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Winnipeg Police Service Flight Operations Unit

2013

Operation Report

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FRONT AND BACK COVER PHOTOS BY DAVE SWIECICKI

Winnipeg Police Service Flight Operations Unit

OPERATION REPORT 2013

1. REPORT SUMMARY

The following document presents an operation report of the Winnipeg Police Service Flight Operations Unit (FOU) for the period of January 1- December 31, 2013.

2. FLIGHT OPERATIONS UNIT PATCH

The Flight Operations Unit patch is a symbolic representation of the helicopter patrol team that was formed by the Winnipeg Police Service in 2010.



Dedicating the Flight Operations Unit Crest
L – R: Superintendent Keith Walker and Chief Devon Clunis

Symbolism

The patch itself is encased in a shield. Throughout history the shield has been symbolic of protection. The shield is unique as it is designed purely for defense from attack and not as an offensive weapon. This is why the shield is widely utilized in police badges around the world. The Spartans, who were regarded as one of history's greatest warriors swore the following oath to their shields:

**Law of the Shield**

This is my shield,
 I bear it before me for protection
 But it is not mine alone.
 It protects my brother on my left.
 It protects my city.
 I will never let my brother out of its shadow,
 Nor my city out of its shelter...

-Author Unknown

The role of the Unit's operations is to protect the citizens and fellow officers by observing potential dangers and alerting officers before they can be harmed. It includes assisting officers in catching criminals who might otherwise escape and continue to commit further crimes. The shield perfectly symbolizes the role of the Flight Operations Unit as a protection for both officers and citizens.

The Owl

The Owl holds many symbols for the Flight Operations Unit. First, on July 16, 1987, by an act of the Manitoba Legislature, the Great Grey Owl was named the official Manitoba Bird Emblem. This is fitting for the Flight Operations Unit as the City of Winnipeg purchased the helicopter and the Manitoba Provincial Government as a supporting partner agreed to fund the operational expenses of the Unit. It represents the unification of Provincial and Municipal government efforts to protect Manitoba and Winnipeg citizens from crime.

Secondly, the Owl is a nocturnal predator. One of the most unique aspects of how an owl hunts at night is its feathers. The owl's feathers contain comb-like leading edges on the primary wing feathers referred to as "flutings" or "fimbriae". With a normal bird in flight, air rushes over the surface of the wing, creating turbulence, which makes a gushing noise. With an Owl's wing, the comb-like feather edge breaks down the turbulence into little groups called micro-turbulences. This effectively muffles the sound of the air rushing over the wing surface and allows the Owl to fly silently.

The helicopter selected by the Flight Operations Unit also has unique designs that assist in making it one of the quietest helicopters in its class. The tail rotor is referred to as a Fenestron and is essentially a shrouded tail rotor that acts like a ducted fan. This design radically reduces the noise signature of the helicopter and allows it to be used over populated areas with minimal noise intrusion.

Since the vast majority of the Flight Operations Unit deployments occur during the night, the owl on the patch is a perfect representation of a “night hunter”.

The Red Eyes of the Owl

The red eyes of the owl are symbolic of the Flight Operations Unit’s ability to use Infrared cameras to locate and follow suspects at night, without detection. One of the greatest advances in Airborne Law Enforcement has been the development of FLIR (Forward Looking Infrared). The device allows police to “see in the dark” by being able to detect body heat from thousands of feet in the air. The camera can be focused on a specific area and the heat signatures emitted by people or objects are displayed on a screen in the cockpit. This allows the Tactical Flight Officer to provide information on suspect movements during the night without alerting the suspect that they have been located by police.



PHOTO BY DAVE SWIECICKI

3. OPERATION

POLICE HELICOPTER: Eurocopter EC120B, s/n #1608, Reg# C-GAOL

Mission Equipment:

FLIR (Forward Looking Infrared) This unit consists of a gyroscopically stabilized camera with zoom as well as the thermal imagery which tracks people or evidence by heat signatures.

Nightsun (Spotlight) Provides for effective search with a 30 million candle power light that can be slaved to the thermal imagery camera.

Police radios Allow for communications with all agencies and frequencies.

Moving Maps This is a GPS-based moving map system that lets the Tactical Flight Officer know where they are so as to give accurate directions to ground resources.

Public Address System Powerful loudspeaker to address public gatherings.

Rear View Monitor Allows those in the rear to see exactly what the Tactical Flight Officer sees, used for training and strategic ride alongs.

Dual Controls Permits flight training to occur with the aircraft.

Video Downlink Enables transmission of live aerial video feeds to a police or fire department supervisor on the ground.

CONTRACTS

Engine: Turbomeca Canada

The Winnipeg Police Service entered into a “Support by the hour” (SBH) services contract with Turbomeca Canada which is an engine insurance plan to ensure there is a fully operational engine in the airframe regardless of the issue. The EC120B has a Turbomeca Arrius-2F engine which is completely overhauled every 3000 hours of operation, resulting in an engine that is virtually new. On January 5, 2013 we replaced our Arrius-2F s/n#34189 engine which had timed out with an Arrius-2F s/n#34535 engine. We remain under the SBH services contract.

Maintenance: Novex Helitrades Incorporated

Originating from Bid Opportunity 587-2010, the one year contract with up to 4 one-year extensions was initiated January 5, 2011. The Aircraft Maintenance Engineer Services which operates out of Edmonton Alberta was renewed under a one year extension agreement.

Fuel: Kelly Western Services Ltd., in partnership with the Province of Manitoba

Bid Opportunity for Supply and Delivery of Aviation Fuel (JetA1) in the amount of 200,000 litres for the period of October 1, 2013 – September 30, 2015 was awarded to Kelly Western Services Ltd.

Unit Office and Hanger: 17 Wing Winnipeg

In October 2010, The Winnipeg Police Service entered into an agreement with the Department of National Defense 17 Wing Winnipeg that established a cooperative working arrangement for rental space of hanger and office to house the police helicopter and Flight Unit operations. A one year lease agreement was signed with additional one year renewals. This lease was renewed.

Insurance

As organized through the City of Winnipeg Insurance Branch, the insurance underwriter for the Flight Operations Unit provides coverage of \$2,640,000 USD for the customized EC120B helicopter.

STAFFING

Under the Command of the Inspector and Staff Sergeant, Division 50 Operational Support, the staffing complement for the Flight Operations Unit is:

- Chief Pilot (permanent civilian employee) – one
- Pilots (1 civilian and 1 sworn police employees) – two
- Tactical Flight Officers (TFO) police Constables – four
- Administrative Police Patrol Sergeant – one
- Aircraft Maintenance Engineer (AME) under contract – one

The minimum operational “flight crew” consists of one TFO and one Pilot.

Tactical Flight Officer (TFO)

During the first year of operation, the Unit complement of TFO's was four Constables operating on two shifts. In April 2012, one of the TFO's was promoted to Patrol Sergeant and transferred from the Unit. This position within the FOU remained vacant for 2012 where we operated with three Constables. In November 2013, the FOU offered information sessions to the membership followed by an application process for interested TFO candidates to fill vacancies at the Spring 2014 Service transfers.

Pilots

In 2010, the Winnipeg Police Service did not have any commercial helicopter pilots on staff so there was a need to bring the necessary aviation experience into the Service to initiate the program. A current Edmonton Police Service member and former EPS Chief Pilot was hired to kick start our program, utilizing his nine years of experience over seeing their program. The Chief Pilot was hired as a staff member of the Winnipeg Police Service.

Under the guidance of the Chief Pilot, the Winnipeg Police Service hired two Line Pilots under contract for 12 months and 24 months respectively to initiate our operations and implement our in-house pilot program. Police members often remain with the organization for at least 25 years so there was a goal to train our own members over time to be pilots.

In October, 2010 the Winnipeg Police Service selected a police sector member to become the first helicopter pilot and he initiated his flight training in January 2011. Between January and July, the member completed his commercial rotary wing license. Between July and September 2011, the member completed the Airborne Law Enforcement training and night rating. In October 2011, the police pilot returned from Canadian Helicopters in Penticton B.C. with his EC120 type certification endorsement and recurrent emergency training, after which, he was ready to fly.

In 2013, the positions of Line Pilot and Chief Pilot had two hiring cycles. The ability to identify, hire and retain experienced civilian helicopter pilots was an anticipated challenge based on discussions with other Airborne Law Enforcement Units in Canada, due to the nature of the helicopter industry. We will continue our Hybrid Pilot model to ensure the WPS has both the necessary aviation and policing experience.

TRAINING

Pilots

In February, 2013 a new civilian pilot joined the Service and completed the WPS Helicopter Pilot Tactics Course.

All Unit pilots attended Canadian Helicopter-HNZ Group in Penticton, British Columbia for annual re-current training on the EC120 where they are exposed to and tested on a series of in-flight emergency procedures.

The Chief Pilot completed a Flight Safety Course in December 2013. This was administered by the Canadian Forces, 1 Canadian Air Division Flight Safety.

To further develop the police Line Pilot skills and knowledge base, he received training from the Airborne Law Enforcement Association (ALEA) Safety Seminar.

Tactical Flight Officer (TFO)

To further develop the tactical flight officer skills and knowledge base, all TFOs received training from Canadian Helicopter-HNZ Group for hover exit maneuvers.

Flight Crew (Pilot & TFO)

K9 transport and deployment was developed and trained. Several non-standard missions to rural areas and airports outside the City were trained.

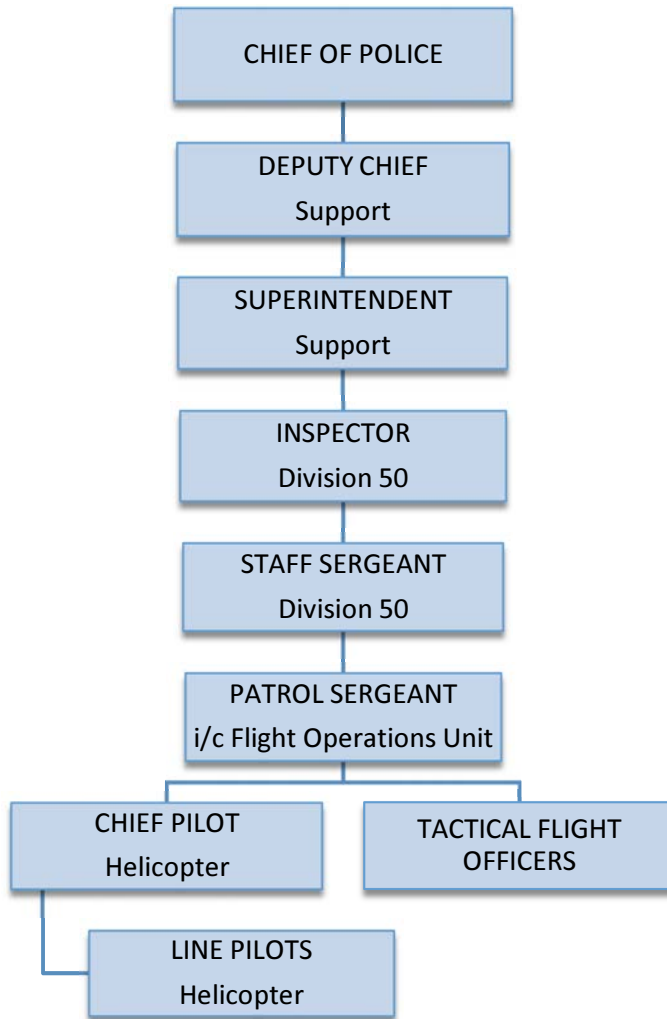
In partnership with the Canadian Forces Air Force Training Centre, Air1 and K9 assisted in non-standard mission search training in a rural environment.

In support of the WPS Ground Search and Rescue (GSAR) Unit, Air1 conducted training with the Project Lifesaver Manitoba initiative.

Unit Supervisor

The Administrative Patrol Sergeant completed training from the Airborne Law Enforcement Association (ALEA) Safety Seminar.

UNIT ORGANIZATION CHART



FLIGHT OPERATIONS UNIT OBJECTIVES

The primary purpose of the Flight Operations Unit is to support all operational and investigative Service units in the detection of criminal acts and the apprehension of suspects. The Unit has budgeted to fly 1000 hours a year on missions with a variety of scopes. Flight crews are able to provide assistance with the following, weather permitting:

- response to crimes in progress for aerial containment and investigation
- infrared searches for suspects and evidence, and co-ordination of ground response
- tracking and surveillance of suspect vehicles during police pursuits and subsequent co-ordination of ground resources
- illumination of crime scenes, collision scenes, vehicle stops, search areas, disturbances, and foot pursuits
- aerial searches for missing or lost persons
- aerial reconnaissance and photography or videotaping of crime scenes, traffic collisions, high-risk incidents or remote areas
- aerial platform for Emergency Services for major fires, environmental disasters, or other major incidents
- Forward Looking Infrared (FLIR) scans to provide evidence of illegal grow operations relating to drug investigations
- rapid deployment of K9 Unit members to remote locations under exigent circumstances

SAFETY

The issue of Flight Safety is taken very seriously by the Winnipeg Police Service. The location of the Unit on a Canadian Forces Base establishment has lent itself to developing a safety culture with the Unit. The Winnipeg Police Service and 17 Wing Winnipeg work together to ensure the highest safety standards are followed.

We were fortunate to have our Chief Pilot receive the opportunity to participate in a two week National Defence Officer Safety course conducted at 17 Wing. The knowledge and expertise acquired are valuable assets in preventing and dealing with aviation incidents.

Bird Strikes

The abundance of migratory birds is a hazard for night time operations at low altitude over the City. Flight Operations has had three bird strikes since inception with the third occurring during the May, 2013 period. All bird strikes were to the windshield and lower fuselage which did not cause any significant damage or injury.

LASER INCIDENTS

Nav Canada conducted an operational analysis between September 2009 – August 2012 of laser attacks on aircraft within 20 nautical miles of either landing or departing airports in Canada. The top ten airports reported 451 incidents which created a hazard for aircraft and passengers, with Winnipeg reporting 22. The frustrating reality for pilots in these incidents is they did not have the ability to track the source of the attack.

Prior to the launch of AIR1 there was no local capability to address the problem of lasers or other forms of projected bright light being shone at aircraft arriving or departing from the Winnipeg area. As a result of the Winnipeg Police Service working together with Nav Canada and Transport Canada, new protocols have been implemented to streamline all stakeholder response to reports of aircraft, including AIR1, being struck by lasers.

As a result of this partnership AIR1 has successfully directed ground units to locate and identify suspects who violate the Air Regulations and Aeronautics Act of Canada, and create hazardous flying conditions for pilots. Since inception in 2011, through 2013, AIR1 was targeted 21 times with eight suspects identified and apprehended.

Summary of Incidents

DATE	TIME	RESULT	TYPE	SUMMARY
2013 01 02	2252hrs	Not Identified	Red Laser	a few attempts, 1 direct strike
2013 01 27	2230hrs	Not Identified	Green Laser	1 brief direct strike
2013 02 15	2052hrs	Not Identified	Green Laser	4-6 Strikes
2013 05 17	2133hrs	Not Identified	Green Laser	2 quick strikes
2013 10 26	0029hrs	Male youth cautioned	Green Laser	2 direct strikes

NOISE COMPLAINTS

Tracking and addressing citizen noise complaints was identified as an important issue for the Flight Operations Unit. All citizen complaints which are reported to the WPS are directed to the Unit Supervisor to research and arrange for a member of the Unit to personally speak with the reporting person.

By providing an explanation of operational activity, educating citizens on our mission and mandate, along with making operational adjustments, we have been able reduce complaints.

- In 2011, 20 separate complaints were made by 17 reporting persons.
- In 2012, 10 noise complaints were received.
- In 2013, 4 noise complaints were received.

The majority of complaints occur during the summer months when resident are more likely to keep their windows open at night.

OPERATIONAL HIGHLIGHTS

SHOTS

In March 2013, Uniform Patrol Units, members of the Tactical Support Team and Air1 responded to the Elmwood area of the City regarding several parked vehicles being shot at with a bb-gun. Attending members identified five vehicles with damage, having their windows shot out.

AIR1 began searching the area for the suspect vehicle and occupants. Members of the Flight Operations Unit (Air1) located the suspect vehicle travelling westbound over the Redwood Bridge, at which time ground Units were notified.

Due to the coordinated efforts of all members involved, the vehicle was safely stopped and four occupants were taken into custody. Two charges under the Criminal Code resulted from this incident.

FLIGHT FROM POLICE

In April 2013, officers observed a Cadillac with several occupants travelling on Salter Street. Due to a moving violation, officers initiated a traffic stop at which time the driver of the Cadillac fled from police at a high rate of speed.

The vehicle continued to accelerate in an effort to evade police, having no regard for public safety.

Air1 became involved and maintained a visual on the suspect vehicle and occupants. The vehicle was eventually observed to stop, at which time the occupants attempted to flee on foot.

Due to coordinated efforts involving Air1, K9 and Patrol Units, five individuals were taken into custody and seven charges under the Criminal Code resulted from this incident.

WEAPON

In April 2013, Patrol Units responded to McPhillips Street regarding a male in a vehicle observed pointing a gun at several people. No shots were fired and no injuries were reported.

The suspect drove off at a high rate of speed having no regard for public safety. As a result, additional police resources were deployed, including Air1, K9 Unit and the Tactical Support Team.

Air1 observed the suspect vehicle flee the area and maintained a visual, which led them to an address located on Sheppard Street. Due to coordinated efforts involving Air1, Patrol Units, Tactical Support Team and K9 Unit, several people were taken into custody.

Officers located and seized a bb-gun and paintball pistol. The accused faced ten charges under the Criminal Code as a result of this incident.

IMPAIRED DRIVING ARREST

In May 2013, members of the Winnipeg Police Service were dispatched for the report of a motor vehicle collision that had just occurred.

Attending officers located a vehicle that had struck a tree. Witnesses on scene at the time of the collision advised that a male had been observed fleeing the area on foot.

Members of AIR1 were able to locate the suspect and direct officers to his location where he was taken into custody without incident. The accused faced three charges under the Criminal Code as a result of this incident.

STOLEN VEHICLE PURSUIT

In May 2013, Winnipeg Police members took the report of vehicle that had been stolen from Regent Avenue West. Later, general patrol members observed the stolen vehicle being operated in the area of River Road and St Marys Road.

When an attempt was made to stop the vehicle the driver sped off and led officers on a pursuit lasting several minutes. Members of AIR1 tracked the vehicle which allowed officers on the ground to fall back and follow at a safe speed.

AIR1 directed officers to the area of Pembina Highway and Turnbull Drive, where, after realizing further evasive maneuvers were of no use, the driver had stopped, exited his vehicle and allowed officers to take him into custody.

Four charges under the Criminal Code resulted from this incident.

RESIDENTIAL BREAK & ENTER ARREST

In May 2013, Winnipeg Police Service members were dispatched for the report of a break & enter that had just occurred.

Responding officers met with the homeowner who advised that she had scared off two males who had broken into her attached garage.

With the assistance of K9 and AIR1 one of the suspects was located in the rear of a residence in the 100 block of Rushmore Road, where he was taken into custody. The second male was not located.

Investigation continued by members of the East District & Major Crime Units and it was determined that the suspect was responsible for four break and enters that night.

Three charges under the Criminal Code resulted from this incident.



WATER RESCUE INVOLVING AIR1

In May 2013, members of the Winnipeg Police Service, along with the Winnipeg Fire Paramedic Service Water Rescue and Air1 responded to the Assiniboine River near the Polo Park area regarding a female in the river in need of assistance.

Emergency crews observed the female in the middle of the river being carried by a fast moving eastbound current. Due to extremely cold water, hazardous flood stage river conditions and poor visibility due to the time of day, rescue efforts proved to be extremely challenging.

Members of the WPS Flight Operations Unit (Air1) were deployed in order to assist rescue crews. By Air1 utilizing the Forward Looking Infrared (FLIR) camera and Nightsun, the female was quickly located allowing water rescue members to go directly to her and remove her from the water.

Due to the coordinated efforts of all members involved, including the unique capabilities of Air1, an effective rescue took place, also ensuring minimal risk to emergency responders.

MISCHIEF

In September 2013, members of the Winnipeg Police Service were dispatched to the area of the Disraeli overpass for the report of damage to property.

Uniform members along with AIR1 and K9 attended. Due to their combined efforts three youths were located and arrested without incident for their alleged involvement.

Investigation revealed that the three youths had armed themselves with various tools and proceeded to damage several construction vehicles in the area causing over \$12,000.00 in damages

The three persons faced two charges under the Youth Criminal Justice Act.

COMMERCIAL BREAK & ENTER ARRESTS

In September 2013, members of the Winnipeg Police Service were dispatched for the report of a break & enter in progress.

Responding members attended and with the assistance of AIR1, three suspects were located and arrested without incident.

It was learned that the three suspects had broken into a fenced compound and stolen copper rods which were recovered at the time of the suspects' arrest.

Three charges under the Criminal Code resulted from this incident.

RESIDENTIAL BREAK & ENTER ARRESTS

In November 2013, Winnipeg Police Service members were dispatched for the report of a break & enter that had just occurred. Information provided was that the home had been broken into and the victim's vehicle stolen.

Responding officers observed the stolen vehicle in the area of Main Street and Inkster Boulevard. Upon observing police, the suspects fled eastbound down Inkster at a high rate of speed, ignoring stop signs along the way. Upon reaching Scotia Street, the driver was unable to negotiate a left hand turn, drove over a Transit sign and proceeded through a yard before coming to rest against a vehicle parked in a driveway. The suspects exited the vehicle and fled north along the river prior to police arrival.

A small fire occurred under the front end of the stolen vehicle which was quickly extinguished by officers.

Members of AIR1 observed the suspects on Scotia Street and directed officers to their location. Both suspects were located hiding within a veranda they had broken into and were taken into custody without incident.

The two persons faced eight charges under the Youth Criminal Justice Act.

STOLEN VEHICLE

In November 2013, Patrol members observed a stolen Chevrolet Trailblazer being operated in the area of Pritchard Avenue and Parr Street.

Members of the Flight Operations Unit (Air1) were deployed and quickly spotted the stolen vehicle being operated in an unsafe manner. The suspect drove through several areas of the North End, eventually making his way into the Downtown area.

Officers observed the suspect vehicle travelling westbound on Ellice Avenue at Balmoral Street. He then began travelling northbound on Spence Street where he stopped and exited the vehicle.

Due to the coordinated efforts by Patrol members and Air1, a male was taken into custody and two charges under the Criminal Code resulted from this incident.

CAUSE DISTURBANCE

In December 2013, two males attended to a residence for unknown reasons and began causing a disturbance. The males proceeded to bang on the door of the home and yell out threats toward the occupants.

The suspects eventually fled the area at which time members of the Flight Operations Unit (Air1) became involved. Air1 quickly made contact with the suspects and directed Patrol members to their location.

While taking the males into custody, one of the suspects resisted and became aggressive toward officers.

Six charges under the Criminal Code resulted from this incident.

ROBBERY INVESTIGATION

In December 2013, officers responded to a robbery incident involving two victims.

The victims were walking when they were confronted by two male suspects. The suspects demanded their property at which time both victims were pushed to the ground. During the altercation, both victims were stabbed.

The 49 year old victim was stabbed and later transported from the scene in critical condition. The 46 year old victim sustained non-life threatening injuries. The victim was robbed of personal property.

The suspects fled the area on foot. It was also learned that these suspects earlier had been involved in a Traffic Pursuit with Police.

Due to the efforts of Air1, K9 Unit and Uniform Patrol, both suspects were located and arrested in the area a short time later.

The accused persons faced five charges under the Criminal Code as a result of this incident.

ASSISTANCE TO OUTSIDE AGENCIES

Since inception, Air1 has supported and assisted a number of internal and external stakeholders, both operationally and in training. Air1 has worked with several municipal police agencies, RCMP, Manitoba Justice Departments and the Winnipeg Fire Paramedic Service.

PUBLIC DISPLAYS

- Winnipeg Police Service Half Marathon
- WPS Community Golf Challenge for inner City youth scholarships
- St. Andrews Airport “Woman’s Fly” Career Fair
- Steinbach Flying Club

PRESENTATIONS

- Several internal presentations to Winnipeg Police Service Units
- Winnipeg Police Board

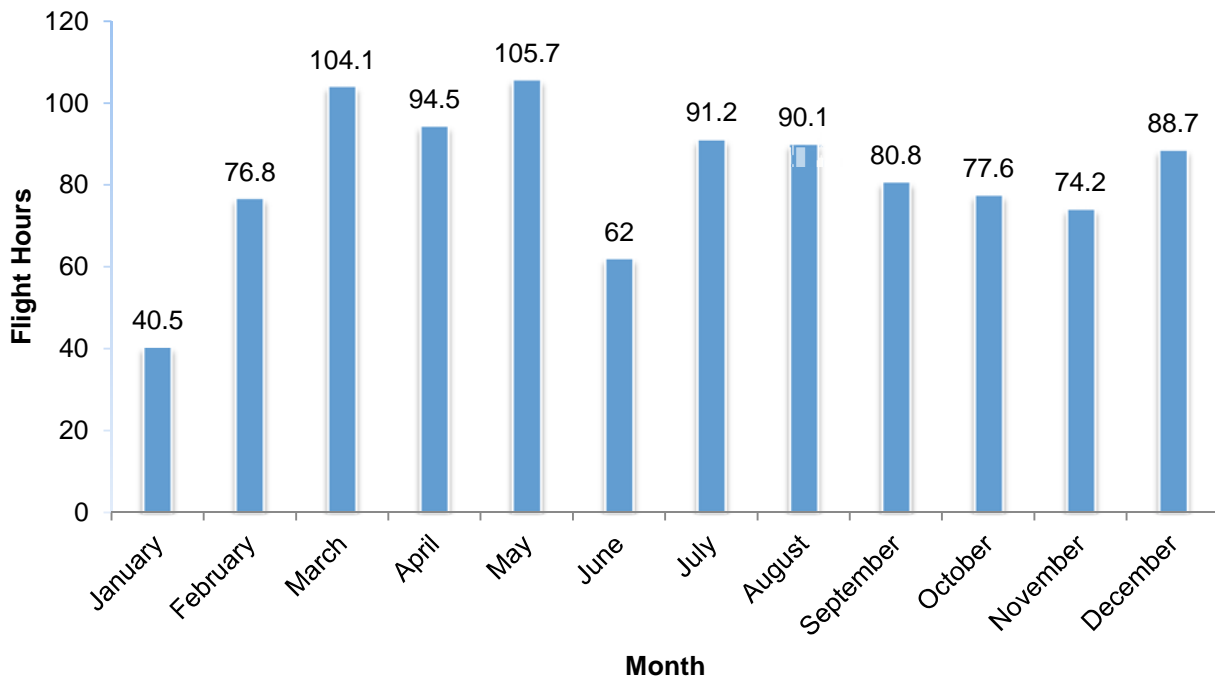


4. PERFORMANCE

QUARTERLY SUMMARY OF FLIGHT HOURS

	Q1	Q2	Q3	Q4	2013
Total	221.4	262.2	262.1	240.5	986.2

FLIGHT HOURS BY MONTH



During 2013, the Flight Operations Unit logged 986.2 flight hours. While the above table illustrates the distribution of flight hours by month, the Unit achieved a monthly average of 82.2 flight hours.

During January, hours of flight time were affected by weather and an engine replacement. In June, scheduled and unscheduled maintenance events impacted the flight hours.

QUARTERLY SUMMARY OF FLIGHT TIME LOST (BY DAY)

Factor	Q1	Q2	Q3	Q4	2013
Weather	15	6.5	1	10	32.5
Maintenance	14	23	13	11	61
Staffing ¹	5	3	8	4	20
Total	34	32.5	22	25	113.5



¹ Staffing shortages first tracked in 2012.

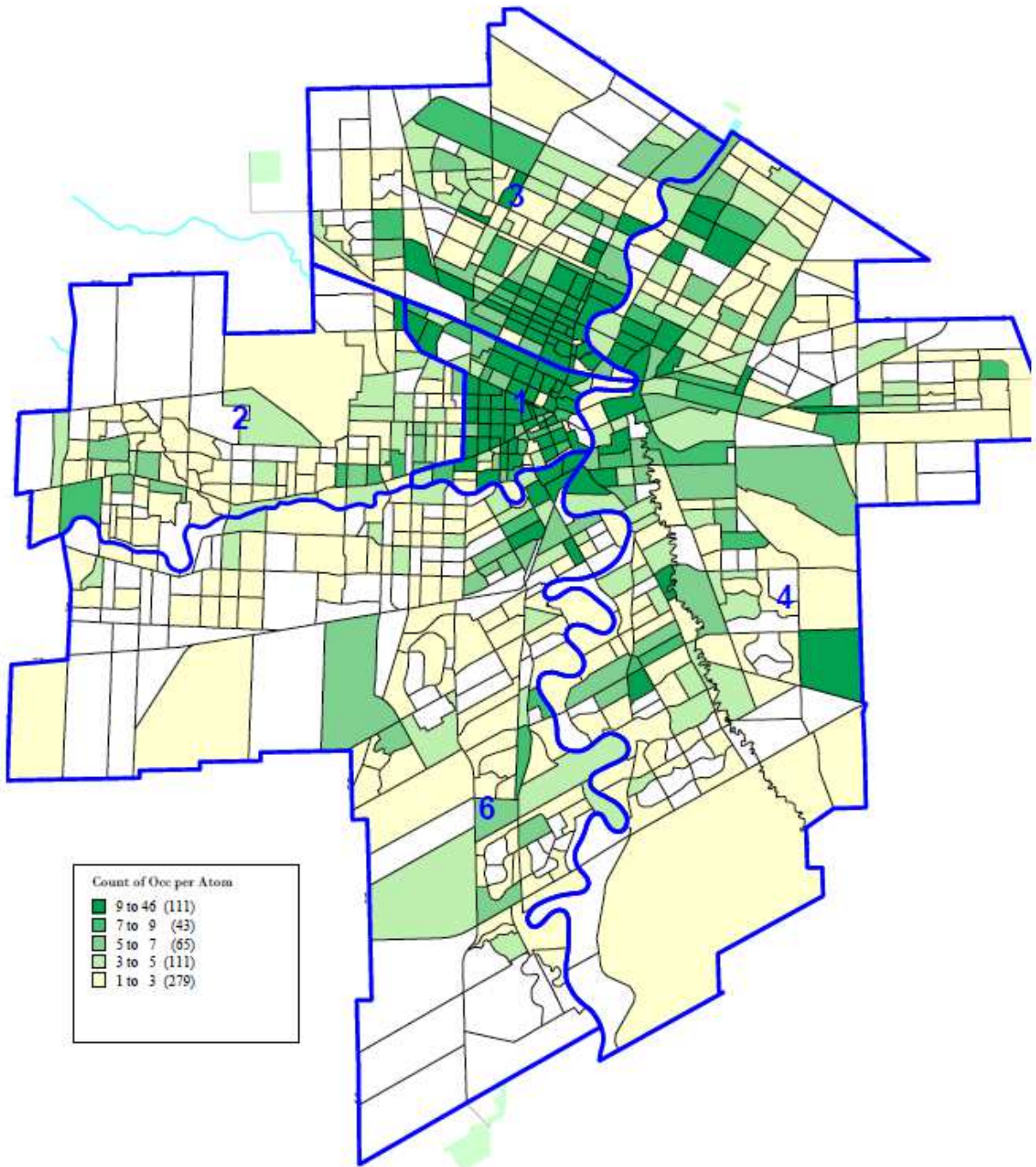
SUMMARY OF INCIDENT TYPE BY ACTIVITY JANUARY 1, 2013 TO DECEMBER 31, 2013

The following table contains a summary of the most frequently attended incident types:

DOMESTIC DISTURBANCE	283	FOLLOW	19
SUSPICIOUS PERSON	275	MEDICAL CALL	16
DISTURBANCE	176	GUN KNOWN	14
WELLBEING	171	MISSING PERSON ASSIST	13
ALARM (ALL)	139	CHILD SAFETY	9
B&E (ALL)	136	PROWLER	9
ASSAULT	126	SEXUAL ASSAULT	9
FIGHT	122	TRAFFIC PURSUIT	9
TRAFFIC STOP	119	VICE	9
TRAFFIC COMPLAINTS	100	WARRANT EXECUTION	9
IMPAIRED DRIVING	81	SUBJECT P	8
FAMILY TROUBLE	72	GUN SHOT WOUND	5
MVC	68	INSECURE PREMISIS	5
ROBBERY - PERSON	65	OFFICER	5
SHOTS FIRED	58	ANIMAL	4
SUICIDE THREAT	56	E911HANGUP	4
ROBBERY - COMMERCIAL	52	SUBJECT STOP	4
DAMAGE	50	MHA	3
WEAPON	50	TRAINING	3
IPDA	48	PANHANDLER	2
DANGEROUS SITUATION	45	SPI HOTSPOT	2
STABBING REPORTED	44	SPI SUBJECT	2
BREACH	39	NOISE	2
GUN SEEN	38	ABDUCT	1
ASSAULT WITH WEAPON	37	GRAFFITI	1
ASSISTANCE REQUIRED	32	BOMB THREAT	1
WARRANT	32	CONVEY	1
FIRE	31	ESCORT	1
DISPUTE	30	PABUSE	1
THREAT REPORTED	28	SHOPLIFTING	1
THEFT	27	STOLEN VEHICLE LOCATED	1
SPECIAL ATTENTION	26	TOTAL	2854
STOLEN VEHICLE	25		

AIR1 FLIGHT ACTIVITY - DENSITY OF OCCURRENCES BY ATOM

January 1, 2013 to December 31, 2013



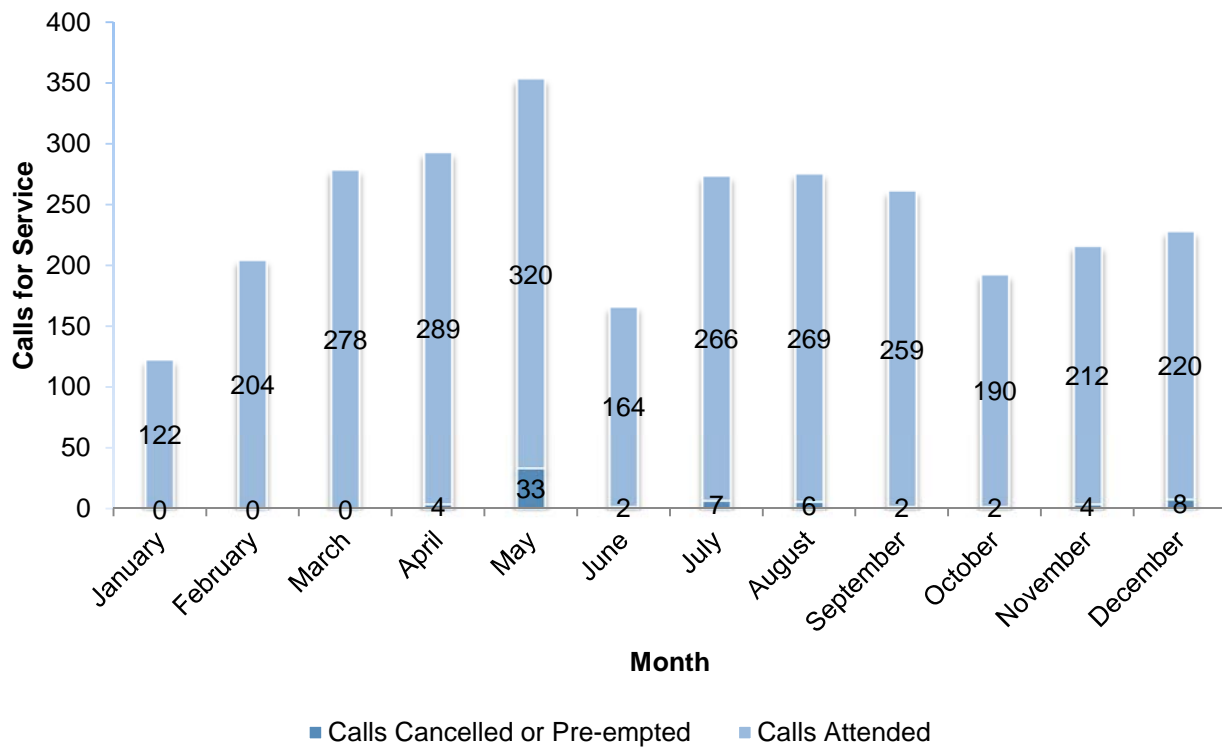
Overview of AIR1 density of occurrences in Winnipeg (795 Atoms total)

- 186 atoms had zero calls for service where AIR1 responded

QUARTERLY SUMMARY OF INCIDENTS ATTENDED

	Q1	Q2	Q3	Q4	2013
Total	604	773	794	622	2793

TOTAL INCIDENT VOLUME BY MONTH



QUARTERLY SUMMARY OF DISPATCHED INCIDENTS

	Q1	Q2	Q3	Q4	2013
Total	597	812	809	636	2854

Note: Total dispatched incidents (2854) includes all calls that AIR1 attended (2793) as well as the total events that were cancelled or pre-empted (61) prior to arriving on scene.

CALLS FOR SERVICE

AIR1 continues to have a dramatic influence on the outcome of calls for service. As detailed in the Unit records, the helicopter attended 2793 events. As a direct result of this presence, AIR1 was instrumental in the capture and/or arrest of 200 persons.

PURSUIITS

	2013 Pursuits	30 total
	AIR1 Dispatched	4 – resulting in 14 apprehensions
	AIR1 Dispatched, arrived post pursuit	5 – due to short duration of event
	On Duty, not involved	4 – due to short duration of event
	Grounded	6 – due to maintenance, weather or staffing
	Off duty	11

FINANCIAL CONSIDERATIONS

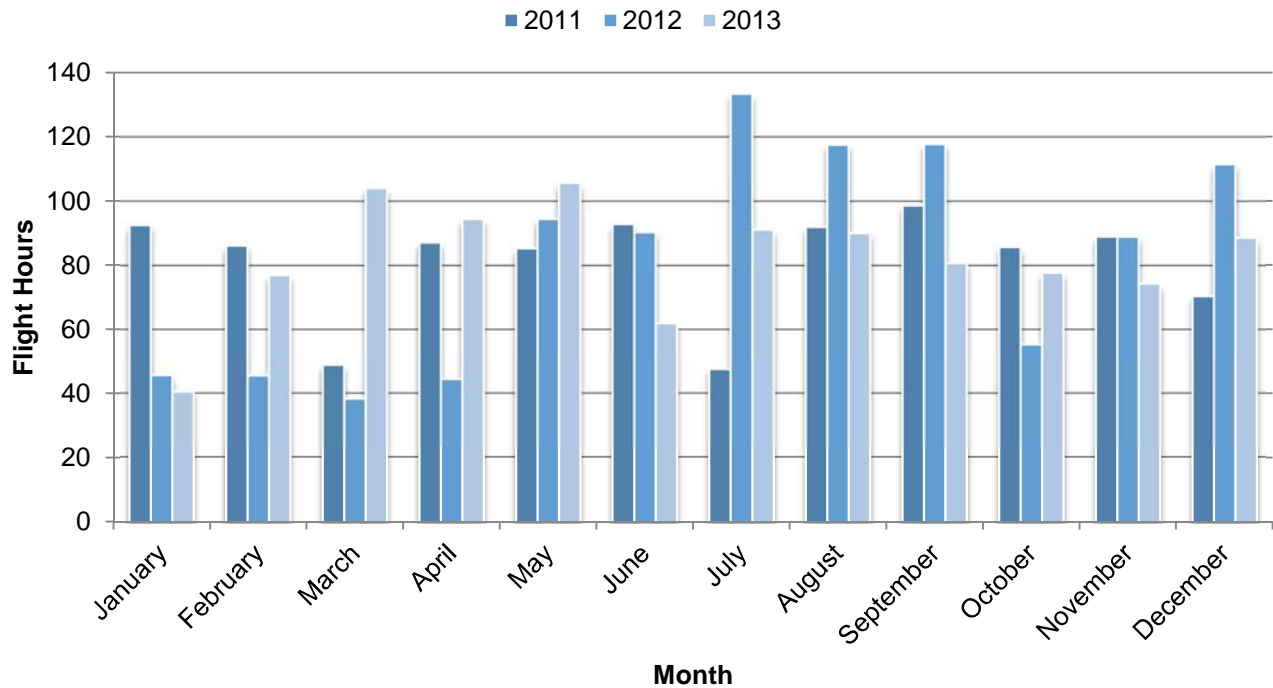
- 2011 Flight Operational Unit costs billed to the Province of Manitoba = \$1,196,693.90
- 2012 Flight Operational Unit costs billed to the Province of Manitoba = \$1,327,590.00
- 2013 Flight Operational Unit costs billed to the Province of Manitoba = \$1,518,211.97

5. YEAR TO YEAR COMPARISONS

FLIGHT HOURS QUARTERLY: 2011 – 2013

	Q1	Q2	Q3	Q4	Total
2011	227.6	265.5	238.2	244.9	976.5
2012	129.4	229.3	368.7	256.1	983.5
2013	221.4	262.2	262.1	240.5	986.2

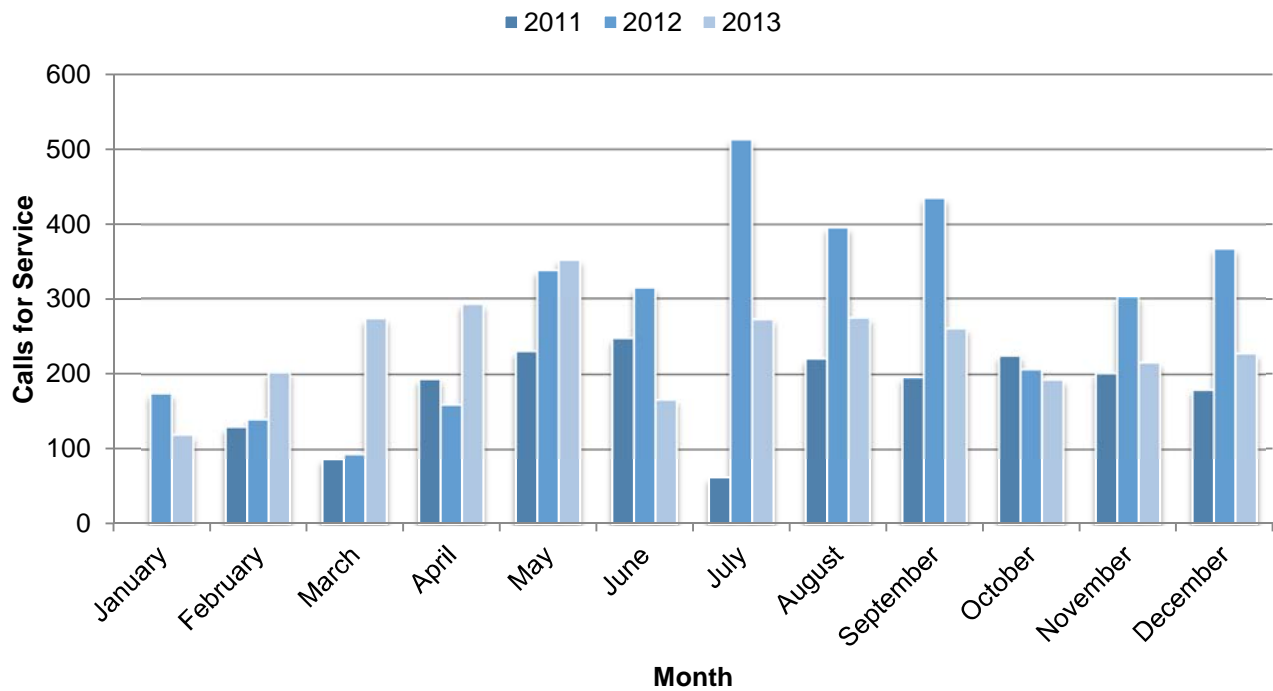
FLIGHT HOURS BY MONTH: 2011 – 2013



INCIDENTS ATTENDED QUARTERLY: 2011 – 2013

	Q1	Q2	Q3	Q4	Total
2011	202	597	444	537	1780
2012	288	651	1080	669	2688
2013	604	773	794	622	2793

TOTAL INCIDENT VOLUME BY MONTH: 2011 – 2013



DISPATCHED INCIDENTS QUARTERLY: 2011 – 2013

	Q1	Q2	Q3	Q4	Total
2011	216	672	478	606	1972
2012	408	814	1345	878	3445
2013	597	812	809	636	2854

YEAR TO YEAR DATA: 2011 – 2013

	2011	2012	2013	2011 – 2012 % change	2012 – 2013 % change
Dispatched Calls	1972	3445	2854	75% increase	17% decrease
Arrived on Scene	1780	2688	2793	51% increase	4% increase
Apprehensions²	127	185	200	46% increase	8% increase
Prime Unit Calls³	652	1987	1450	205% increase	27% decrease
Noise Complaints	20	10	4	50% decrease	60% decrease

² Apprehensions for AIR1 are only credited to reporting statistics in incidents where the presence and coordination of the helicopter allows ground units to affect the arrest. If it were not for AIR1, these arrests could not occur.

³ The Prime Unit Calls as it pertains to AIR1 is more accurately a measure of being the first police unit to arrive on scene for the assigned event.



2013

Operation Report

Winnipeg Police Service
Public Safety Building
P.O. Box 1680
Winnipeg, Manitoba
R3C 2Z7

www.winnipeg.ca/police