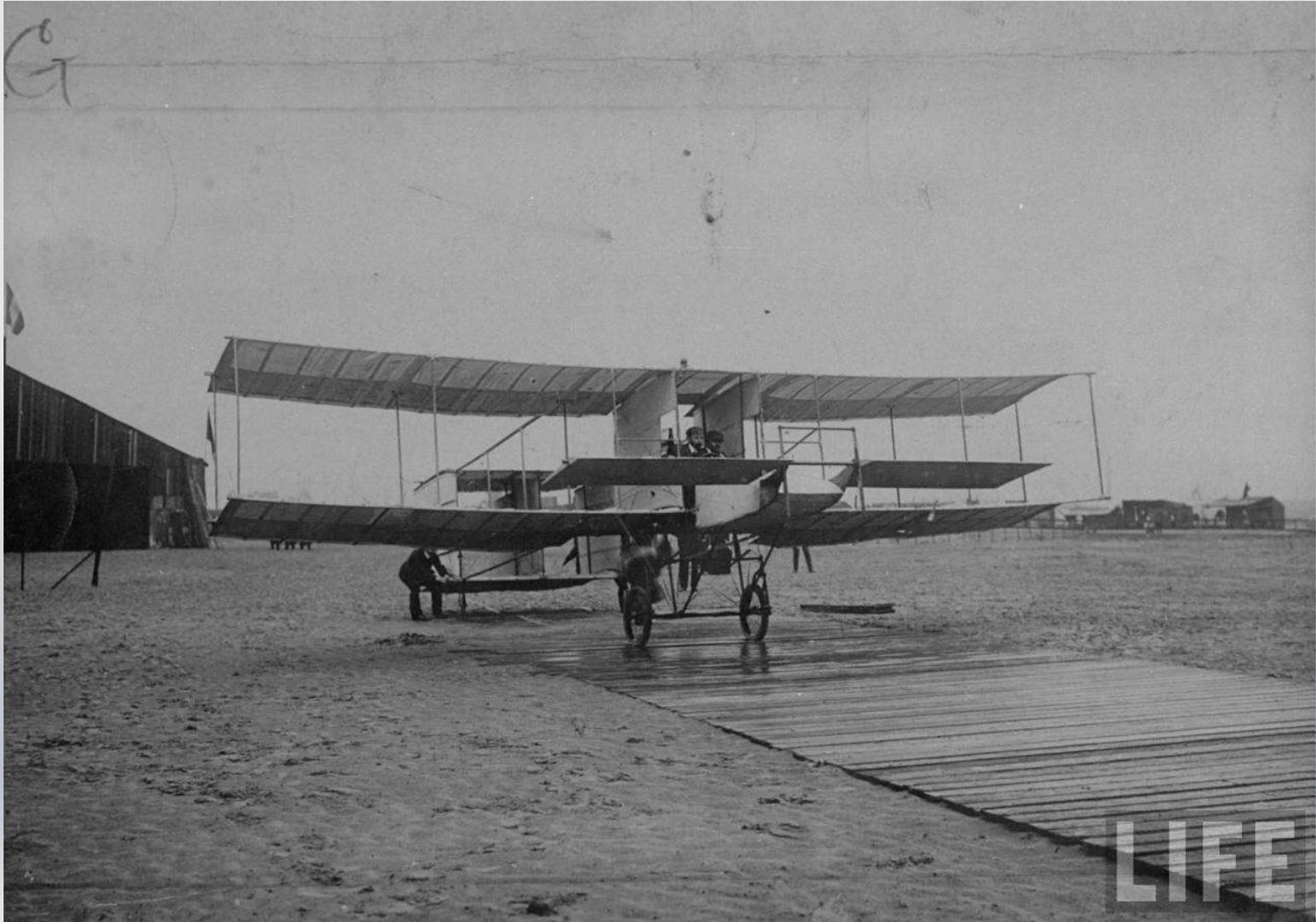




DSP Air Support Unit



HISTORY

AIR SUPPORT UNIT

1958 Cessna 150 used to enforce speed laws
Stop watch and a chart

2013 Cessna 172 Traffic Enforcement
VASCAR speed computers



DSP Air Support Unit



Traffic Enforcement

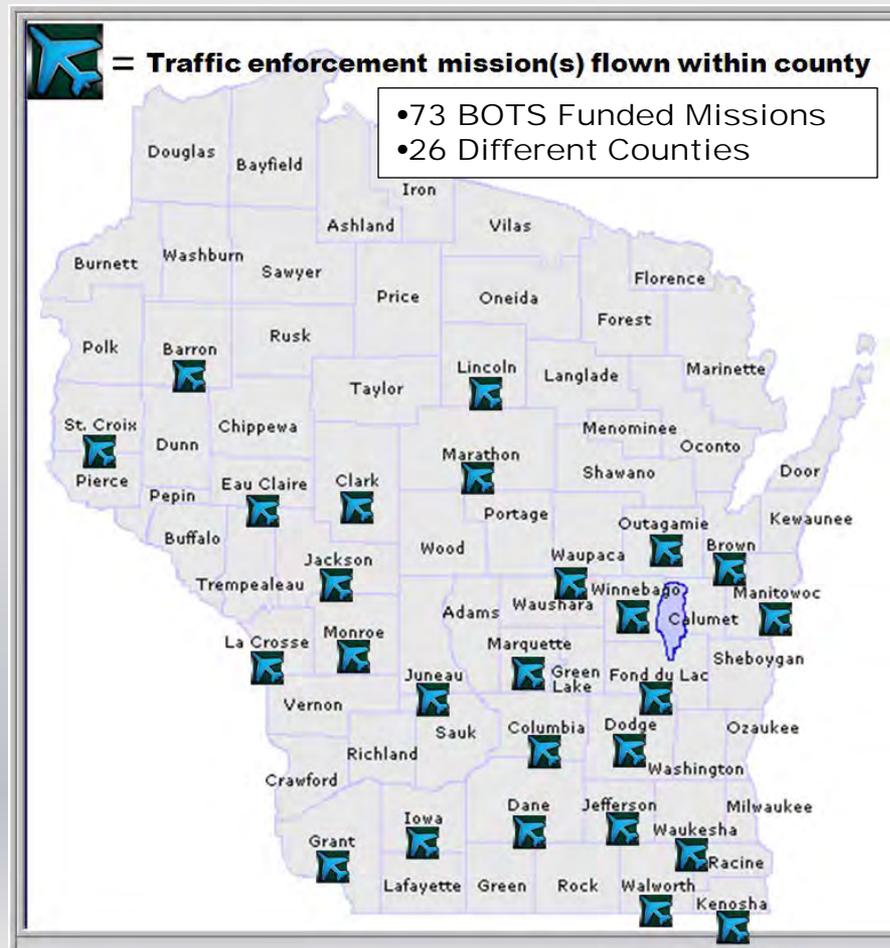




DSP Air Support Unit



FFY 2012 BOTS funded ASU Traffic Enforcement Mission Locations:





DSP Air Support Unit



Benefits/Advantages of Airborne Traffic Enforcement Activities:

- Pilots are able to identify violations involving operation that occurs over an extended distance
 - Following too close
 - Reckless/Aggressive driving
 - Excessive speed
 - Unsafe lane changes etc.
- Pilots can detect violations in areas that do not lend themselves well to alternate means of enforcement
 - Construction zones
 - No passing zones
 - Roadways section without crossovers, shoulders or available safe areas for stopped cruisers



DSP Air Support Unit



Benefits/Advantages of Airborne Traffic Enforcement activities:

- Successful ASU traffic enforcement missions produce high vehicle stop densities and visibility during the mission

Recent fan mail for a job well done

Green Bay driver grateful for State Patrol speed enforcement efforts

Dear Troopers,

On the afternoon and early evening of 13 August 2012, you folks set up a "speed trap" on the HWY 172 Bridge in Green Bay.

THANK YOU! THANK YOU! THANK YOU!

You have no idea how much I appreciate that. That bridge is an accident waiting to happen. The high disregard for the posted speed limit is amazing. If you do travel at the speed limit or even 5 mph over it, you are given so many hand gestures and evil looks that it is unnerving. And that is traveling in the center lane.

Thank you for being there at the right time and thank you for coming out in force. (I saw that all three squads each had someone pulled over.) Also, thank you for making your presence known on the Hwy 41/141 project all the way from Green Bay to Oshkosh. Most Wisconsin drivers try to obey the speed limits and are made to suffer the harassment of those that don't. You folks are leveling the playing field.

*Charles McGinnis
Green Bay, WI*



DSP Air Support Unit



Benefits/Advantages of Airborne Traffic Enforcement activities:

- Increased media attention/coverage for traffic enforcement efforts

Slow Down! Wisconsin Speeders Getting Pinched

By Jonathon Gregg
CREATED AUG. 10, 2012

Tweet

NEW AT 530
TRAFFIC DETAIL
FOND DU LAC COUNTY

they can do about the speeding.

postcrescent.com
A GANNETT COMPANY
Appleton Fox Cities Wisconsin

News Business Sports Life & Style Entertainment

FEATURED: Family First Calendar Elections Best Of The Valley Halloween

Wisconsin State Patrol maintains aerial program
Agency: Flights to nab speeders, improve safety worth cost

9:04 PM, Jun 30, 2012

October 15, 2012

15 WMTV
nbc15.com Madison, Wisconsin

Fair 50°
Feels Like: 47°
More Weather

Conditions at Madison, Dane County Regional-Truax Field, WI

Home News Sports Weather Mornings Station Find It Jobs Contests Calendar Extras

Posted: Sun 2:27 PM, Jul 01, 2012

State Patrol Aerial Program is Catching Speeders

WEAU.COM
RIGHT NOW

News Weather Sports Community First News Extra Station Contests Active Living Double Do

DOT - Page Blocked

Posted: Thu 8:56 PM, Aug 13, 2009
Updated: Fri 1:17 AM, Aug 14, 2009

Reporter: Mark Povolny

Back to HomePage

Eye in the sky: State Patrol uses airplane, 6 officers for I-94 speed zone

When you're driving down the interstate, do you keep an eye out for squad cars if you're going a little too fast? You'd need a birds-eye view though to watch for some troopers tracking your speed.

That's because the Wisconsin State Patrol has an airplane it uses for speed zones. Basically the pilot above watches for speeders while ground cars wait below to pull people over, and troopers say there is no shortage of people driving too fast. (click here to see inside the plane)

To drivers, it looks like any other day on I-94, and that's the way the State Patrol wants it. A thousand feet overhead though, Trooper Ryan Chaffee is looking down from a State Patrol-owned Cessna 172.

"You have a bird's eye view of everything," he says.

27 MADISON, WI
abc WKOW.COM

HOME NEWS WEATHER SPORTS COMMUNITY VIDEO WHAT'S ON

DOT - Page Blocked

Share Print Text Size

State Patrol summer speed enforcement to use planes

DOT - Page Blocked

Posted: Jul 01, 2012 5:17 PM CDT
By Danielle Lama - email

MADISON (WKOW) – The Wisconsin State Patrol and other police agencies are cranking up the heat on local roads over the next few weeks.

120 departments will step up patrols for their Summer Heat campaign. The goal is to saturate highways to cut down on speed-related crashes.

Airplanes will also be used in patrols. Officials say the Wisconsin State Patrol's aerial program is catching speeders and is valuable to public safety.



DSP Air Support Unit



FY 2012 Process Improvements

- Automated the process for email distribution of ASU Mission Summary
 - Completed mission summaries are delivered hourly
 - Improved supervisory and ASU situational awareness
 - Eliminated redundant work previously performed by pilots

FOX 11

News Weather Sports On Assignment Video Report It Good Day WI Living Comm

Home News Wisconsin

Video Photo

State Patrol aerial program is catching speeders

Updated: Sunday, 01 Jul 2012, 10:17 PM CDT
Published: Sunday, 01 Jul 2012, 2:32 PM CDT

MADISON, Wis. (AP) - The Wisconsin State Patrol's aerial patrols are still catching speeders, and officials say the patrols are valuable for public safety, despite the cost.

The Appleton Post-Crescent reports that in 2011, the State Patrol spent about \$54,000 flying three planes for a total of 453 hours. It's estimated about 3,200 speeders were caught.

John Bowman is communications director for the National Motorists Association. He questions the program's cost and effectiveness.

But officials say the planes are effective, especially in construction zones, and are a small part of the State Patrol's \$80 million annual budget.

The state has three Cessna 172 Skyhawk airplanes. During a typical patrol, a plane circles overhead and lets troopers on the ground know when someone is speeding. The officer on the ground makes the stop.

This photo provided by the Wisconsin State Patrol shows troopers stopped along Highway 26 south of Rosendale, June 30, 2010.

Play 1/2 Larger Photo

Latest Wisconsin News





Wisconsin State Patrol

Air Support Unit Mission Summary

Displays a snapshot of reviewed ASU Mission reports

Current distribution: All ASU Members

Database is scanned hourly for newly auto-reviewed ASU eSP4500s

Reviewed Reports Between: 08/23/2012 04:05 PM - 08/23/2012 05:05 PM Date Printed: 8/23/2012

ASU Mission Classification:	20-ASU Mission - Traffic Enforcement Detail (BOTS funded)
Date & Time:	8/23/2012 4:12:00 PM
Summary:	Project# Pilot- 0518-12-22 Project# Ground- 0518-12-22 Airplane ID- N831MA Flight Hrs- 4.9 Gallons Airplane Fuel-28.5 Detail Hrs- 4 County- Walworth Zone- I-43 northbound .5 south of Hodunk Rd #WSP Units- 3 #WSP Stops-32 #Speed Stops-32 #FTC Stops- #Other Stops- Other Stop Reasons- High mph speed-116 Ave. mph speed-83 Contributing Factors-Low traffic volume however high rates of speed Notables-116 mph driver late for work, supposed to start at 3 pm however time of stop 2:38 pm.
Detailed Report:	A detailed narrative IS NOT available from the Wisconsin State Patrol.
Reference Case/RD#:	12-047582 Officer Name / #: SCHUETTE D / #2270

Aerial Traffic Enforcement





DSP Air Support Unit



UNIT OPERATIONS



DSP Air Support Unit

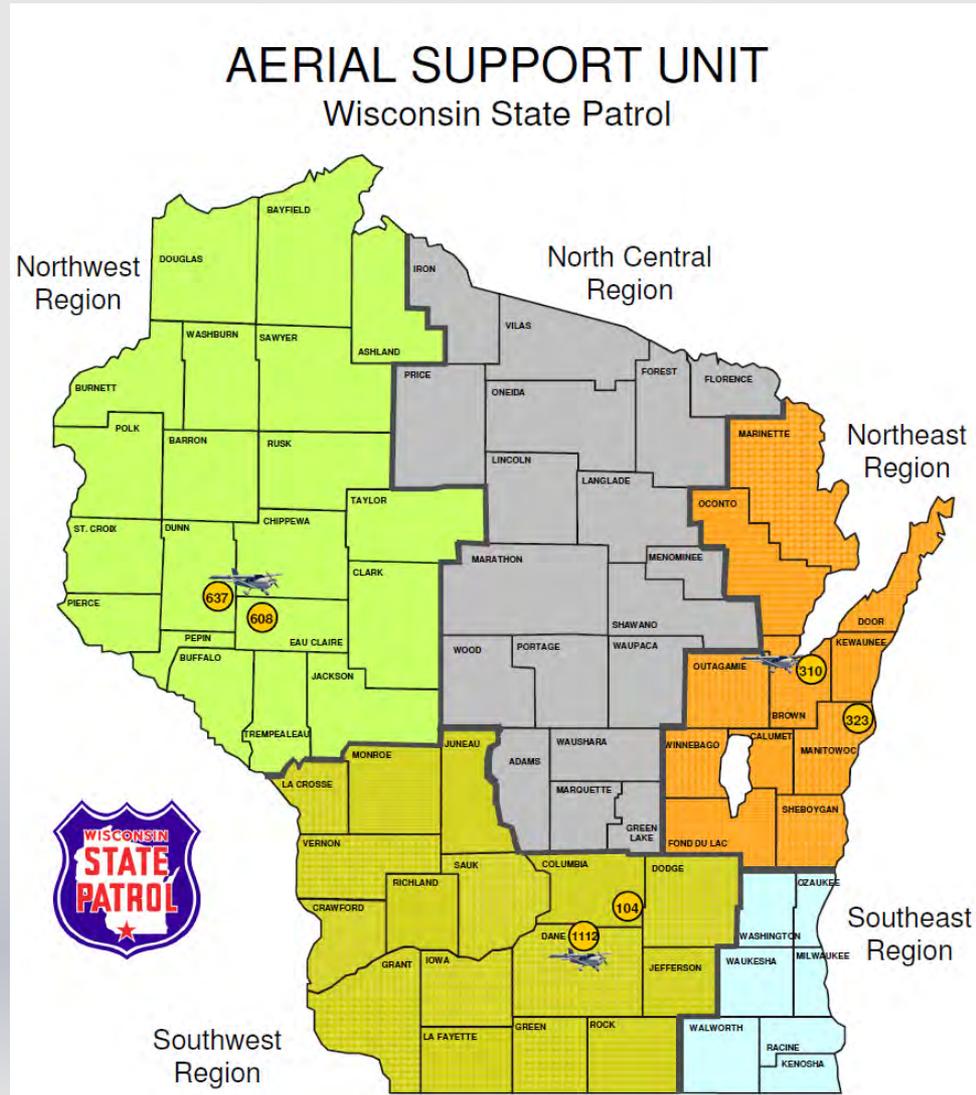


ASU Assets:

- Three aircraft based in:
 - Madison
 - Green Bay
 - Eau Claire
- Five active pilots
 - Sgt. Tape – NW Region
 - Trooper Vernon – NW Region
 - Sgt. Chaffee – SW Region
 - Inspector Schuette – SW Region
 - Sgt. Jones – NE Region
 - Trooper Markowski – NE Region



DSP Air Support Unit





DSP Air Support Unit



Equipment on Board

- Technisonic TDFM 7000 Police Radio
 - WISCOM/VHF/DIGITAL Capabilities

- Front Panel Programming





DSP Air Support Unit



Equipment On Board - VASCAR

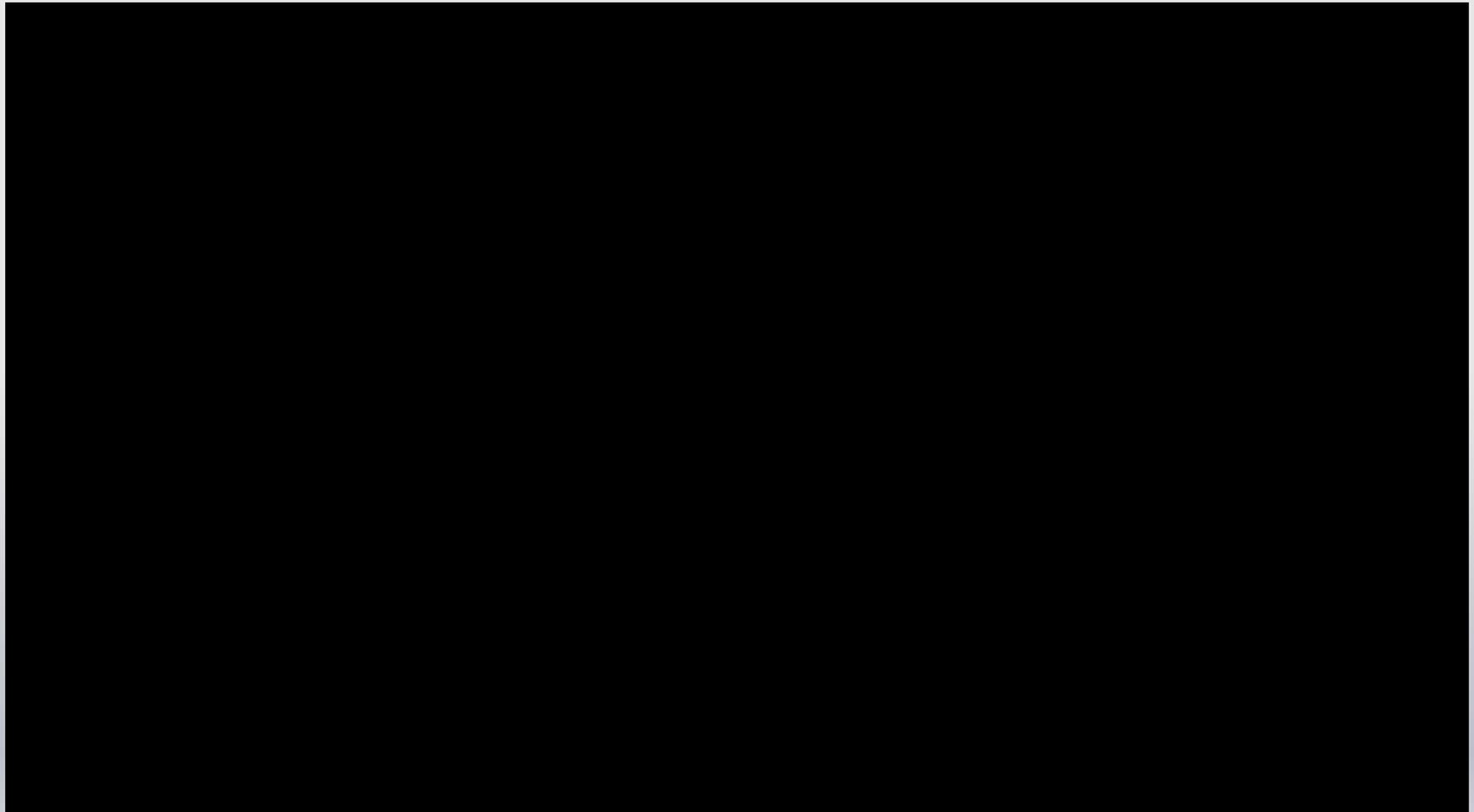




DSP Air Support Unit



VASCAR Demonstration





DSP Air Support Unit



Equipment On Board

- TCAS
 - Traffic Collision Avoidance System





DSP Air Support Unit



Thermal –Eye Thermal Imaging Camera





DSP Air Support Unit



Gyro-Stabilized Surveillance





DSP Air Support Unit



Pilot Certifications

- I) Certified Law Enforcement Officers
- II) Private/Instrument Rated



- III) Familiar with ICS and police communication



DSP Air Support Unit



FFY 2012 - ASU Mission Types:



Air Support Unit - Mission Type Distribution

Air Support Unit Missions	01-ASU Mission - Active Incident Support/Security	1	
	02-ASU Mission - Crash Photography	2	
	03-ASU Mission - Crime Scene/Incident Reconstruction Photography	8	
	04-ASU Mission - Disaster Response (natural)	1	
	06-ASU Mission - Expedited Delivery (equipment)	1	
	07-ASU Mission - Expedited Delivery (personnel)	1	
	08-ASU Mission - Infrastructure Security Planning/Photography	2	
	09-ASU Mission - Infrastructure Status Monitoring	3	
	10-ASU Mission - Pre-event Reconnaissance/Photography	9	
	11-ASU Mission - Search and Locate (fugitive)	5	
	12-ASU Mission - Search and Locate (non-fugitive, person)	15	
	14-ASU Mission - Special Event (non-disaster, non-enforcement)	1	
	15-ASU Mission - Surveillance (non-mobile target)	15	
	16-ASU Mission - Surveillance/Tracking (mobile target)	10	
	17-ASU Mission - Traffic Enforcement Detail(non-BOTS funded)	3	
	18-ASU Mission - Traffic Enforcement Detail (CMV emphasis)	3	
	20-ASU Mission - Traffic Enforcement Detail (BOTS funded)	73	
	Total		153



DSP Air Support Unit



FFY 2012 Traffic Enforcement Activity Totals BOTS and Non-BOTS Funded (10/1/2011 through 9/30/2012)

FY2012	MISSION INFORMATION						ENFORCEMENT ACTIVITY			
	Traffic Enforcement Missions	Other Agency # Units	Other Agency # Stops	WSP # Units	WSP # Stops	Total # Stops	Speed		Total Cits. Issued	Total Warns Issued
							Cit.	Warn		
Year to Date Totals	79	44	124	280	2192	2316	1386	539	1723	1305
October	1	0	0	7	28	28	0	28	0	28
November	0	0	0	0	0	0	0	0	0	0
December	0	0	0	0	0	0	0	0	0	0
January	0	0	0	0	0	0	0	0	0	0
February	0	0	0	0	0	0	0	0	0	0
March	2	2	9	8	41	50	45	5	50	11
April	0	0	0	0	0	0	0	0	0	0
May	1	0	0	0	0	0	0	0	0	0
June	4	2	0	10	95	95	64	0	76	23
July	5	10	0	15	166	166	153	0	171	27
August	27	18	62	102	771	833	567	30	665	392
September	39	12	53	138	1091	1144	557	476	761	824



DSP Air Support Unit



FFY 2012 Traffic Enforcement Activity
(10/1/2011 through 9/30/2012)

Total Missions	79
Mission Averages	
Ground Units	4.1
Vehicle Stops	29.3
Speed Citations	17.5
Speed Warnings	6.8
Total Citations	21.8
Total Warnings	16.5
Total Citations and Warnings	38.3



DSP Air Support Unit



YTD 2013 Traffic Enforcement Activity

(1/1/2013 through 8/01/2013)

MISSION INFORMATION (derived from eSP4500 ASU Mission Summary)

Totals	Traffic Missions	Total Flight Hours	Gallons Airplane Fuel	Total Detail Duration (Hours)	Other Agency # Units	Other Agency # Stops	WSP # Units	WSP # Stops	Total # Stops
Yearly	29	145.0	962.6	107.9	21	91	124	792	883
January	1	4.4	25.8	2.0	2	7	5	18	25
February	0	0.0	0.0	0.0	0	0	0	0	0
March	3	14.6	103.4	12.0	6	32	11	72	104
April	4	19.1	120.9	13.5	0	0	18	107	107
May	7	36.2	237.1	25.5	6	19	30	163	182
June	6	26.3	173.7	22.9	3	9	25	164	173
July	7	38.4	257.4	28.0	4	24	31	240	264
August	1	6.0	44.3	4.0	0	0	4	28	28
September	0	0.0	0.0	0.0	0	0	0	0	0
October	0	0.0	0.0	0.0	0	0	0	0	0
November	0	0.0	0.0	0.0	0	0	0	0	0
December	0	0.0	0.0	0.0	0	0	0	0	0
	2.42	12.08	80.22	8.99	1.75	7.58	10.33	66.00	73.58



DSP Air Support Unit



YTD 2013 Traffic Enforcement Activity

(1/1/2013 through 8/01/2013)

Safety Belt		Child Restraint		Speed		DWI		Drivers License		Open Intox	
Citations	Warnings	Citations	Warnings	Citations	Warnings	Citations	Warnings	Citations	Warnings	Citations	Warnings
18	0	0	0	608	105	0	0	17	19	0	0
2	0	0	0	23	2	0	0	0	2	0	0
0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	58	10	0	0	3	0	0	0
0	0	0	0	78	23	0	0	3	3	0	0
5	0	0	0	118	27	0	0	1	7	0	0
4	0	0	0	129	15	0	0	2	3	0	0
5	0	0	0	202	28	0	0	8	4	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
1.50	0.00	0.00	0.00	50.67	8.75	0.00	0.00	1.42	1.58	0.00	0.00



DSP Air Support Unit



YTD 2013 Traffic Enforcement Activity

(1/1/2013 through 8/01/2013)

						Totals	
Veh. Reg		Veh. Equip		All Other		Citations	Warnings
Citations	Warnings	Citations	Warnings	Cits. & NTCs	Warn		
9	56	1	21	41	107	694	308
1	4	1	2	3	7	30	17
0	0	0	0	0	0	0	0
2	6	0	1	7	14	72	31
1	9	0	3	6	19	88	57
1	21	0	4	8	34	133	93
2	8	0	5	8	17	145	48
2	8	0	6	9	16	226	62
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0.75	4.67	0.08	1.75	3.42	8.92	57.83	25.67



DSP Air Support Unit



YTD 2013 Traffic Enforcement Activity

(1/1/2013 through 8/01/2013)

Total Criminal Arrests			
Drug	Felony	Misd	Warrants
1	0	1	2
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	1
0	0	0	0
0	0	0	0
1	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.08	0.00	0.08	0.17



DSP Air Support Unit



Process Improvements

- Reduction in data collection duties of pilots and ground cars through improved data collection methods
 - Elimination of worksheet method of data collection previously required of participating ground cars
 - Leveraging of the TraCS Traffic Stop Data Collection form and monthly Vehicle Report to obtain necessary, current and verifiable data for grant reporting and program evaluation

Rain hampered the detail off and on for a majority of the time. Traffic volumes were also low.

1 car only for the first 40 minutes of the detail, then 2 cars until 2 hours and 20 minutes into the detail. Ground cars had reasons for their respective delays. In my opinion four ground cars are needed on an interstate aerial enforcement detail

Contributing Factors-Low traffic volume however high rates of speed
Notables-116 mph driver late for work, supposed to start at 3 pm however time of stop 2:38 pm.



DSP Air Support Unit



FFY 2013 Goals

- Increase air unit radio reliability and interoperability through technology upgrades
- Utilize the expanded mission period (through Sept. 30, 2013) for more effective mission targeting
 - Capitalize upon known traffic patterns as well as patterns influenced by identified upcoming events
 - Craft missions to target optimal dates, times and locations
- Coordinate the assignment of sufficient numbers of ground cars based upon predicted mission activity levels
 - Use 2012 data as well as the local knowledge and expertise of the regions and pilots
 - Utilize non-DSP ground cars when available to increase multi-agency participation in ASU traffic enforcement missions
- Partner with DTSD in identifying aerial enforcement zone needs
 - Repaint existing zones that are worn or faded
 - Add zones during long term construction projects to aid mitigation efforts
 - Add new zones when new construction allows or when a need is identified