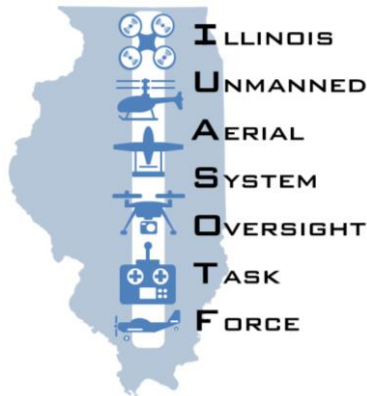


# Illinois Unmanned Aerial System Oversight Task Force Meeting 4



Meeting Information	
Date & Time	April 7, 2016 – 1:30 PM
Location	IDOT – Division of Aeronautics Large Conference Room
Address	1 Langhorne Bond Drive Springfield, IL 62707

## Meeting Minutes

### 1. Welcome

Steve Young, Task Force Chair and Interim Director of the IDOT Division of Aeronautics began the meeting by welcoming the Task Force members and going over general housekeeping items.

### 2. Introductions

Task force member introduced themselves. Additional attendees also introduced themselves.

### 3. Federal & State Regulatory Update

Updates to proposed Federal/State legislation were reviewed, including the current status of the Federal Aviation Innovation, Reform and Reauthorization (AIRR) Act, the proposed Federal preemption language contained within a Senate Amendment to the Reauthorization, and the recent FAA Micro Aviation Rule-Making Committee recommendations. Also, several pieces of proposed legislation in Illinois were discussed.

The Task Force again noted the pending status of Federal-level UAS regulations and reiterated the importance of any State-level oversight being compatible with any future Federal rules and also adaptable to future Federal-level changes.

### 4. Discussion: Landowner Rights / Privacy Rights

Task Force Members were asked to consider the approach the Task Force should take regarding Privacy/Landowner Rights. Generally, consensus was reached that in most cases, existing laws would likely be sufficient. A clarifying global/general clause in the criminal code addressing the concept of “extension of self” – meaning a violation of statutes via UAS is violation by the operator for all intents and purposes – would be preferable to adapting numerous individual statutes to include or exclude UAS.

Existing voyeurism, trespassing, nuisance, and other similar laws may already contain sufficient language to adequately address many concerns. If existing statutes are determined to be insufficient, consideration could be made to revise statutes from a more comprehensive viewpoint, addressing the

rationale/intent of the law, rather than specifying one collection platform (UAS) and not others.

The Task Force did recognize there is a perception issue facing UAS by the public, lawmakers, the media, and others, and there will likely be pressure to address UAS statutorily. The Task Force generally agreed that existing statutes should be evaluated for applicability before UAS-specific legislation is proposed. However well-intentioned, UAS-specific legislation increases the possibility of discriminatory over-regulation, restricting otherwise safe and lawful UAS operation, unduly burdening legitimate recreational and commercial uses of this technology, and other unintended consequences.

The Task Force did fully acknowledge some UAS-specific legislation would be necessary to address issues unique to UAS. When crafting UAS-specific legislation, the Task Force agreed that it will be important to remain mindful of potential conflicts with Federal rules and regulations, fully explore possible unintended consequences impacting otherwise safe and lawful use, and the aforementioned assessment regarding applicability of existing statutes.

## **5. Public Use (Law Enforcement)**

Capt. Matthew Davis (Illinois State Police) – Capt. Davis provided an overview of the current uses of UAS within the ISP. He included samples of the data collected and its application, examples of case law regarding aerial data collected by law enforcement, and the operational limitations placed on the ISP by both the FAA and by Statute.

The Task Force engaged in a high-level discussion of the existing Freedom from Drone Surveillance Act (725 ILCS 167/) and the current operational abilities/limitations placed on law enforcement. The Task Force's general consensus was that the Act is generally well-crafted and sufficiently balances operational capabilities with concerns regarding civil liberties. The Task Force considered the appropriateness of extending additional capabilities to law enforcement to expand their ability to utilize UAS in support of their daily mission, within a very limited set of circumstances. For example, one potential example of a legitimate law enforcement use could be IDNR Conservation Police utilization of UAS to search for illegal poachers on State-owned property; the Act does not currently allow UAS to be used for this type of daily patrol activity. Authorizing additional specific uses of UAS by law enforcement could provide public benefit if approached thoughtfully and with safeguards to help prevent unnecessary or unlawful collection of data.

## **6. Next Steps**

The meeting concluded with a reminder to research federal regulations, research developments in pending State legislation, and to submit discussion topics for the next meeting.

**Note:** Topics and concepts discussed at meetings and/or included in meeting minutes do not necessarily reflect the opinions of all Task Force Members and do not represent the official final recommendations of the Task Force.