

Uncrewed Services Advisory Network (USAN) – Meeting 11

Wednesday 04 March 2026 | 10.00-11.00am AEDT

Meeting Summary

Agenda Item 1 – Welcome and acknowledgement

Sasha Nikolic

- Sasha opened the meeting, welcomed attendees to the first USAN meeting of 2026, and delivered an Acknowledgement of Country.
- Sasha outlined the agenda and set expectations for updates on previous actions, progress towards FIMS go-live, System Acceptance Testing (SAT) outcomes, future onboarding rounds, and other business discussions.

Agenda Item 2 – update on previous actions

Sasha Nikolic

- **12_01:** This action will be addressed in mid-2026 following the work CASA has commenced on AM5 under the RPAS and AAM roadmap, clarifying when operators must use UTM services. Cross-government collaboration is progressing, with deeper industry engagement planned for mid-2026. Considering this work and an aligned cross government approach towards understanding, this action will be moved to the second half of 2026.
- **12:02:** Closed, addressed in agenda item 4.
- **09_02:** Airservices will present a proposed engagement model at a future USAN, focusing on collaboration opportunities for USAN to support in prioritising future enhancements to FIMS following launch.

Agenda Item 3 – Roadmap to FIMS Go-Live

3.1 System Acceptance Testing (SAT)

Courtney Meares-Whitty

- Airservices have recently completed initial System Acceptance Testing (SAT).
- Initial SAT for the FIMS production environment is complete, following comprehensive functional and non-functional testing. Some integration challenges emerged, particularly with dynamic data (e.g. NOTAMS) which will undergo further regression testing.
- The operational plan lifecycle was validated end-to-end, and Australian aeronautical data sets (static and dynamic) were tested.
- It's not uncommon for issues to be detected during testing phases for complex and innovative data integration projects such as FIMS. Identifying these now with the supplier is critical and ensures we are not compromising on safety or incorrect data for when FIMS is launched.

3.2 Next steps

Sasha Nikolic

- Airservices will deliver FIMS through an iterative rollout, launching around the middle of-2026 with static data feeds only. Dynamic data (e.g., NOTAMs) will be introduced in a later enhancement to ensure a stable initial release.
- This staged approach aligns with best practice for complex national systems and supports safer implementation, improved data quality, and a more predictable transition for industry.
- Continued collaboration with CASA, USS and Frequentis will determine the optimal timing for integrating dynamic data after go-live.
- Airservices remains committed to working closely with partners to support onboarding, minimise disruption, and deliver enhancements efficiently and safely. The contributions of the initial three USS have been critical in strengthening sector-wide outcomes.

What this means for operators

- Operators will receive reliable static aeronautical data through FIMS. Dynamic NOTAM data will be added at a later stage. This approach reduces operational disruption and avoids reactive changes in the live environment.
- All four UTM ecosystem services will remain available upon launch:
 - Automated Airspace Authorisations (AAA) across 28 civil controlled aerodromes
 - Strategic Coordination
 - Operational Planning
 - Airspace Awareness (initially provided using static data only)
- Airservices will continue to provide regular progress updates through email, the Airservices website and will notify USAN immediately of any material changes. Work will also continue on future onboarding opportunities after go-live, with the initial focus on DSA's currently offering AAA capability.
- Airservices remains committed to delivering a safe, reliable and well-supported FIMS that meets industry needs from day one.

Discussion

- USAN members agreed that this iterative approach makes sense and sought clarity around the timeline of FIMS go live and USS applications becoming available, as well as how operators will select a preferred USS.
- Airservices confirmed the focus is currently on launching FIMS in the middle of this year. Each USS will set its own readiness timeline following the FIMS system handover from Frequentis to Airservices. Airservices is working as closely as possible with the USS to ensure they are set up for success.
- Members queried pricing updates. Airservices confirmed that as a Government owned organisation, the intention is to undergo a public pricing consultation as soon as possible.

Agenda Item 4 – Update on progress (Phase 1) – Roadmap to Uncrewed Services Integration

Sasha Nikolic

4.1 recap of standing items

- Airservices highlighted progress since December 2025, with SAT taking the majority of early-2026 activity.
- A formal public pricing consultation will occur before the launch of FIMS, enabling industry feedback on the proposed FIMS pricing approach. The objective of the consultation process will be to ensure transparency and welcome any feedback.
- USAN were encouraged to provide insights and feedback on any gaps on the roadmap. Airservices will provide a forward plan on engagement post go live. Members discussed the AAM Rotortech conference in early May will be a great opportunity to align on AAM priorities and insights to the roadmap.

4.2 Future onboarding: Round two

Bridget Kehoe

- Airservices provided a comprehensive overview of the second round of USS onboarding, including a timeline of phased onboarding activities, document suites, engagement approach and roles of and responsibilities.
- The second round of onboarding to FIMS is a dedicated for drone safety apps (DSA's) currently providing Automated Airspace Authorisation Trial (AAAT) services. Whilst there is no application process for this round, participants must demonstrate they meet FIMS requirements to connect as a USS.
- Once the FIMS issues its first Automated Airspace Authorisation (AAA), the transition period will commence for DSA's offering AAA to transition to FIMS, running for approximately 12 months. The transition period aims to ensure uninterrupted access to automated approvals for industry and a smooth transition for app providers.
- The onboarding framework is designed to be seamless, transparent, automated and repeatable. Each phase includes a formal check-in to confirm preparedness before moving forward is designed to run over 12 months, with USS able to progress faster if ready.
- If a DSA offering AAA chooses not to participate or drops out during the onboarding process, they will be able to continue offering airspace awareness services and Automated Airspace Authorisations at Sydney Harbour restricted airspace using the CDP but will no longer be able to offer AAA-T at Civil Aerodromes after the 12-month transition period. They will need to apply to an open round if they wish to become a USS in future.
- A dedicated UTM Hub is currently being built on Engage Airservices website as a key engagement and collaboration platform to support USS through the onboarding lifecycle and access a comprehensive document suite.
- Bi-monthly meetings will be held with the next onboarding cohort to ensure they are set up for success prior to onboarding commencing.
- After the second round on onboarding concludes, Airservices will transition to an open-market onboarding model, using the established process as the standard blueprint.
- Airservices will maintain continuous collaboration and feedback loops with USS participants to ensure ongoing process refinement, whilst CASA will continue to act as the independent regulatory oversight throughout all onboarding phases.

Agenda Item 5 –Other business and close

Andrew Crowe

- Andrew thanked Airservices for keeping Industry informed, noting there is good levels of transparency.
- Members discussed USS selection by UAS operators: Airservices and CASA confirmed UAS operators will freely choose their preferred USS based on features, value-add services, and market offerings similarly to how operators choose among existing DSA's.
- CASA explained that some USS services will be regulated (e.g., automated airspace authorisations where safety privileges are granted), while others will be unregulated value-add features. This diversity will allow providers to differentiate themselves. Regulated services (such as automated approvals enabling operations in restricted zones) require CASA assurance and testing. In contrast, non-critical services may receive little or no oversight.
- CASA highlighted that USS's will interface not only with FIMS but also with CASA's digital platforms and, eventually, additional data sources. The future UTM environment will be an ecosystem rather than a single-channel system.
- Members noted the introduction of dynamic data at a later stage (e.g., NOTAM-like feeds) into FIMS will significantly improve situational awareness for operators currently reliant solely on static data.
- Andrew reminded members about AAUS upcoming RPAS in Australian Skies conference which is set to be the biggest to date and is nearly sold out.

Action items

ID	Actions	Owner	Due Date
12_01	Establish a workshop to explore challenges and requirements regarding conspicuity in Australia.	Airservices	Q3 2026
12_02	Airservices to provide USAN with detailed information on future onboarding for USS (after discussion with the AAA DSA cohort)	Airservices	Closed.
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	Closed, 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	Q3 2026

Attendance

Name	Role	Company	Attendance
Luke Gumley	Chair	Airservices Australia	No
Andrew Crowe	Co-Chair	Toll Aviation, President AAUS	Yes
Sasha Nikolic	Acting Chair	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	Yes
Brendan Williams	Member	Boeing	No
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	No
David Cole	Member	FlyFreely	No
Greg Tyrrell	Member	Australian Association for Uncrewed Systems (AAUS)	Yes
Jackie Dujmovic	Member	Hover UAV	No
Jill Bailey	Member	Recreational Aviation Australia	No
Jonathan King	Member	AVCRM	No
Julian Fraser	Member	Australian Helicopter Industry Association	No
Marty Peters	Member	Recreational Aviation Australia (RAAUS)	No
Nathan Lewis	Member	Department of Defence	No
Paul Hardy	Member	DCCEEW, AAUS	No
Philip Swinsburg	Member	Wisk Aero	Yes

Name	Role	Company	Attendance
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
Will Whitelaw	Member	Civil Aviation Safety Authority (CASA)	Yes
Lori Mancell	Invitee	Department of Infrastructure	Yes