aviation White Paper highlights the need for drone legislation to address security risks; however, the Department confirmed there are no updates that can be shared at this stage.
- Drone registration remains complex due to intersecting policy issues and involvement of multiple agencies. CASA is facing resourcing and funding challenges for IT projects such as the credential checking service but is exploring automation options. For now, credential checks will be manual. CASA is seeking strong industry use cases to understand demand. Members noted that enabling drone registration submissions via APIs connected to CASA would benefit users, though credential checking currently has higher priority.
- Remote ID was discussed as an important component of security, with potential for data collected through conspicuity and detection systems to support both security and air navigation purposes. Collecting operational data away from airports could inform future services and capability development.

5.2 Discussion

- Discussions noted the importance of focusing on how to manage conspicuity quickly, as it will unlock significant benefits for industry.

- Members suggested including FIMS integration of position data on the roadmap and highlighted conspicuity as a critical enabler for AAM and called for consultation to define standards, infrastructure needs, and assurance levels.
- CASA confirmed a roadmap is underway noting there is overlap with the Australia Future Airspace Framework (AFAF) and welcomed industry input.
- Members raised questions about whether conspicuity elements will be mandated and the impact on UTM. This is a broader government consideration requiring cross-agency collaboration. The Department added that policy and technical outcomes are challenging and that Australia is learning from international counterparts while ensuring the sector can thrive commercially.
- Members emphasized the need for an aviation-wide perspective, noted resource constraints as a challenge.
- An action was agreed to arrange a USAN subgroup meeting to explore these issues further.

Agenda Item 6 –Other business and close

Andrew Crowe

- Andrew expressed appreciation for the open, respectful discussions among industry participants, emphasising that USAN should not just be a bi-monthly meeting but a community where members can raise questions and issues directly with government partners and fostering collaboration.
- Andrew encouraged a proactive approach to problem-solving and highlighted the group's role in driving progress.

Action items

ID	Actions	Owner	Due Date
12_01	NEW: Establish sub group of USAN to explore challenges and requirements regarding conspicuity in Australia. (refer to section 5.2)	Airservices	Q1 2026
12_02	NEW: Airservices to provide USAN with detailed information on future onboarding for USS (after discussion with the AAA DSA cohort)	Airservices	Q1 2026
09_01	USAN to refer to the FAQ document on GovTEAMS SharePoint, inputting key questions and queries from industry to support user readiness insights	All	Ongoing
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.	Airservices	Q2 2026
09_03	Airservices to come back to USAS with a framework for discussions on conspicuity noting this is a whole of Government approach	Airservices	Closed.

Attendance

Name	Role	Company	Attendance
Luke Gumley	Chair	Airservices Australia	No
Andrew Crowe	Co-Chair	Toll Aviation, President AAUS	Yes
Sasha Nikolic	Member	Airservices Australia	Yes
Courtney Meares-Whitty	Member	Airservices Australia	Yes
Bridget Kehoe	Member	Airservices Australia	Yes
Holly Costello-Luke	Secretariat	Airservices Australia	Yes
Adam Welsh	Member	DJI	No
Andrew Crowe	Member	AAUS	Yes
Brendan Williams	Member	Boeing	Yes
Dale Sheridan	Member	Department of Infrastructure	Yes
Daniel Mackey	Member	Wing Aviation	Yes
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	No
Julian Fraser	Member	Australian Helicopter Industry Association	Yes
Marty Peters	Member	Recreational Aviation Australia (RAAUS)	No
Nathan Lewis	Member	Department of Defence	No
Paul Hardy	Member	Surf Life Saving Pty Ltd	No

Name	Role	Company	Attendance
Philip Swinsburg	Member	Wisk	Yes
Rob Weaver	Member	Eve Air Mobility	Yes
Scott Hamey	Member	SkyLink UAS Pty Ltd	Yes
Scott Mitchell	Member	Virgin Australia	Yes
Tim Boyle	Member	Brisbane Airport Corporation	No
Will Whitelaw	Member	Civil Aviation Safety Authority (CASA)	No
Katie Wilkinson	Invitee	Frequentis Australasia	No
Rebecca Kuster	Invitee	Civil Aviation Safety Authority (CASA)	Yes
Christine Boag-Hodgson	Invitee	Civil Aviation Safety Authority (CASA)	Yes
Lori Mancell	Invitee	Department of Infrastructure	No