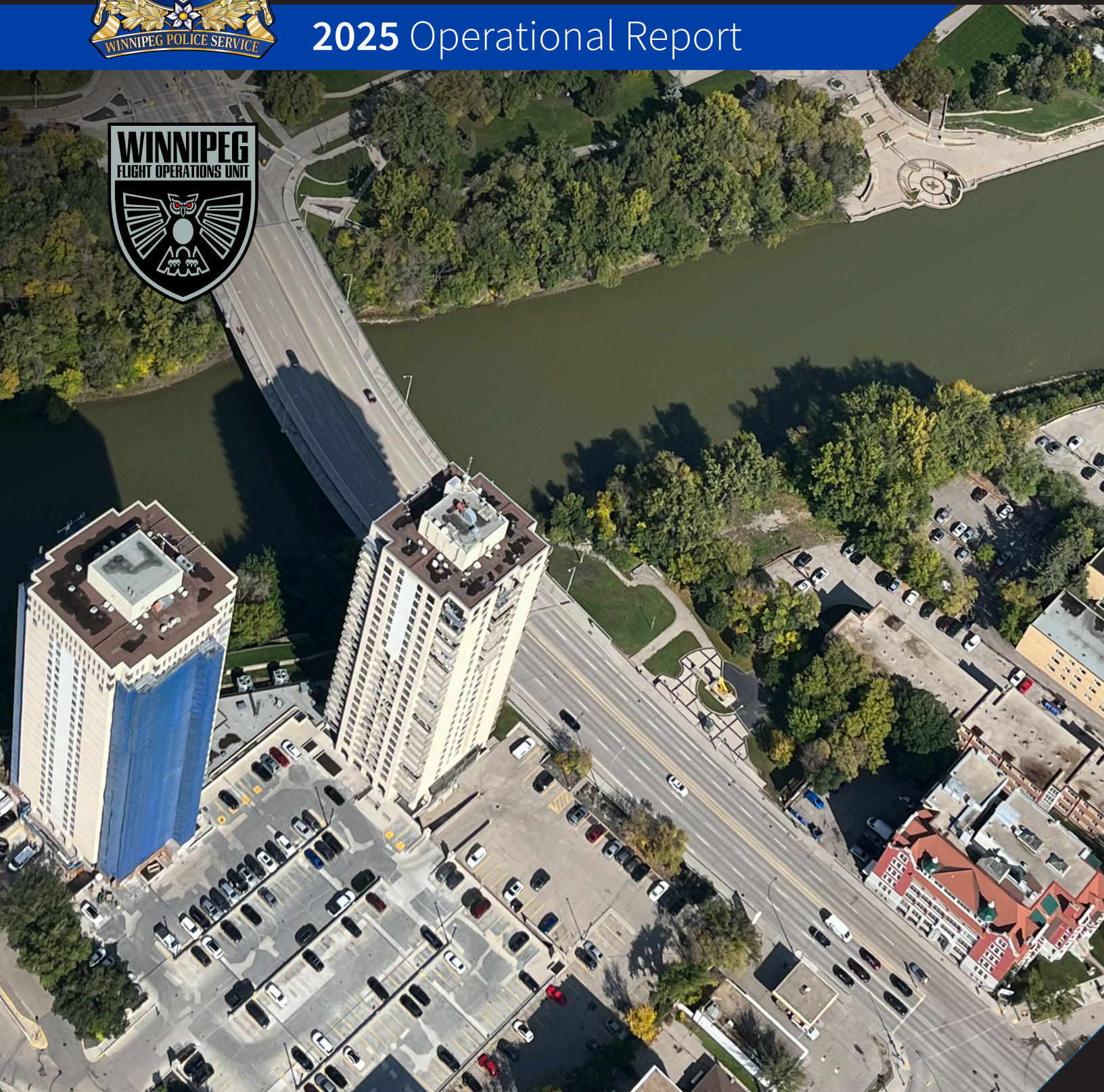




# Winnipeg Police Service **Flight Operations Unit**

## 2025 Operational Report



## 2025 by the Numbers

|                                                                         | 2025         | 2024         |
|-------------------------------------------------------------------------|--------------|--------------|
| Flight Hours                                                            | <b>881.1</b> | <b>820.3</b> |
| Events Dispatched                                                       | <b>1903</b>  | <b>1764</b>  |
| Vehicle Pursuits and Follows                                            | <b>112</b>   | <b>93</b>    |
| % of vehicle pursuits & follows resulting in persons taken into custody | <b>52%</b>   | <b>72%</b>   |

|                                      |            |            |
|--------------------------------------|------------|------------|
| Total Persons Located                | <b>547</b> | <b>464</b> |
| Persons Located – Criminal Event     | <b>250</b> | <b>266</b> |
| Persons Located – Non Criminal Event | <b>297</b> | <b>198</b> |

# Flight Operations Unit Mandate and Analysis

The Flight Operations Unit (FOU) is responsible for supporting ground personnel and providing situational awareness for operations and investigations. The perspective and information provided by FOU increases public and officer safety, aids in the detection of criminal suspects, assists in locating individuals in need of assistance, and enables safer management of large-scale events. The FOU also provides support and assistance to other Manitoba public safety agencies in Winnipeg and the surrounding area.

## Aircrews provide the following specific services:

**1**

**Respond to crimes in progress for aerial containment and reconnaissance, and locate criminal suspects and evidence.**

AIR-1 responded to 1903 events, of which 1178 were high risk events.

**2**

**Search for lost, missing, or vulnerable persons.**

AIR-1 assisted in the search for 35 missing persons and 47 people threatening self-harm.

**3**

**Track vehicles that have refused to stop for police and reduce the risk in these dynamic events by allowing ground resources to disengage and deploy other tactics to conclude the incident.**

AIR-1 tracked 112 vehicles involved in follows or pursuits.

**4**

**Survey of specific locations in support of other police unit operations and mandates, including planning and support for large public events.**

AIR-1 attended 2 events, providing aerial support, thereby enhancing public safety at these large gatherings.

**5**

**Conduct proactive patrols to identify and deter criminal activity, as well as detect other types of emergencies which pose a threat to public safety**

AIR-1 initiated 2 proactive events\*

**6**

**Provide an aerial perspective and video for incident commanders to aid in decision making and responses to major environmental incidents, fires, and natural disasters.**

AIR-1 provided an aerial perspective for 41 fire events.

\* Incident observed by aircrew prior to being reported

## Pursuits & Follows (While Operational)



### Traffic Pursuits

Police attempt to stop a vehicle and the driver refuses to obey or evades police.

### Vehicle Follows

When a police unit is driving behind (following) a vehicle with the intention of stopping the vehicle and the driver is not attempting to evade or elude police.

### Traffic Pursuits

**5**

**5**

Vehicles located / stopped

**5**

in custody events

### Vehicle Follows

**107**

**75**

Vehicles located by AIR-1

**53**

in custody events

### Total

**112**

**80**

Vehicles located / stopped

**58**

in custody events



## 2025 Annual Report Featured Days

### March 5, 2025

- AIR-1 was assigned to a residential break and enter, in progress. The suspect, who attempted to enter through an open window, was scared by the homeowner, and was observed leaving the area by the flight crew. AIR-1 coordinated with the attending patrol units, and the suspect was apprehended nearby.
- AIR-1 attended a commercial break and enter in progress at a vehicle dealership. The flight crew located four suspects within the compound and observed them flee in a vehicle. AIR-1 tracked the vehicle and directed patrol units to its location. A vehicle stop was conducted and four suspects were apprehended.

### March 8, 2025

- AIR-1 located a fleeing suspect after an incident involving a weapon and directed ground resources. The suspect was safely apprehended.
- AIR-1 attended to the scene of two separate serious assault incidents. During both incidents, members of AIR-1 were able to observe the suspects enter a vehicle and flee the scene. On each occasion, AIR-1 tracked the vehicles and directed ground resources who safely apprehended five suspects.
- AIR-1 located a female in distress boarding a transit bus. The flight crew followed the bus until the female exited and continued on foot. AIR-1 provided direction to ground resources who located the female and immediately transported her for medical attention.

### April 13, 2025

- AIR-1 was assigned to a commercial robbery of a pizza restaurant and located the three suspects in a nearby neighbourhood. The flight crew directed patrol units who safely apprehended the suspects and recovered evidence related to the incident.
- AIR-1 located a suspect attempting to break into vehicles and tracked him as he evaded capture by hiding in residential yards. The flight crew communicated with the suspect using the aircraft loudhailer, and he turned himself over to patrol units.
- AIR-1 located a dangerous and wanted person in a city park and coordinated with members of the Tactical Support Team to apprehend the suspect.

### June 4, 2025

- AIR-1 located and tracked a suspect on a bike who was responsible for attacking a victim with a machete. The flight crew provided directions to attending patrol units who apprehended the suspect.
- AIR-1 was first on scene at a home invasion involving a firearm and observed the suspects fleeing in a vehicle. The flight crew coordinated with members of the Tactical Support Team who took four suspects into custody. A loaded handgun was recovered at the scene.
- AIR-1 located two suspects fleeing the scene where a hotel staff member was assaulted. Patrol units were directed by the flight crew and the suspects were apprehended.

### June 16, 2025

- AIR-1 located a stolen vehicle and coordinated a vehicle follow with patrol units which resulted in the suspect vehicle stopping for police. During this event, a second vehicle was involved in a collision near the scene. The driver fled the scene and was located by AIR-1 hiding nearby.

## August 17, 2025

- After a suspected impaired driver struck a pedestrian and several vehicles, AIR-1 located the fleeing vehicle and directed patrol units to its location. The driver was apprehended at the scene and found to be intoxicated.

## September 2, 2025

- AIR-1 located a suspect vehicle involved in a serious collision and directed patrol units, who stopped the vehicle. As a result of the investigation six tickets were issued to the driver.
- The flight crew in AIR-1 located a working fire and directed the Winnipeg Fire Paramedic Service (WFPS) to its location.
- AIR-1 located a male wanted on a Canada-wide warrant who fled from patrol units and attempted to evade capture by hiding on a residential rooftop.

## September 28, 2025

- AIR-1 located and tracked a suspect vehicle involved in a domestic assault incident. The suspect was apprehended by attending patrol units.
- AIR-1 located a suspect involved in an assault at a house party and directed patrol units.
- AIR-1 located and tracked an erratic driver, directed patrol units and coordinated a vehicle stop. The driver was found to be intoxicated.

## November 23, 2025

- AIR-1 located a vehicle involved in a hit and run accident and directed resources to its location. A suspect was arrested at the scene and found to be impaired and in possession of a weapon.
- AIR-1 coordinated with patrol units during a stolen vehicle follow and later tracked three suspects after they fled on foot. The flight crew directed patrol units to the location of the suspects, and all three were apprehended.

## RCMP assists

The flight crew in AIR-1 coordinated with members of the RCMP during three serious events in 2025, resulting in the safe apprehension of 3 suspects.

## WFPS

AIR-1 provided an aerial platform to assist members of the WFPS on 32 fire events. On 19 occasions the crew of AIR-1 observed active fires and alerted the WFPS for response.

# Flight Operations Unit Event Statistics

Sorted by the percentage of attendance to specific call types while airborne

| Dispatch Event Type                 | ATTENDED | % DURING FLIGHT |
|-------------------------------------|----------|-----------------|
| TRAFFIC PURSUIT                     | 5        | 83%             |
| SUBJECT PURSUIT                     | 9        | 60%             |
| FOLLOW VEHICLE/NO PURSUIT           | 107      | 59%             |
| ABDUCT/KIDNAP/ATTEMPTS              | 16       | 53%             |
| SOUNDS OF SHOTS                     | 54       | 43%             |
| SUSPECTED/ACTUAL STABBING           | 57       | 42%             |
| ALL FIREARM-RELATED                 | 100      | 39%             |
| COMM B&E/INCL ATTEMPTS              | 40       | 25%             |
| STOLEN VEHICLE EVENTS               | 10       | 25%             |
| HAZARD/DANGER SITUATION             | 46       | 23%             |
| RESIDENTIAL B&E/ATTEMPTS            | 105      | 21%             |
| EXECUTING A WARRANT/ON VIEW         | 1        | 20%             |
| WPNS/NO FIREARMS/NO ASLT            | 70       | 18%             |
| FIRE EVENTS                         | 41       | 17%             |
| COMM ROBBERY/HOLDUP                 | 29       | 17%             |
| ASLT W WEAPON/NOT FIREARM           | 36       | 16%             |
| PERSON ROB/NOT COMM                 | 32       | 16%             |
| OTHER B&E'S/LOCKERS                 | 7        | 15%             |
| COMMERCIAL BURGLAR ALARM            | 26       | 15%             |
| USED FOR SPECIAL EVENTS             | 2        | 14%             |
| UNKNOWN PERSON ON PROPERTY          | 17       | 14%             |
| FIGHT                               | 43       | 14%             |
| DISTRESS ALARM                      | 23       | 13%             |
| HOLD UP ALARM                       | 9        | 13%             |
| ASLTS/NON SEXUAL/NO WPN             | 99       | 11%             |
| MISSING PERSONS ASSIST              | 35       | 11%             |
| SUSPICIOUS CIRCUMSTANCES            | 81       | 10%             |
| ALL BOMB-RELATED, CBRN & SUSP ITEMS | 1        | 10%             |
| LOCATED STOLEN VEHICLE              | 9        | 9%              |
| ALL CHILD RELATED EVENTS            | 14       | 7%              |
| DAMAGE OR VANDALISM TO PROPERTY     | 7        | 7%              |

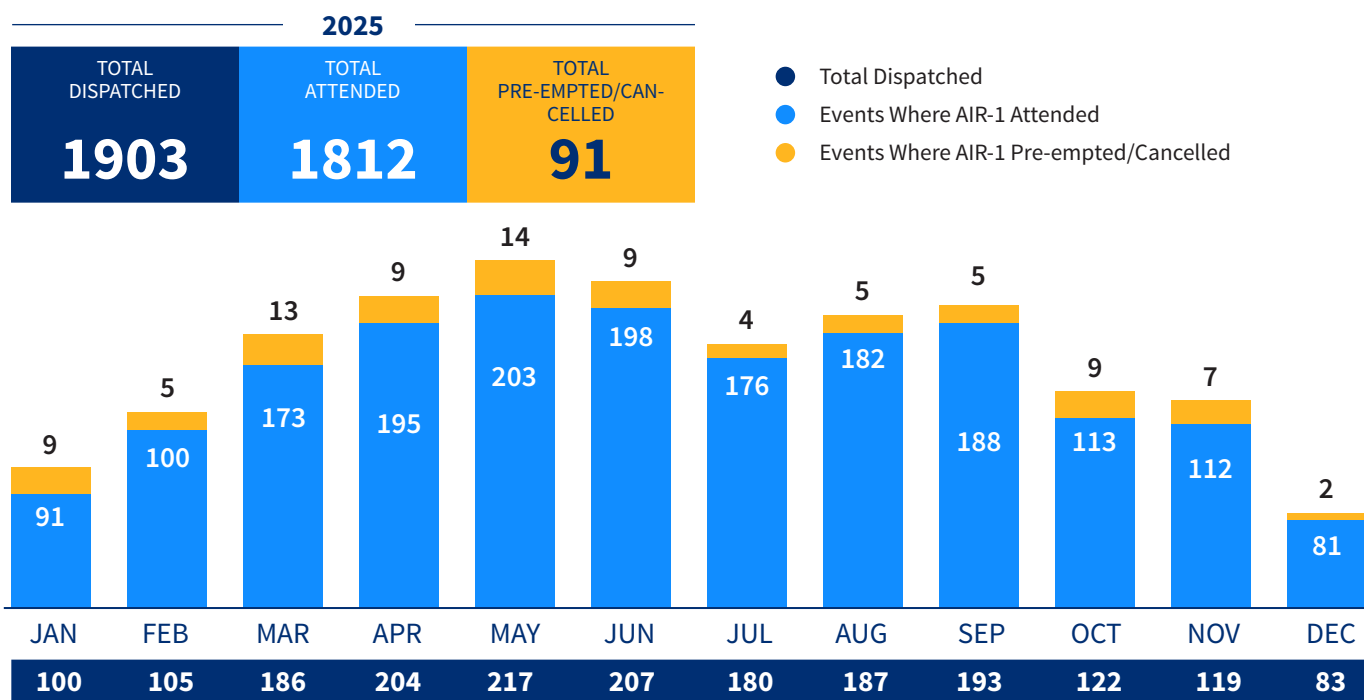
| Dispatch Event Type                   | ATTENDED | % DURING FLIGHT |
|---------------------------------------|----------|-----------------|
| CHECK WELLBEING                       | 191      | 6%              |
| TRAFFIC EVENTS/NOT MVC'S              | 47       | 6%              |
| MOTOR VEHICLE COLLISIONS              | 13       | 6%              |
| SEXUAL ASSAULTS/ADULTS                | 5        | 6%              |
| SUICIDE THREAT                        | 47       | 6%              |
| DOMESTIC SITUATIONS                   | 146      | 6%              |
| RESIDENTIAL ALARM                     | 2        | 6%              |
| PHYSICAL ABUSE OF A CHILD             | 2        | 5%              |
| FAMILY TROUBLE                        | 49       | 5%              |
| FOUND ADULT                           | 3        | 5%              |
| THEFT EVENTS/NOT SV                   | 7        | 5%              |
| ASSIST PD'S/AGENCIES                  | 14       | 5%              |
| MEDIC CALL/REQ AMB                    | 12       | 3%              |
| IMPAIRED DRIVING EVENTS               | 7        | 3%              |
| THREATS/NOT SUICIDE                   | 17       | 3%              |
| DISTURBANCE                           | 51       | 3%              |
| DOMESTIC VIOLENCE ORDER               | 1        | 3%              |
| MENTAL HEALTH ACT                     | 3        | 2%              |
| OFFICER NEEDS ASSISTANCE              | 3        | 2%              |
| ALL SHOPLIFTER EVENTS                 | 3        | 2%              |
| SEXUAL ABUSE OF CHILD                 | 1        | 2%              |
| ALL BREACHES/EXCL DOMEST              | 6        | 1%              |
| INFO ON WANTED PERSON(S)              | 9        | 1%              |
| DISPUTE/NOT DOMESTIC                  | 2        | 1%              |
| TRAFFIC STOP                          | 35       | 1%              |
| SUBJECT STOP FOR INVESTIGATIVE REASON | 1        | 1%              |
| INTOXICATED PERSONS                   | 2        | 0%              |
| SPECIAL ATTENTION                     | 2        | 0%              |

TOTAL AIR-1 ARRIVALS:

**1812**

## Event Volume by Month

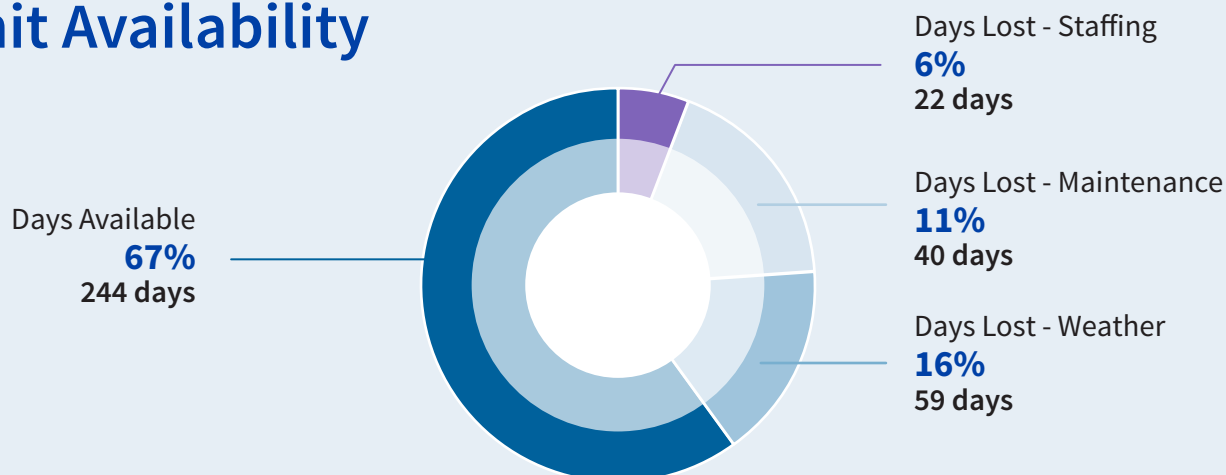
Total dispatched events (1903) includes all events attended (1812) as well as events for which AIR-1 was canceled while enroute or pre-empted themselves from attending (91).



Total Dispatched by Month

| TOTAL HOURS FLOWN | TOTAL INCIDENTS ATTENDED | TOTAL CAPTURES                |
|-------------------|--------------------------|-------------------------------|
| <b>881.1</b>      | <b>1812</b>              | <b>547</b>                    |
|                   |                          | Criminal Event <b>250</b>     |
|                   |                          | Non Criminal Event <b>297</b> |

## Unit Availability



# Demand for the Flight Operations Unit

With the goal of identifying and quantifying calls for service within the year where air support would have been deemed either appropriate and/or recommended (if available), an event algorithm was developed.

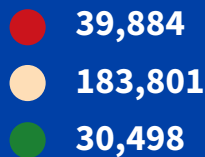
## The parameters are as follows:

- The event was consistent with the Flight Operations Unit mandate
- The event was prioritized as an emergency or high-risk
- The event was resource intensive (7 or more units utilized)
- The event involved a risk-reducing unit or supervisor  
(eg: Tactical Support Team, Canine Unit and/or Supervisor engagement)

The results revealed **39,884 events**, where one or more of the above factors were present.

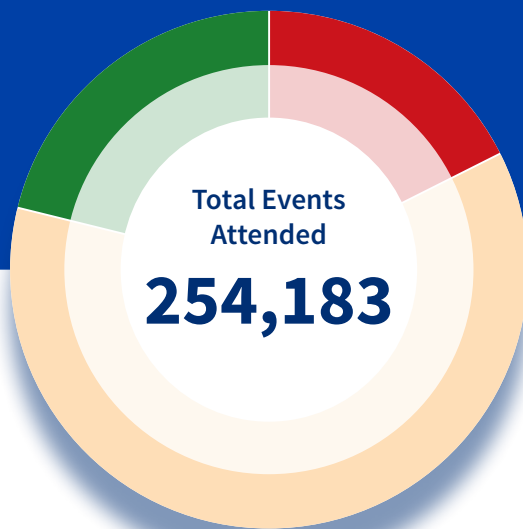
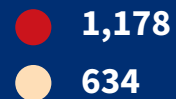
# WPS

Events Attended



# FOU

Events Attended



## Keys

### High Risk Events

Events that fit the parameters of the demand algorithm.

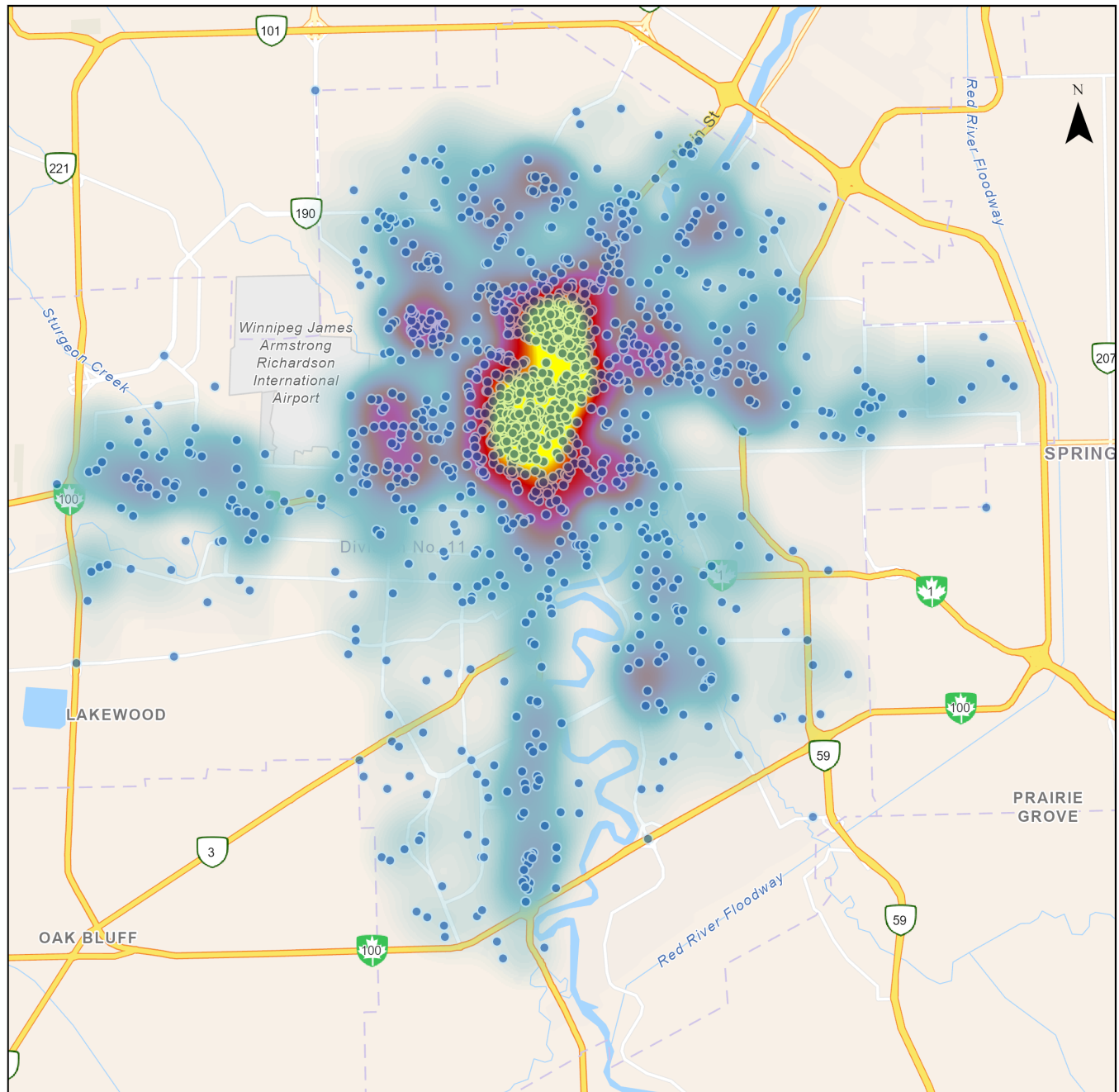
### Low Risk / Lower Priority Events

Includes events that have a low probability of AIR-1 attending but AIR-1 may attend if available.

### Events Inappropriate for Air Support

Includes walking the beat, radar/photo enforcement, transit visibility, etc.

# 2025 FOU Dispatched Locations Compared to Aggregated Locations for all High Priority Dispatched Events



## FOU Dispatched Calls

- FOU Call Locations 2025

## All Dispatched Calls (P0-4)



0 1 2 4 Kilometres

# Flight Operations Financial History

Flight Operations Unit operating costs

|                             |                            |                            |
|-----------------------------|----------------------------|----------------------------|
| 2025<br><b>\$2,350,986</b>  | 2024<br><b>\$2,029,577</b> | 2023<br><b>\$2,063,178</b> |
| 2022*<br><b>\$2,640,228</b> | 2021<br><b>\$2,268,167</b> | 2020<br><b>\$2,082,456</b> |



\* The primary driver of the increase in operating costs in 2022 was an unexpected replacement of the main gear box.



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