

Introduction

Daniel Ross

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INTRODUCTION: THE UAS DILEMMA: UNLIMITED POTENTIAL, UNRESOLVED CONCERNS

*Daniel Ross**

Throughout the past year, it was rare for a week to pass without a major headline about Unmanned Aircraft Systems (UAS). Some stories highlighted exciting potential while other stories cautioned of dangers. The regulation, use, public perception, and even the name¹ of these machines are in a state of change.

The *DePaul Law Review* hosted its 25th Annual Symposium, *The UAS Dilemma: Unlimited Potential, Unresolved Concerns*, on March 13, 2015 to continue the ongoing discussion about the legal atmosphere surrounding the unlimited potential and unresolved concerns of UAS. Hosted in the DePaul Center in downtown Chicago, attorneys, industry members, professors, and law students from across the country attended the Symposium. Speakers in the morning session focused on Section 333 of the FAA Modernization & Reform Act of 2012² and the FAA's proposed rulemaking for small UAS.³ After discussing the regulations, the speakers and attendees explored some exciting uses of UAS in media, filmmaking, and prototype delivery systems, while also addressing privacy concerns. The Symposium ended with international issues—covering lawsuits regarding international drone strikes and the International Civil Aviation Organization's important role in the future of UAS.

I would like to thank Jeffrey Antonelli (Antonelli Law), Kate Barber (Federal Aviation Administration, Great Lakes Regional Office), Khadine Bennett (American Civil Liberties Union of Illinois), Senator Daniel Biss (Illinois's 9th Senate District), Thomas Gemmill (Husch Blackwell LLP), Professor Jeremy Hajek (Illinois Institute of Technology, School of Applied Technology), Ian Hannah (Profes-

* J.D., DePaul University College of Law 2015; B.A. University of Illinois at Urbana-Champaign 2012. The author, Symposium Editor of Volume 64 of the *DePaul Law Review*, is currently an associate attorney at the Law Office of Robert J. Ross in Inverness, Illinois (<http://www.Robertjross.com>).

1. Drones, unmanned aircraft systems, unmanned aerial systems, unmanned aerial vehicle, and remotely piloted vehicles, just to name a few.

2. Pub. L. No. 112-95, 126 Stat. 11 (2012).

3. Operation and Certification of Small Unmanned Aircraft Systems, 80 Fed. Reg. 9544 (proposed Feb. 23, 2015) (to be codified in scattered parts of 14 C.F.R.).

sional Society of Drone Journalists), Professor Brian F. Havel (DePaul University College of Law), Douglas Marshall (TrueNorth Consulting LLC), Mark Milhouse (Illinois Institute of Technology), Amelia Niemi (Antonelli Law), and Professor Lesley Wexler (University of Illinois College of Law) for dedicating time from their schedules to research, prepare, and speak at the Symposium. I would also like to thank Stephen Rudolph and the DePaul International Aviation Law Institute for their advice and support. Finally, I would like to thank DePaul University, the *DePaul Law Review* board and staff, and my family for helping the Symposium “fly” smoothly.