

Uncrewed Services Advisory Network (USAN) – Meeting 12

Wednesday 13 May 2026 | 10.00-11.15am AEST

Meeting Summary

Agenda Item 1 – Welcome and acknowledgement

Sasha Nikolic, Andrew Crowe

- Sasha opened the meeting with an acknowledgment of country.
- Andrew acknowledged and paid respect to the recent passing of WO2 Lachlan Muddle in an ADF training accident, recognising their service and contribution.

Agenda Item 2 – Update on previous actions

Sasha Nikolic

- **12_01:** This action will be progressed later this year, aligned with broader CASA AM5 roadmap activity and cross-government work on conspicuity requirements.
- **09_02:** Will remain open and deferred to be worked through closer to Go-live of FIMS.

Agenda Item 3 – Roadmap to FIMS Go-Live

3.1 Program update

Sasha Nikolic, Courtney Meares-Whitty

- Airservices provided an update on program progress, advising members that the Flight Information Management System (FIMS) go-live to industry has been deferred to the second half of 2026 due to integration challenges and defects impacting the delivery timeline and requiring additional remediation and validation activities.
- Airservices emphasised the foremost priority is ensuring FIMS meets all safety standards from day one, and mitigating against disruption once launched, avoiding reactive changes in a live environment.
- Airservices noted that while confidence in the revised timeframe has improved, go-live timing remains subject to change, reflecting the complexity of delivering a new national system.

Discussion

- Members discussed the revised go-live timing and associated impacts on industry, with feedback on the challenges created by ongoing delays.
- Discussion also covered the broader regulatory and operational context. CASA advised that while FIMS will enable automated airspace authorisations (AAA), existing manual approval pathways will remain in place, and access will continue to be risk-based, even after full rollout. It was confirmed that AAA will apply to civil controlled aerodromes via FIMS and restricted airspace such as that found around Sydney Harbour will be delivered by USS and DSA on an opt-in basis via the CASA Digital Platform
- Members highlighted the flow-on impacts of delays on small businesses and software providers, including resource planning challenges, shifting development priorities and increasing customer pressure. Members emphasised the need for clearer and more consistent communication to reduce uncertainty.

- Airservices offered to provide additional support to industry, including through coordinated communications and engagement channels across Government and with industry.
- Airservices confirmed that consultation on proposed pricing is imminent and is not dependent on FIMS go-live.

3.2 Updated delivery timeline, system Acceptance Testing update

Courtney Meares-Whitty

- Airservices provided a detailed update on the pathway to go-live, confirming system acceptance testing (SAT) was in train. A further test cycle will be conducted to resolve remaining test cases.
- Testing is being supported through parallel pre-production and production-like environments, enabling both internal validation and ongoing USS development. Once SAT is finalised, the updated system will be deployed to USS in pre-production to support final development and testing ahead of FIMS go-live.
- The next phase will include desktop (controlled user) testing with drone operators and USS, validating end-to-end system performance, user workflows and internal/back-end processes. This will be followed by CASA assurance processes.
- Final activities prior to go-live will include penetration (security) testing and commissioning, including internal production deployment and assurance prior to public release.
- CASA reiterated that UTM services will require automated testing to support ongoing oversight at scale. While development of automated testing frameworks requires upfront effort, the process is standardised and becomes efficient once implemented.
- Airservices reaffirmed its commitment to keeping USAN informed of progress toward a second half of 2026 go-live.

3.2 USS development and testing, USS requirements to connect to FIMS

Bridget Kehoe

- Airservices provided an update on the progress of USS development and onboarding, confirming that the first cohort of three USS are approximately halfway through final development and testing. Early engagement has been valuable in identifying areas for improvement, particularly in documentation provided to USS, that is being refined to better support future onboarding rounds.
- Airservices has also been reviewing and updating the USS requirements to ensure they are fit for purpose, with an updated draft currently under review by USS participants.
- The requirements framework comprises of the following components:
 - o **Functional requirements** are outcome-focused and cover core services including operational planning, automated airspace authorisation (AAA), and strategic coordination, supported by detailed API documentation outlining data models and queries.
 - o **Non-functional requirements** focus on performance and quality, including privacy and security expectations.
 - o **Airspace Awareness Operating Rules:** A USS-specific version of operating rules (aligned to existing Drone Safety App frameworks) and administered by CASA which incorporate FIMS as the primary data source.
- Requirements are expected to be finalised following desktop testing, with any changes likely to be minor. It was noted that these requirements will continue to evolve over time in line with safety, security and regulatory requirements.
- CASA also confirmed it will continue to publish and manage operating rules for R407 restricted airspace and Airspace awareness.

- Airservices confirmed that the functional and non-functional requirements are intended to be published as public documents, with release targeted following completion of desktop testing, to provide industry with sufficient lead time ahead of go-live and future onboarding rounds.
- CASA advised Airspace Awareness rules are expected to be published in a similar timeframe, with no material changes to operational outcomes beyond the transition to FIMS as the data source.

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

4.1 Review of standing items

Sasha Nikolic

- Airservices provided an update on key roadmap items, noting that pricing is currently progressing through government consultation processes. Public consultation to follow, allowing industry to provide input.
- Progress continues on the Advanced Air Mobility (AAM) item, with Airservices working closely with industry partners, including Wisk, to develop a roadmap supporting the integration of AAM into Australian airspace.
- Airservices advised that as the program moves closer to FIMS go-live, the roadmap will be further expanded and refined, with greater clarity on future discussion topics, priorities and next phases of FIMS capability development.

4.2 Public Consultations

Sasha Nikolic

- Members were encouraged to review and provide input into the Drone Security public consultation currently open and accessible on the Department of Home Affairs' website.
- It was noted that a significant volume of consultations are underway across government, presenting a challenge for industry to prioritise responses. Members agreed there is strong value in these consultation processes as they provide important opportunities for industry to influence policy and contribute to solutions.

Agenda Item 5 – RotorTech: AAUS AAM Summit

Andrew Crowe

- Andrew provided a brief overview of the RotorTech: AAUS AAM Summit, noting a clear shift across government, industry and academia towards delivery and implementation rather than concept development.
- The conference was generally well received with some feedback that an opportunity exists to broaden future discussions to include greater integration between AAM, helicopter and uncrewed operations.
- It was also noted that there has been a decline in uncrewed vendor participation and displays compared to previous years. Feedback from the helicopter community indicated a strong interest in learning more about uncrewed operations and use cases, highlighting an opportunity for increased cross-sector engagement.
- Members were encouraged to provide feedback on CASA's RPAS and AAM Strategic Roadmap, noting that industry input will support its ongoing refinement.

Agenda Item 6 – Other business & Close

Andrew Crowe

- Members discussed opportunities to strengthen and better utilise the USAN forum, with a focus on increasing engagement and ensuring it continues to deliver value across industry and government. Suggestions included broadening discussion topics beyond current priorities.
- Key themes raised included:
 - o the need to expand future discussions to include AAM integration, as well as uncrewed operations in controlled and uncontrolled airspace, noting there are still many areas yet to be explored as an industry;
 - o the importance of industry education in the lead up to FIMS, particularly around what FIMS is, why it is needed, and how it will be used; and
 - o the need to better understand initial target users and early use cases, particularly in sectors such as emergency services and logistics/delivery, to support adoption and value realisation. Airservices confirmed several education initiatives are currently in development.
- Pricing was also discussed, with members noting the importance of ensuring consultation materials clearly explain the pricing model. Airservices clarified that pricing will apply at the USS level, and that the fees USS charge their customers is outside of Airservices' remit.

Action items

ID	Actions	Owner	Due Date
12_01	Establish a workshop to explore challenges and requirements regarding conspicuity in Australia.	Airservices	Q3 2026
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
05_01	NEW: Airservices to provide more frequent communications regarding changes to timelines and up and coming milestones to industry.	Airservices	Q2 2026

Attendance

Name	Role	Company	Attendance
Luke Gumley	Chair	Airservices Australia	Apology
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	No
Brendan Williams	Member	Boeing	Yes
Dale Sheridan	Member	Department of Infrastructure	No
Daniel Mackey	Member	Wing Aviation	Yes
Daniel Smith	Member	Qantas	Yes
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)	No
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	No
Marty Peters	Member	Recreational Aviation Australia (RAAUS)	Yes
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	No
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