

Uncrewed Services Advisory Network (USAN) – Meeting 13

Wednesday 05 August 2026 | 10.00-11.15am AEST

Meeting Summary

Agenda Item 1 – Welcome and acknowledgement

Luke Gumley

- Luke opened the meeting with an Acknowledgement of Country.
- Luke noted apologies from Andrew Crowe and welcomed attendees.

Agenda Item 2 – Update on previous actions

Luke Gumley

- 12_01: This action will be progressed later this year in parallel with CASA's work on conspicuity standards and broader government discussions. Industry engagement opportunities will be provided as work progresses.
- 09_02: Airservices will revisit this action later in the year, including consideration of USAN's future remit, membership and Terms of Reference following Flight Information Management System (FIMS) go-live.

Agenda Item 3 – Roadmap to FIMS Go-Live

3.1 Program update

Sasha Nikolic

- Airservices confirmed FIMS remains on track for deployment later in 2026, with the current program timeline unchanged and significant milestones achieved since the previous USAN meeting.
- Airservices remains committed to providing updates to stakeholders should delivery timelines change.

3.2 Updated delivery timeline

Courtney Meares-Whitty

- Airservices provided an overview of progress against key delivery milestones leading to FIMS commissioning, noting the program has transitioned from development and testing into assurance and operational readiness activities.
- Highlights include the completion of Uncrewed Aircraft System (UAS) Service Supplier (USS) integration activities, FIMS System Acceptance Testing (SAT) and end-to-end UAS Traffic Management (UTM) Desktop testing.
- The program has now entered the final assurance and readiness phase, with a focus on CASA assurance activities, cybersecurity penetration testing and FIMS commissioning processes underway.

3.3 UTM Desktop testing

Bridget Kehoe

- Airservices provided an overview of UTM Desktop testing and activities supporting the launch of the first cohort of USS providers.
- UTM Desktop testing involved USS providers, drone operators, CASA and Airservices representatives participating in realistic operational scenarios. The testing validated interactions between operators, USS providers and FIMS as an integrated ecosystem and assessed operational workflows, information exchanges and user journeys.
- Testing identified opportunities to improve system performance, operational processes and user experience.
- Participants reported strong collaboration and openness in sharing feedback and lessons learned.

Discussion

- Members highlighted the importance of balancing onboarding timing with commercial considerations for future USS providers. Airservices confirmed that onboarding more USS is a priority, however Airservices is considering the timing of the second USS onboarding round, taking into account planned NOTAM integration activities to minimise rework for future providers.
- Airservices confirmed that general lessons learned from testing activities will be shared, while recognising some findings specific to individual providers will remain confidential. This is intended to support future onboarding cohorts and contribute to a smoother onboarding process.

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

4.1 Review of standing items

Sasha Nikolic

- Airservices is finalising its proposed pricing approach with Government ahead of commencing public consultation. The proposed model has been developed around four key principles:
 - Fair, simple and supportive of market growth.
 - Sustainable long-term cost recovery.
 - Responsible cost recovery based on value provided.
 - Predictable and adaptable pricing, subject to future review.
- Airservices intends to support early market adoption through discounted introductory pricing arrangements.
- Cost recovery has been designed over a long-term horizon to support industry growth while ensuring sustainability of the service.
- Airservices confirmed the proposed FIMS pricing model is separate to Airservices' Long Term Pricing Agreement (LTPA) process.
- Airservices advised discussions have occurred with the Australian Competition and Consumer Commission (ACCC); however, FIMS pricing is not currently subject to the standard ACCC pricing process given the emerging nature of the service. Pricing frameworks will evolve as the market matures.

International engagement

- Airservices highlighted ongoing engagement with ICAO, CANSO, international regulators and other ANSPs to share lessons learned and contribute to the development of UTM internationally.
- Airservices advised it has ceased to be a member of the Global UTM Association (GUTMA), and will instead focus on direct engagement with regulators, industry groups and international partners.
- International feedback continues to recognise Australia's progress towards an open, competitive and scalable UTM ecosystem.

AAM

- Airservices advised that work continues under the Memorandum of Understanding (MoU) between Airservices and Wisk Aero to support future AAM integration and readiness activities.
- Further updates will be provided as the work progresses.

Discussion

- Members queried how the timing of Government decisions regarding ADS-B and Remote ID requirements may affect future implementation of tactical deconfliction capabilities.
- Members expressed strong interest in future discussions on tactical deconfliction, conspicuity and surveillance policy considerations.
- Airservices, CASA and the Department continue to work closely together to align technical development with supporting policy and regulatory frameworks and agreed to assign a new action:
 - Action 08_01: Airservices and the Department to provide a future update on policy evolution relating to tactical deconfliction, conspicuity, ADS-B and Remote ID considerations.

Agenda Item 5– Other business & Close

Luke Gumley, Sasha Nikolic

Future role of USAN

- Members suggested that USAN consider expanding its scope beyond FIMS implementation as the program transitions into operational delivery.
- Airservices confirmed it is considering the future evolution of USAN and encouraged members to provide feedback on future priorities, structure and opportunities for broader industry engagement.

Industry perspectives and emerging challenges

- Members discussed future challenges relating to conspicuity, surveillance coverage and participation by recreational aviation users, including balloons, gliders, skydivers and parasail operators.
- Discussion highlighted the need to balance visibility requirements and safety outcomes with the cost impacts of future equipage mandates.
- Members also noted technical and operational challenges associated with data sharing and interoperability between multiple service providers.

- Additionally, members highlighted the following for consideration:
 - UK CAA sandbox activities as a useful source of lessons learned regarding electronic conspicuity and surveillance solutions.
 - Emerging work being undertaken by NAV CANADA in tactical deconfliction and UTM development.
 - Future challenges associated with surveillance coverage, increasing low-level air traffic density and the integration of advanced air mobility in both urban and regional environments.
 - The importance of safely integrating new airspace users into the broader aviation ecosystem while managing operational and commercial impacts on traditional aviation operators.
 - Airports are seeking to understand how future entrants can be integrated without adversely affecting existing airport operations and capacity and highlighted the importance of future separation standards and regulatory settings.

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
08_01	NEW: Provide a future update on policy evolution relating to tactical deconfliction, conspicuity, ADS-B and Remote ID considerations.	Airservices + Department	Q4 2026

Attendance

Name	Role	Company	Attendance
Luke Gumley	Chair	Airservices Australia	Yes
Andrew Crowe	Co-Chair	Toll Aviation, President AAUS	Apology
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
Brendan Williams	Member	Boeing	Yes
Dale Sheridan	Member	Department of Infrastructure	No
Daniel Mackey	Member	Wing Aviation	No
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	Yes
Julian Fraser	Member	Australian Helicopter Industry Association	Yes
Marty Peters	Member	Recreational Aviation Australia	No
Nathan Lewis	Member	Department of Defence	No
Paul Hardy	Member	DCCEEW, AAUS	No
Philip Swinsburg	Member	Wisk Aero	Yes

Name	Role	Company	Attendance
Scott Hamey	Member	SkyLink UAS Pty Ltd	Yes
Scott Mitchell	Member	Virgin Australia	Yes
Tim Boyle	Member	Brisbane Airport Corporation	Yes
Will Whitelaw	Member	Civil Aviation Safety Authority (CASA)	Yes
Lori Mancell	Invitee	Department of Infrastructure	Yes