



MNPD's Drones as First Responder Trial Program: Preliminary Informational Report

Prepared by the Metro Nashville Community Review Board

Introduction

On May 26, 2026, the Metro Nashville Police Department (MNPD) launched a Drone as First Responder (DFR) pilot program.¹ For the pilot, MNPD received three trial units from the drone manufacturing company Skydio² and is testing them within the Madison precinct. More specifically, all drone test flights during the pilot take place within a two-mile radius of the Madison police station. The trial period will last 45 flight days, i.e. days the drones are in use. As of July 24, 2026, MNPD has used 21 of the 45 flight days, a period of over 60 calendar days since the launch of the program. It is worth noting that no drones have flown on Saturday through Monday, and there was a 26 consecutive day gap from June 11 to July 6. MNPD has also updated its department manual with a policy on DFR, Section 8.50, in its Title 8: Policy and Procedure section.³ According to Section 8.50, these drones are for MNPD to “support calls for service,” “improve the delivery of police services,” and “contribute to increased public safety for [Nashville] residents and visitors.” MNPD’s DFR policy is explored in greater detail further in this report.

The drones are authorized for a wide range of use cases, including, for example, any call that warrants a police car to use lights and sirens, active criminal investigations, emergency operations, and traffic crashes. The policy prohibits arming the drones with weapons of any kind; surveillance of the lawful exercise of speech, assembly, or religion where no crime is suspected; recording or transmitting data anywhere individuals have a reasonable expectation of privacy, and no search warrant has been issued; and using facial recognition technology. While the pilot program is based in the Madison precinct, according to the policy all drones are piloted from MNPD’s Community Safety Center (CSC), the facility where MNPD houses its technology and response centers, funded by a \$3,000,000 public safety grant.⁴ All data recorded by the drones is housed in the CSC as well.

Drones have the capability to record and transmit data in ways that would be impossible for a typical patrol officer, and they may impact significantly more people or geographic area during a single call for service. However, the pilot program for these drones did not go before Metro Council for approval prior to launch. Metro Nashville municipal code ordinance 13.08.080 requires Metro Council approval prior to the acquisition or implementation of new surveillance technology,⁵ defined as “*any electronic surveillance device, hardware, or software that is capable of collecting, capturing, recording, retaining,*

¹<https://www.nashville.gov/departments/police/news/mnpd-begin-limited-drone-first-responder-trial-may-26>

²<https://www.skydio.com/>

³<https://www.nashville.gov/sites/default/files/2026-05/8-50-Drone-as-a-First-Responder-Program.pdf>

⁴<https://www.wkrn.com/news/local-news/nashville/mnpd-applies-for-3-million-grant-to-combat-violent-crime-in-nashville/>

⁵https://library.municode.com/tn/metro_government_of_nashville_and_davidson_county/codes/code_of_ordinances?nodeId=CD_TIT13STSIP UPL_DIVIGERE_CH13.08STALSI_13.08.080DESUELDADEONPURI-WREMECOAP

processing, intercepting, analyzing, monitoring, or sharing audio, visual, digital, location, thermal, biometric, or similar information or communications specifically associated with, or capable of being associated with, any specific individual or group; or any system, device, or vehicle that is equipped with an electronic surveillance device, hardware, or software.”⁶

Mayor Freddie O’Connell, Metro Legal, and MNPB have stated that the DFR pilot is exempt from Council review under Section E of the ordinance, which says 13.08.080 does not apply *“to acquisition or use of surveillance technology by or on behalf of law enforcement that is used on a temporary basis for the purpose of a criminal investigation supported by reasonable suspicion, or pursuant to a lawfully issued search warrant, or under exigent circumstances as defined in case law.”* Community members and some council members have disputed this interpretation, in part because the ordinance does not define what qualifies as “temporary” use. It is also notable that Council Member Emily Benedict was not notified about the DFR program before it launched, despite her district falling within or near the two-mile operational area, while District 15 Council Member Jeff Gregg, whose district accounts for roughly half a percent of the operational area and has not been crossed by a single DFR flight, was notified.⁷ In a statement posted on social media, Council Member Benedict believes that the DFR program does constitute surveillance technology and should have gone before the Metro Council, which was echoed by public commenters at the following Metro Council meeting. The question of whether a formal review by Council is required remains unresolved.

That question is now the subject of pending Metro Council legislation. On July 28th, 2026, twelve council members filed BL2026-1498, an ordinance amending Metro Code 13.08.080 relative to the use of unmanned aircraft systems and surveillance technology.⁸ The bill is sponsored by Council Member Sandra Sepulveda, and its eleven co-sponsors include Council Member Emily Benedict. It is scheduled for first reading on August 4th, 2026, and must pass three readings before it can take effect. The bill would make two key changes. First, it would add the definition of “unmanned aircraft system (UAS)” to the ordinance, covering not only the aircraft itself but also its associated sensors, thermal imaging devices, software, and data storage. Second, it would delete Section E of Metro Code 13.08.080 in its entirety and replace it with a narrower provision. Under the replacement, the ordinance would not apply to the temporary acquisition, deployment, or use of a drone only during an active shooter incident, a hostage situation, or a declared state of emergency or natural disaster presenting an immediate threat to life, public safety, or critical infrastructure. Such use would be authorized only for the duration of the emergency and could not continue for more than thirty consecutive days unless Metro Council approved its continuation via a public hearing. Finally, a third provision states that nothing in the subsection authorizes the permanent acquisition, deployment, expansion, replacement, or operation of drones without prior Metro Council approval after a public hearing. Altogether, these new provisions would place the current call-driven drone deployment of the kind the DFR trial represents outside of any exemption, and within the category of technology that would require a public hearing per the ordinance.

⁶<https://nashville.legistar.com/View.ashx?M=A&ID=1415724&GUID=AAFA84DC-8B51-489B-8EFB-4A4D38C24F4F>

⁷<https://wpln.org/post/nashville-police-drone-usage-hits-turbulence-after-launching-without-council-approval/>

⁸ <https://nashville.legistar.com/LegislationDetail.aspx?ID=8154627&GUID=97FFB180-F406-4C1A-970A-814FF26B9884>

On July 31, 2026, MNPB Chief John Drake sent a letter to the Vice Mayor and all Council Members urging them to oppose BL2026-1498.⁹ The letter states that the bill would ban most MNPB drone operations, and lists nine categories of use it says would be prohibited, among them collecting evidence at crime scenes, locating missing children and missing persons, mapping fatal crash scenes, protecting crowds at special events, and more. It states that the bill would similarly affect the ability of the Office of Emergency Management and the Nashville Fire Department to deploy drones. The Chief argues that the bill broadens the surveillance ordinance to cover activity that is not surveillance, on the grounds that drones are flown only where officers are already present or are headed and that those same incidents are recorded on in-car and body-worn cameras; he compares the restriction to prohibiting an officer from using binoculars. The letter states that failing to use drones where they could save lives would be “negligent at best, reckless at worst,” and that MNPB would need to request assistance from the Tennessee Highway Patrol and federal partners to fill the resulting gap, particularly for large downtown events. It closes by noting that private citizens remain free to fly drones, citing at least 13 illegal drones encountered during the July 4 holiday.

Finally, the Chief also states that the DFR trial is set to conclude before the bill’s third reading, and that the bill therefore will not affect the trial. As noted above, MNPB had used 21 of the 45 flight days as of July 24, 2026. At the pace recorded since flights resumed on July 7, the remaining 24 flight days would extend the trial to approximately the beginning of September 2026. The NCRB has not independently confirmed the schedule for the trial program, or for the bill’s second and third readings.

The questions now before the Council are not new to Nashvillians. Arrival of this DFR trial follows the recent FUSUS platform debate, which took a similar course. FUSUS is a surveillance platform that allowed MNPB to live-stream both public and private surveillance cameras in real time, and it, too, was initially launched without Council approval. While FUSUS was ultimately rejected by Metro Council after MNPB paused the program,¹⁰ the episode raised questions about how Council approval affects public trust, and ways the technology could be brought back for reconsideration later. It is worth noting that, while the two technologies are made by different vendors, Skydio’s DFRs and Axon’s FUSUS have a partnership designed to bring Skydio’s drones into Axon FUSUS real-time crime centers.¹¹ The NCRB’s prior reports on FUSUS can be found on its informational reports page.¹²

Skydio Overview

Despite Skydio loaning MNPB the three drones for the pilot program, there is no publicly available procurement contract between MNPB and Skydio,¹³ though the pilot is likely governed by some form of agreement or memorandum of understanding. According to its website, Skydio has a relationship with

⁹ https://metronashville.sharepoint.com/:b:/s/NCRBCRR/IQDa8SXj00PGS6ZLxN5F0LbdAYG3BC_XnCrOXOkNHEidEJw?e=Q4lyVf

¹⁰ <https://wpln.org/post/after-a-year-of-uncertainty-nashvilles-council-rejects-fusus-police-surveillance-tool/>

¹¹ <https://www.skydio.com/blog/axon-skydio-partner-public-safety-dfr-drones>

¹² <https://www.nashville.gov/departments/community-review/metro-community-review-board-informational-reports>

¹³ <https://documents.nashville.gov/Request/Form/Contracts>

over 1,300 public safety agencies across the United States,¹⁴ including 49 agencies within Tennessee. Skydio markets its drones as a “force multiplier” for police departments, stating that the technology can “provide live aerial intelligence” to officers and real-time crime centers, or clear calls without sending an officer. Skydio’s regulatory team helps police and other public safety agencies acquire DFR.¹⁵ No-cost pilot programs, like the one MNPB has entered with Skydio, allow police departments to test vendor technology before entering the formal procurement process.¹⁶ Because no procurement contract is required at the trial stage, these arrangements can allow a program to launch without the standard public disclosure, competitive bidding, or Council review that a contract would typically trigger.



A promotional image of Skydio’s DFR product. Source: <https://cdn.sanity.io/images/mgxz50fq/production-v3-red/e410b7fc4676fc0beeaf259f58d230d54f27ac05-7680x4320.png?w=3000&fit=max&auto=format>

According to Skydio’s website, its DFR program also has the capability to integrate with other technologies, including, as mentioned previously, Axon FUSUS.¹⁷ Skydio drones are also capable of autonomous flying, though MNPB’s current DFR policy requires FAA-certified pilots for operation.¹⁸

Finally, while Skydio makes drones for police departments, it also manufactures drones for national security and battlefield use.¹⁹ Notably, Skydio has supplied the U.S. Department of Defense and Army with both general-use and bomb-carrying drones.^{20,21}

¹⁴<https://www.skydio.com/solutions/dfr>

¹⁵<https://pages.skydio.com/rs/784-TUF-591/images/Technical%20White%20Paper%20-%20PS%20-%20Summitting%20mount%20regulation%20for%20DFR%20programs.pdf>

¹⁶<https://dronexl.co/2026/05/27/nashville-police-45-day-skydio-dfr/>

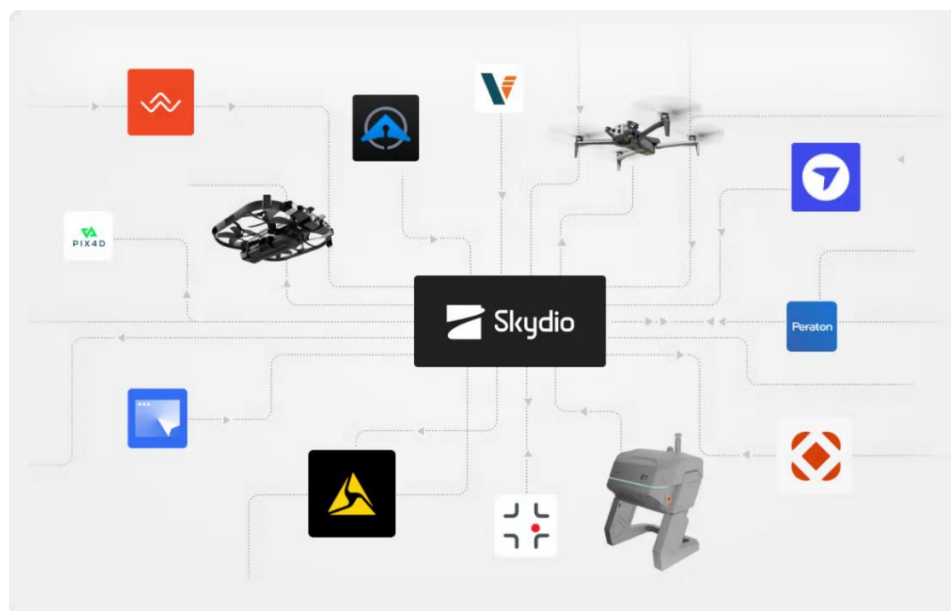
¹⁷<https://www.skydio.com/solutions/dfr>

¹⁸<https://www.skydio.com/solutions/dfr>

¹⁹<https://www.skydio.com/solutions/national-security>

²⁰<https://www.instagram.com/p/DL8lbq4ssCF/>

²¹<https://www.defenseone.com/threats/2023/06/army-seeks-bomb-carrying-drones-ukraines/387091/>



Skydio's DFR integration network. Source: <https://cdn.sanity.io/images/mqxz50fq/production-v3-red/497da4773ead4cfa905acd6f556517776612ee55-1552x986.png?w=2000&fit=max&auto=format>

Aircraft Capabilities

Although not confirmed publicly by MNPD, the aircraft MNPD is most likely testing during the pilot is the Skydio X10. According to the manufacturer's published specifications, the X10 weighs about 4.7 pounds with batteries, measures roughly 31 inches across its frame, reaches a top speed of about 45 miles per hour, and can remain aloft for up to 40 minutes. It is airborne in under 20 seconds from its dock and is rated to operate in light rain and in gusts of up to about 28 miles per hour. Its sensor package includes a 50-megapixel wide camera, a 64-megapixel narrow camera, and a 48-megapixel telephoto camera providing roughly 128x system zoom; a FLIR radiometric thermal camera at 640 x 512 resolution; and six 32-megapixel navigation cameras supporting 360-degree obstacle avoidance and flight in zero light.

These specifications describe what the aircraft is capable of collecting, which is a separate question from what MNPD's policy permits it to collect. The manufacturer publishes the following detection ranges for the platform (*see Table 1*).

Table 1: Skydio X10 detection ranges, per manufacturer specifications

Capability	Distance
Read a license plate	About 800 feet
Detect a person	About 8,200 feet
Detect a vehicle	About 7.5 miles
Detect a person on thermal, by moonlight	Up to 2 miles

Source: Skydio published specifications for the X10 platform. Ranges are manufacturer figures and have not been independently verified by the NCRB.

In the context of Metro Code 13.08.080, which defines surveillance technology as any device capable of collecting, recording, retaining, or sharing visual, thermal, location, or biometric information associated with a specific individual or group, the documented capabilities of the X10 fall within that

definition. Whether the temporary status of the pilot exempts it from the Council review the ordinance otherwise requires is a separate question, discussed earlier in this report.

DFR Overview

Skydio offers multiple options for DFR. MNPB is testing the “dock-based DFR” platform.²² Essentially, each drone has a dock (in this case at the Madison police station) that keeps it charged and able to launch 24/7. While the docks are placed in specific locations, the drones can be piloted remotely from the CSC and are equipped with computer-aided dispatch (CAD) systems.

MNPB’s Existing Drone Program

Drones themselves are not new to MNPB. The department acquired its first drone in 2020 and purchased two more in February 2024; by April 2026 it had purchased thirty-four drones. Before the DFR pilot, these aircraft were used for crime scene investigations, including aerial photography of major or complex scenes such as fatal vehicle crashes; for special events, where live drone video supported personnel deployment, traffic flow, cone placement, and real-time situational awareness; and for SWAT operations, where live video was used during critical incidents including barricades and to check a potentially dangerous location before officers entered.

What distinguishes the DFR pilot from this existing use is the manner of deployment: docked and launched in response to calls for service, and piloted remotely from downtown rather than by an operator present at the scene. The retention rules differ as well. Drone video collected before DFR was treated like other evidence and held through the investigation, prosecution, and any post-conviction proceedings; the seven-day purge of non-evidentiary footage described later in this report is specific to the DFR program.

The timing of the pilot also reflects a change in federal regulation rather than a change in local policy. Expanded FAA authorization for beyond-visual-line-of-sight (BVLOS) operations in spring 2025 is the same change driving DFR adoption by police departments nationally, and it is what made a dock-based, remotely piloted program of this kind practical for MNPB to test.

While most of the reports surrounding DFR are sponsored by corporations, an article from the International Association of Chiefs of Police (IACP) suggests that DFR can lead to reduced response times.²³ Response times are an area of concern for MNPB: a previous report published by the Metro Nashville Community Oversight Board (MNCO) found that MNPB’s average response time across calls was more than 73 minutes in 2022.²⁴ In one example cited for DFR, the Redmond, WA Police Department averaged a DFR response time of 88 seconds to a scene, about 48% faster than the average officer response. While there is a need for more peer-reviewed research on DFR outcomes, industry and police-agency reports can offer useful preliminary data when interpreted with caution.

²²<https://www.skydio.com/solutions/dfp>

²³<https://www.theiacp.org/news/blog-post/sponsored-content-smarter-response-safer-cities-real-results-from-dfr-programs>

²⁴<https://www.nashville.gov/sites/default/files/2023-02/Response-Time-and-Clearance-Rates-Community-Oversight-Board.pdf>

DFR in Other Cities

DFR programs with Skydio have been launched in other cities as well.²⁵ In Denver, Colorado, Skydio also launched a DFR pilot without any council feedback.²⁶ Orlando, Florida approved a DFR program with Skydio after a seven-week pilot by amending its existing Axon contract to include it.²⁷ That program costs \$6.83 million over the eight-year life of the contract, or \$759,322 annually. Portland, Maine approved the use of a single DFR device after a council vote;²⁸ the single drone costs \$45,316. There are also cities now withdrawing from the program. Syracuse, New York withdrew legislation to launch a DFR program with the Syracuse Police Department (SPD) for the fourth time in 2025 alone.²⁹³⁰ The program drew widespread public controversy, partly because SPD significantly expanded its authorized use cases to any call for service rather than just emergency situations, leading to surveillance concerns.³¹³²³³ These general calls-for-service uses mirror the proposed ones for MNPd's DFR pilot, which are covered in the next section.

Overview: MNPd DFR Test Flights

Skydio Transparency Dashboard

The Metro Nashville Police Department publishes its Drone as First Responder flight data through a Skydio Transparency Dashboard, a public-facing web portal hosted by Skydio at cloud.skydio.com. The dashboard is a feature of Skydio's DFR Command software, the platform MNPd uses to operate its drone program, and it presents each posted flight on an interactive map with an accompanying record of flight details.³⁴

For each flight, the dashboard can display the date, start and stop times, flight telemetry shown over a map view, the reason for the flight, and an associated case number. In MNPd's instance, the flight paths appear as lines on the map, and each flight carries its purpose (drawn from the dispatched call type, such as "Person With Weapon" or "Domestic Disturbance") and a linked incident number.

A defining characteristic of the dashboard is that its contents are curated by the agency rather than comprehensive. Skydio designs the tool so that agencies choose which flights to post and can exclude flights (for example, those tied to warrants or to critical responses under active investigation). Skydio positions the dashboard as a transparency feature intended to build community trust and address concerns about technology misuse. As a result, the published record should be understood as the set of

²⁵<https://readrichtext.substack.com/p/mnpd-launches-unauthorized-pilot>

²⁶<https://www.denver7.com/news/crime/denver-police-quietly-launch-drones-as-first-responders-in-program-to-fight-crime-from-the-sky>

²⁷<https://dronexl.co/2026/02/25/orlando-skydio-drone-program/>

²⁸<https://www.pressherald.com/2026/03/03/portland-city-council-approves-police-purchase-of-drone/>

²⁹<https://medium.com/@haykesteloo/syracuse-police-drone-program-stalled-again-as-lawmakers-withdraw-approval-for-fourth-time-in-2025>

³⁰<https://centralcurrent.org/syracuse-lawmakers-again-leave-drone-program-waiting-on-the-runway/>

³¹<https://www.syracuse.com/news/2025/10/syracuse-lawmakers-again-delay-decision-on-police-drone-program.html>

³²<https://centralcurrent.org/common-council-pushes-back-on-syracuse-polices-press-for-unpopular-drone-program/>

³³<https://spectrumlocalnews.com/nys/central-ny/news/2025/10/20/drone-program-struggles-to-takeoff->

³⁴<https://cloud.skydio.com/dashboard/678dee26-6aa8-4d60-bf1c-30c7b0f6b517>

flights MNPB has elected to make public, which may not represent the full dataset of DFR flights flown during the pilot.

It is also worth noting what the dashboard does and does not show. It provides flight tracks, timing, and call types, but it does not publish the official location of the underlying call for service, the outcome of the response, whether officers were also dispatched, or whether video was retained.

Metro Councilmember notifications and Early Community Concerns

The MNPB briefing states that there are five councilmembers whose districts fall within the two-mile radius: Jennifer Gamble, Jeff Gregg, Jeff Eslick, Tonya Hancock, and Jennifer Frensley Webb.³⁵ However, there are six, including Emily Benedict. When asked, Councilmember Benedict stated that she was not made aware of MNPB starting this pilot program.³⁶ MNPB has not clarified why she was not notified about the program or included in its briefing materials. Conversely, District 15 Councilmember Jeff Gregg was made aware of the program, even though his district accounts for roughly 0.5% of the two-mile radius by land area and has not been crossed by a single DFR flight. Councilmember Benedict's District 7, by comparison, accounts for 2.3% of the zone and has been crossed slightly by seven flights.

Preliminary analyses circulated by community members and local activists have raised concerns that DFR deployments may be concentrated in areas with higher shares of non-white residents and lower household income, while areas within the two-mile radius that are majority white or higher income have received fewer or no DFR responses.³⁷ One analysis circulated by local residents reported that early DFR responses, through June 1, 2026, fell disproportionately in predominantly non-white areas. Communities of color and lower-income communities have historically experienced higher rates of both traditional police presence and surveillance-technology deployment, which shapes how residents may interpret DFR flight patterns in real time.³⁸ In the NCRB's (formerly MNCO) Full License Plate Reader (LPR) Pilot Program report, for example, LPRs were found to be overwhelmingly placed in non-white and lower-income areas.³⁹ The NCRB will continue to monitor the demographic distribution of DFR deployments over the course of the pilot; future assessment of whether deployments are disproportionate will require controlling for the total volume and type of calls for service within the pilot area.

NCRB Preliminary DFR Flight-Path Analysis

The NCRB conducted an independent spatial analysis of MNPB's public Skydio flight logs, intersecting data from 281 flight paths against Metro Council district boundaries. This analysis covers the full pilot period to date, comprising all flights logged between May 26 and July 24, 2026. The dashboard export retrieved 294 records, of which 13 were duplicates and were removed before analysis⁴⁰. Two geographic measures are reported here: every district a flight path crosses at any point (a single flight can

³⁵<https://www.nashville.gov/departments/police/news/mnpd-begin-limited-drone-first-responder-trial-may-26>

³⁶<https://www.instagram.com/p/DY49aUsRIFm/>

³⁷<https://readrichtext.substack.com/p/one-week-in-and-mnpd-drone-trial>

³⁸<https://www.aclu.org/report/community-control-over-police-surveillance-technology-101>

³⁹<https://www.nashville.gov/sites/default/files/2023-08/MNCO-Full-LPR-Pilot-Program-Report.pdf>

⁴⁰ See *Appendix*;

cross several), and the district in which each flight reached its farthest recorded point from the dock. Because every flight both launches from and returns to the Madison Precinct dock in District 9, the district of takeoff carries no information about where a drone was actually sent; the farthest point reached is the closer available proxy for the location of the call, while path crossings better capture the full area over which drones travel and may collect data. Neither measure is equivalent to an official call location, which MNPB has not published on the dashboard.

To provide a baseline for how much of the operational zone each district represents, the table below compares each district's share of the 2-mile radius by land area against its share of DFR flights thus far in the program. The comparison highlights where activity is concentrated relative to geography: District 9 makes up about 40% of the zone but accounts for effectively all flight activity, while District 11 (the Hermitage-precinct side) is the second-largest portion of the zone at roughly 30% of its area yet is crossed by only 13 flights. It should also be stated that share of land area is not by itself a benchmark for how flights "should" be distributed, as the drones are expected to follow calls for service, but it helps explain why some districts within the radius see little activity.

Table 2: Share of the 2-mile operational zone by land area vs. share of DFR flights

Council District	Representative	% of Zone (area)	Flights Crossing	% of Flights
District 9	Tonya Hancock	40.1%	281	100.0%
District 11	Jeff Eslick	29.8%	13	4.6%
District 10	Jennifer F. Webb	20.3%	83	29.5%
District 3	Jennifer Gamble	7.0%	14	5.0%
District 7	Emily Benedict	2.3%	7	2.5%
District 15	Jeff Gregg	0.5%	0	0.0%

Area share is each district's portion of the 2-mile-radius circle centered on the Madison Precinct dock. "Flights Crossing" counts flights whose path enters the district (a flight may cross several); percentages are of 281 flights. The six districts together account for 100% of the zone.

All 281 flights crossed Council District 9, where the Madison Precinct launch point is located. Measured by the district in which each flight reached its farthest recorded point, 179 of 281 flights (63.7%) stayed within District 9, followed by 80 (28.5%) in District 10, 12 (4.3%) in District 3, and 10 (3.6%) in District 11. No flight reached its farthest point in District 7 or District 15.

Measured by flight paths that cross into a district at any point, District 9 appears in all 281 flights (100%), District 10 in 83 (29.5%), District 3 in 14 (5.0%), District 11 in 13 (4.6%), and District 7 in 7 (2.5%).

While MNPB's published DFR policy does not specify the point in flight at which cameras and sensors are activated, it is likely that data collection begins at start of deployment and ends upon docking. This suggests that while District 9 is the dominant service area, District 10 represents a meaningful secondary response zone. Seven flights crossed into District 7 (Rep. Emily Benedict) at some point along their paths, though none reached their farthest point there.

Table 3: DFR flights by Council district (5/26/26 – 7/24/26)

Council District	Representative	Flights Crossing	Farthest Point	% of Farthest Point
District 9	Tonya Hancock	281	179	63.7%
District 10	Jennifer F. Webb	83	80	28.5%
District 3	Jennifer Gamble	14	12	4.3%
District 11	Jeff Eslick	13	10	3.6%
District 7	Emily Benedict	7	0	0.0%

Demographics of the Districts within the DFR response radius

Table 4: Demographic profile of DFR exposure districts vs. Davidson County

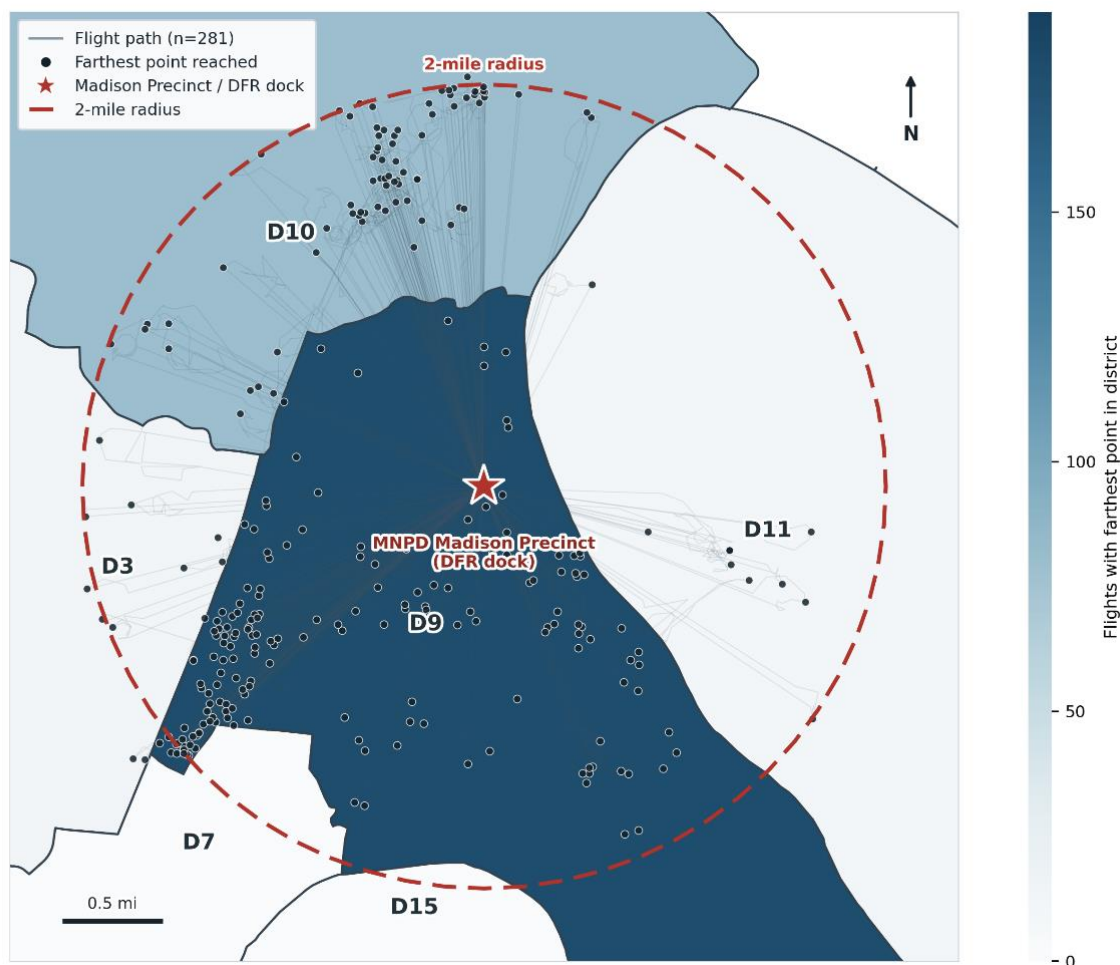
District	% White	% Non-white	% Black	% Hispanic	Median Income	HH	Flights Crossing
<i>Davidson County</i>	56.4%	43.6%	25.3%	10.6%	\$65,348	—	
District 9	43.3%	56.7%	36.1%	23.6%	\$51,893	281	
District 10	55.0%	45.0%	29.6%	11.5%	\$54,314	83	
District 3	30.8%	69.2%	61.8%	4.1%	\$62,678	14	
District 11	73.8%	26.2%	18.7%	5.3%	\$67,557	13	
District 7	66.6%	33.4%	22.5%	8.0%	\$67,271	7	

Source: Metropolitan Social Services, *Know Your Community* (2023); race and income from American Community Survey 2021 5-year estimates (tables DP05, S1901). “Non-white” is calculated as 100% minus the White-alone share. Flight counts from the NCRB spatial analysis above (5/26–7/24/2026). No flight reached its farthest recorded point inside District 7; its seven flights are edge crossings only.

Attaching a population profile to these flight patterns shows that the areas under DFR coverage are, overall, more non-white and lower income than Davidson County as a whole. District 9, which is the only district crossed by every flight, is 56.7% non-white, compared with 43.6% county-wide, and its 23.6% Hispanic share is more than double the county figure of 10.6%. Its median household income, \$51,893, sits about 21% below the county median of \$65,348. Weighting each district by the number of flights that cross it, the “average” area beneath a DFR flight is roughly 53% non-white with a median household income near \$53,600; in both respects more non-white and lower income than the county baseline. The pattern is not uniform across all five districts: District 3, which sees 14 flights, has the most non-white residents (69.2%), while Districts 11 and 7, which between them account for 20 of the program’s flight crossings and no more than incidental activity, are whiter and higher income than the county. In other words, the districts that absorb the bulk of the program are also its more non-white, lower-income ones, while the whiter, higher-income districts receive only incidental overflight.

These district-level figures describe who lives in the areas the pilot operates over; they are a coarser measure than the census-tract and census-block analyses that follow, and the three should be read together rather than interchangeably. Critically, this profile documents disparate exposure to DFR, not intent: because the pilot launches from a single dock in District 9, the demographic skew follows from where the program is sited. Whether that siting decision is itself justified, and how it was made, are beyond the scope of what these data can answer.

Figure 1: DFR flights by Metro Council district, Madison operational area



Cropped to the 2-mile radius; districts extend well beyond the frame. Shading counts the district containing each flight's farthest recorded point, one district per flight. The key also reports the flights whose path crosses each district, a measure under which a single flight can be counted in several districts. The two are not interchangeable.

Call Types

Table 5: DFR calls for service by flight purpose (5/26/26 – 7/24/26)

Flight Purpose	Flights	Percent
Disorderly Person	64	22.8%
Domestic Disturbance	33	11.7%
Burglary – Non-Residence	24	8.5%
Vehicle Accident – Property Damage	23	8.2%
Person With Weapon	22	7.8%
Suspicious Person	19	6.8%
Fight / Assault	19	6.8%
Vehicle Accident – Personal Injury	16	5.7%
Theft	15	5.3%
Burglary – Residence	9	3.2%
Holdup / Robbery	8	2.8%

Fire	5	1.8%
Safety Hazard	4	1.4%
Shots Fired	4	1.4%
Person Indecently Exposed	4	1.4%
Suicidal Person	2	0.7%
Item / Vehicle Is Stolen	2	0.7%
Intoxicated Person	2	0.7%
Cutting / Stabbing	2	0.7%
Missing Person	2	0.7%
Kidnapping	1	0.4%
Not Specified	1	0.4%

The flight data also shows that DFR has been used for a wide range of call types, not only the highest risk emergency incidents. Across the pilot period MNPB logged 22 distinct call types. The most common flight purposes were Disorderly Person (64 flights, 22.8%), Domestic Disturbance (33, 11.7%), Burglary – Non-Residence (24, 8.5%), Vehicle Accident – Property Damage (23, 8.2%), Person With Weapon (22, 7.8%), Suspicious Person (19, 6.8%), Fight/Assault (19, 6.8%), and Vehicle Accident – Personal Injury (16, 5.7%). Together, these eight categories accounted for 220 of 281 flights, or approximately 78% of all flights reviewed; the five most frequent alone accounted for 166 flights, or 59.1%. More severe call types such as Shots Fired (4), Holdup/Robbery (8), Kidnapping (1), and Suicidal Person (2) appeared far less frequently.

One additional distinction matters for future public reporting on this data: the 281 drone flights corresponded to only 237 unique incident numbers, meaning some incidents generated multiple drone deployments. Of the 237 incidents, 200 drew a single flight, 32 drew two, four drew three, and one drew four; the 37 repeat incidents account for 80 of the 281 flights. One flight carries no incident identifier in the published feed. “Number of flights” and “number of incidents served” are not the same measure. Future MNPB reporting should clearly distinguish between total flights, unique calls or incidents, repeat deployments to the same incident. Further, additional fields should be included in future DFR transparency dashboards, such as call type, outcome, whether officers were also dispatched, whether the drone arrived before officers, whether drone video was retained, and whether the deployment resulted in enforcement action, arrest, assistance, or no further police action.

Timing, Distance, and Duration of Flights

All 281 takeoffs recorded during the pilot fall between 6:58 AM and 10:28 PM, and all of them occurred Tuesday through Friday each week. No overnight operations were logged at any point in the pilot, and no flights were logged on any Saturday, Sunday, or Monday. Within the operating day, activity concentrates in the afternoon and evening: the windows from 2:00 to 5:59 PM and from 6:00 to 9:59 PM together account for 162 of 281 flights, or 57.7% of the total.

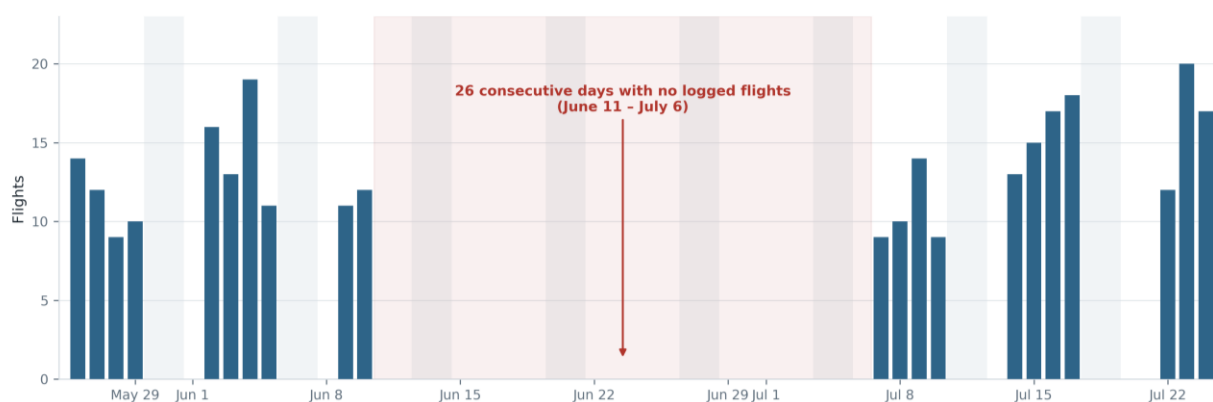
NCRB: MNPB DFR PILOT PROGRAM

Table 6: DFR takeoffs by time of day (5/26/26 – 7/24/26)

Time window	Flights	Share
6:00 – 9:59 AM	35	12.5%
10:00 AM – 1:59 PM	75	26.7%
2:00 – 5:59 PM	91	32.4%
6:00 – 9:59 PM	71	25.3%
10:00 – 10:59 PM	9	3.2%

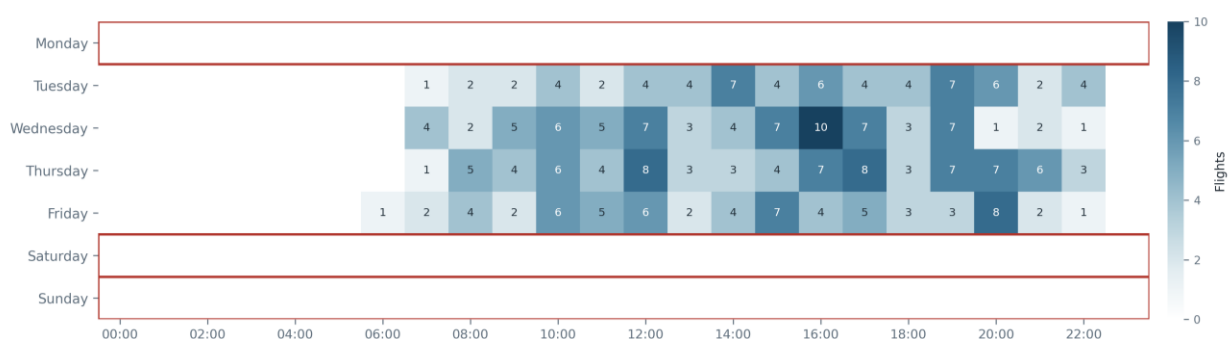
Times shown in Central. Percentages are of 281 flights and may not sum to 100% due to rounding.

Figure 2: Flights per day across the pilot window



Flights fell on 21 of 60 calendar days. Busiest day: July 23, 2026 (20 flights). Longest interruption: 26 consecutive days, June 11 to July 6.

Figure 3: DFR takeoffs by weekday and hour



Thursday carried the most flights (79), followed by Wednesday (74), Friday (65) and Tuesday (63). Monday, Saturday and Sunday carried none at any hour across the full pilot.

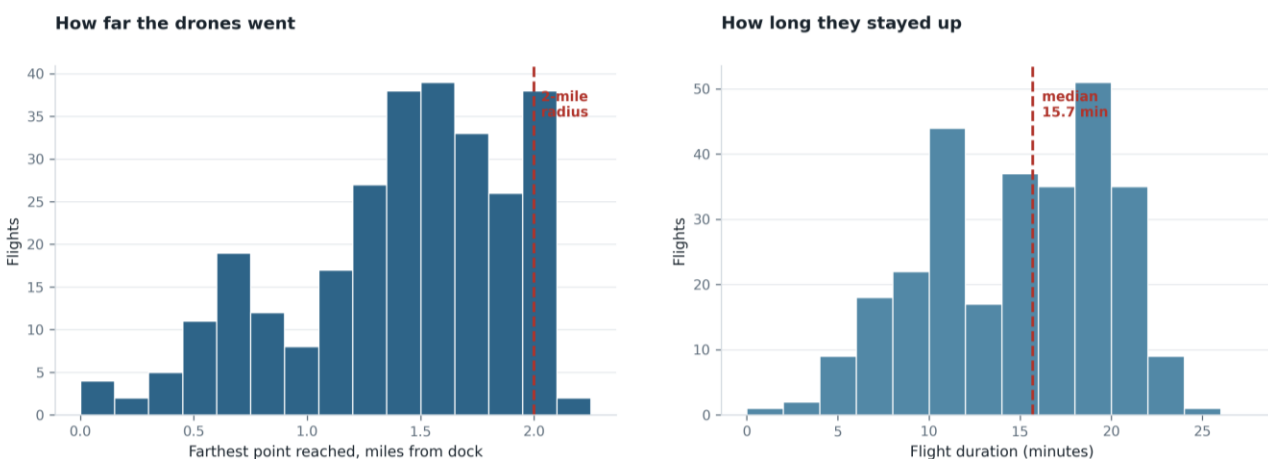
The drones also stayed relatively close to the dock. The median flight reached 1.49 miles from the Madison Precinct and remained aloft 15.7 minutes; the farthest point recorded anywhere in the pilot was 2.21 miles. Only thirteen of the 281 flights passed beyond the two-mile radius MNPB described as the operational area for the trial.

Table 7: Distance and duration of DFR flights (5/26/26 – 7/24/26)

Measure	Value
Median distance reached from dock	1.49 miles
Mean distance reached from dock	1.40 miles
Farthest point recorded	2.21 miles
Flights beyond the two-mile radius	13 of 281
Median flight duration	15.7 minutes
Mean flight duration	14.9 minutes
Longest flight recorded	25.8 minutes
Total distance flown	888 miles
Total airtime	69.5 hours

Distance is measured from the Madison Precinct dock to the farthest recorded point on each flight path, not the total path length flown.

Figure 4: Distribution of flight distance and duration



Distance is straight-line from the dock to the farthest recorded point on each path.

Addressing Community Concerns about Disparate Deployment

Who Lives Within the Operational Area

The DFR trial operational zone contains 275 census blocks and approximately 28,453 residents. Measured against Davidson County as a whole, the zone has a greater percentage of Hispanic and Black residents, and a smaller percentage of Asian and white residents.

The non-white share of the zone is 61.3%, some 15.3 percentage points above the county-wide figure of 46.0%. The sharpest single divergence is the Hispanic or Latino share, which at 23.0% is roughly 1.7 times the countywide rate of 13.7%.

Flight activity within the zone was also examined at the census tract level, with each flight assigned to the tract containing its farthest recorded point. Ten tracts received at least one flight. Nine of the ten tracts that received DFR flights have a non-white share above the county baseline of 46.0%. The exception is Tract 105.01 in Hermitage, with a 24.0% non-white resident population, which received 10 flights. Weighing each tract by the number of flights assigned to it, the mean of tract median household

incomes is \$49,597, below the county median of \$65,348. Tract 104.03, the lowest-income tract in the operating area at \$28,365, received 46 flights, the third-highest count of any tract.

Table 8: Composition of the 2-mile operational zone vs. Davidson County

Group	2-mile DFR zone	Davidson County	Difference
Hispanic or Latino	23.0%	13.7%	+9.3 pts
Black, non-Hispanic	32.9%	24.0%	+8.9 pts
Asian, non-Hispanic	0.9%	3.9%	-3.0 pts
White, non-Hispanic	38.7%	54.0%	-15.3 pts

Source: 2020 Decennial Census, table P9, aggregated across the 275 census blocks falling within the 2-mile radius of the Madison Precinct dock.

Raw flight counts do not adjust for how many people live in each tract. Measured per resident, the ranking shifts: Tract 107.01 carries the heaviest exposure at 17.1 flights per 1,000 residents, roughly fourteen times the rate in Tract 103.03. Across the ten exposed tracts, which contain 44,879 residents in total, the average is 6.3 flights per 1,000. Activity is also concentrated: Tracts 104.01 and 107.01 together account for 52.7% of all flights, the top four for 79.0%, and the top five for 85.1%.

Table 9: Census tracts receiving DFR flights, by race, income, and poverty

Tract	Flights	Non-white	Median income	Poverty
104.01	75	59.1%	\$46,536	11.7%
107.01	73	57.2%	\$53,575	11.2%
104.03	46	70.3%	\$28,365	17.5%
104.04	28	66.5%	\$65,973	12.7%
106.02	17	71.8%	\$53,189	17.0%
108.01	16	61.4%	\$60,371	7.7%
105.01	10	24.0%	\$60,026	7.6%
103.03	7	50.1%	\$52,624	21.2%
106.01	5	62.5%	\$66,567	15.3%
108.02	4	42.2%	\$53,054	11.3%
Davidson County	—	46.0%	\$65,348	13.9%

Race from the 2020 Decennial Census, table P9; income and poverty from American Community Survey 2020–2024 5-year estimates. Flight counts sum to 281. The county row is shown for comparison.

The poverty figures are less clear-cut. The flight-weighted poverty rate across the exposed tracts is 12.9%, at or slightly below the countywide rate of 13.9%, and the exposed tracts straddle the county rate rather than consistently exceeding it. Read together, these measures support a finding of disproportionate exposure by race, and to a lesser degree by household income, but they do not support a similar finding by poverty-rate.

Census-Block Analysis of Flight Paths

To evaluate the claims circulated by community members and local advocates, and to assess whether DFR flights disproportionately pass over non-white neighborhoods, the NCRB scored each of the 281 flights by the racial composition of the census blocks along its entire flight path, weighting each block by the distance the drone flew through it. Blocks with no residents are excluded from the weighting; of

the 888 miles flown across the pilot, roughly 824 ran overpopulated blocks. In total, the 281 flight paths crossed 242 census blocks, 207 of which have residents.

The results are consistent and pronounced. Pooling all 281 flights, the distance-weighted non-white resident population of the areas beneath the drones was 60.5%, and the mean of the per-flight weighted averages was 60% non-white population. Both track closely with the 61.3% non-white resident population share of the two-mile operational zone, and both sit well above the Davidson County baseline of 46%. Measured flight by flight, 241 of 281 flights (85.8%) had a path-weighted average over blocks that are majority non-white, and 258 flights (91.8%) flew predominantly over blocks with a higher share of non-white residents than Davidson County as a whole. The median flight averaged 62.5% non-white resident population.

Table 10: Non-white share of census blocks along DFR flight paths

Weighted non-white share of blocks in flight path	Flights	Share
20–30%	0	0.0%
30–40%	6	2.1%
40–50%	34	12.1%
50–60%	76	27.0%
60–70%	145	51.6%
70–80%	20	7.1%
80–90%	0	0.0%
Total	281	100%

Non-white share of each census block from 2020 Census data (table P9), weighted by the distance each flight traveled through the block. Bands are 10-percentage-point intervals of the per-flight weighted average. Unpopulated blocks are excluded. Davidson County baseline: 46.0%.

A second block-level measure looks only at where each flight ended rather than the whole journey. The farthest recorded position of the 281 flights falls over blocks averaging 65.3% non-white population, and 73% of those endpoints sit over blocks that are majority non-white. Because this measure excludes the transit portion of each flight, it can be considered a closer proxy for where drones were actually sent to observe.

Exposure is also highly concentrated at block level. Endpoints fall in 96 distinct census blocks, but a single block accounts for 28 of them, or 10.0% of every flight in the pilot, and the four most-affected blocks account for 68 between them (24.2%). Twenty-five endpoints fall in blocks with no residents and are excluded from the racial composition figures above.

A finding of this kind depends heavily on which geography and which weighting are used, so the NCRB computed non-white exposure several different ways. The measures converge between 55–65%, all above the county baseline non-white population percentage.

Table 11: Independent measures of non-white exposure beneath the DFR pilot

Measure	Non-white share	Basis
Davidson County (baseline population)	46.0%	2020 Census, table P9
Population-weighted across the ten exposed tracts	55.1%	Tract dataset
Flight-weighted mean, tract by farthest point	60.4%	Tract dataset, n=281
Block-level path-weighted, all flights pooled	60.5%	Block paths, n=281
2-mile operational zone resident population	61.3%	275 blocks, 28,453 residents
Tract-level path-weighted, full paths	62.0%	Tract paths, n=281
Block composition at flight endpoints	65.3%	Endpoints, n=256 populated

Each measure answers a slightly different question, and they are not interchangeable. The path-weighted figures describe who was flown over, journey included; the endpoint figure describes where drones were sent to observe; the zone population figure describes who lives in the operating area regardless of flight activity.

Taken together, these figures indicate that the areas beneath DFR flights are substantially more non-white than Davidson County as a whole, and that this pattern holds across nearly the entire set of flights rather than being driven by a handful of outliers. However, this finding can just as easily be interpreted as one of disparate exposure rather than intent: because every flight launches from the Madison Precinct, the demographic profile of the areas overflown largely reflects where the drone docks are housed.

The path-weighted method also has a limitation worth stating: a drone transiting a neighborhood to reach a call elsewhere is counted as flying over that neighborhood, so the measure does not necessarily reflect the locations of the incidents to which drones responded. However, it is reasonable to expect that the majority of a drone's flight in response to calls for service will occur within the general vicinity of the call location. In any case, this path-weighted profile of these drone flights is best understood alongside the resident-population figure for the DFR program's 2-mile zone.

MNPB DFR Policy

Alongside the launch of the DFR pilot, MNPB also released a DFR policy as Section 8.50 in its department handbook. The policy begins by situating DFR use in accordance with all federal, state, and local laws and the Federal Aviation Administration (FAA) regulations and waivers regarding the use of unmanned aircraft systems (UAS). It ends by stating that MNPB officers have a duty, both morally and legally, to intervene if they witness any act that violates law or policy while utilizing DFR.

Deployment Requests and Approvals

Beyond the approved uses for drones regarding calls for service, it is uncertain who requests a drone as a first responder. However, once a drone is requested as a first responder, it is up to the DFR program manager to approve the use of the drone from the CSC. It is also the responsibility of the DFR program manager to purge data, document the purging, and conduct quarterly audits on DFR usage. Currently, there is no mention in the policy for external oversight or auditing of the DFR program.

Approved Uses

MNPB's DFR is approved for the following uses:

Table 12: MNPB DFR Use Cases

Use Case	Specifics
Active Criminal Investigations	Real-time, immediate aerial support for in-progress crimes or fleeing suspects.
Tactical / Emergency Operations	Barricaded suspects and hostage situations; high-risk warrant service; officer-involved critical incidents; and bank robbery, aircraft crash, sniper, riot/disorderly crowd, train derailment, explosion, and confirmed active deadly aggression / mass violence.
Dispatched Calls for Service	Any Code 3 call for service; traffic crashes; mentally ill person, suspicious person, domestic disturbance, intoxicated person, disorderly person, vehicle blocking right of way, theft, cutting/stabbing, shooting, holdup/robbery, person with weapon, fight/assault, prowler, person indecently exposed, fire, suicidal person, bomb threat, rape, kidnapping, burglary–residence, burglary–non-residence, item/vehicle stolen, child abuse, shots fired, and prisoner escape.
Search and Rescue Operations	Missing persons; lost or endangered individuals; and area searches in hazardous or inaccessible terrain.
Disaster Response	Natural disasters; hazardous-materials incidents; and infrastructure damage assessments.
Documentation of Crime and Traffic-Crash Scenes	Aerial photography and video for evidence preservation; and scene mapping and reconstruction.
Circumstances Not Listed Above That Create an Imminent Risk to Public Safety	N/A
Training Exercises	Scenario-based training for UAS operators; and system testing and proficiency evaluations.

Prohibited Uses

MNPB's DFR program is not approved for the following uses:

- Arming the UAS with a weapon of any kind.
- Surveillance of individuals lawfully exercising their freedom of speech, press, association, assembly, or religion unless there is reason to believe that criminal activity is occurring or about to occur.
- Recording or transmission of data from areas where individuals have a reasonable expectation of privacy, unless pursuant to a search warrant or judicially recognized exception.
- Use of facial recognition technology.

These prohibited-use provisions reflect commonly reported best practices for drone programs. Additionally, as discussed earlier in this report, the capabilities of the drones used for the DFR pilot likely fall under Metro Code 13.08.080's restrictions on the use of surveillance technology. However, whether the DFR program's capabilities trigger 13.08.080's requirements for a formal review and hearing by Metro Council is a question that remains unresolved at this time.

Autonomy, Artificial Intelligence, and Multi-Drone Operation

MNPB's DFR policy defines the program as using "strategically placed autonomous or semi-autonomous drones." That phrase is the only language addressing autonomy anywhere in Section 8.50. The policy does not mention artificial intelligence, machine learning, automated detection, or automated tracking, and it does not state how many aircraft a single pilot may supervise at one time. Facial recognition is the only analytic the policy expressly prohibits.

This leaves several questions unresolved. It is highly likely that MNPB holds a Part 91 beyond-visual-line-of-sight (BVLOS) waiver, but whether any such waiver includes authorization to operate more than one aircraft simultaneously is unclear. With four certified pilots and three aircraft, it is also unclear whether any single pilot has supervised more than one drone at a time during the pilot. Finally, the policy does not identify which of the Skydio platform's autonomy features, such as automated routing, airspace deconfliction, or subject tracking, are enabled on the aircraft MNPB is operating. These are points on which MNPB could usefully provide clarification, particularly because the degree of autonomy in use bears directly on how many locations a single operator can observe at once.

Data Policy

MNPB's DFR program has the following data requirements:

- UAS may collect video, thermal, and metadata only during authorized deployments. Data collection shall be incident-driven and mission-specific.
- Data Retention
 - UAS data will be retained in accordance with MNPB Manual 12.10, 12.30, and local, state, and federal law.
 - Video discovered to have evidentiary value will be collected in accordance with established department procedures and legal requirements (e.g., administrator's consent, search warrant).
 - Evidentiary video retained by the department will be uploaded to the current digital evidence management system and retained in accordance with established department procedures (see Departmental Manual 6.10, Evidence Storage Division).
 - Video without evidentiary value shall be purged after seven (7) calendar days.
 - The Program Manager is responsible for ensuring timely purging of data, documenting purging, and conducting compliance audits at least quarterly.
- Release of Data
 - Data may be released by UAS personnel to other law enforcement officials for legitimate law enforcement purposes, with Program Manager (or designee) approval.
 - All non-law-enforcement requests for the release of UAS data shall be forwarded to the Records Division for handling per established procedures and applicable open-records laws.
 - Any unauthorized release of archived UAS video is prohibited and may result in corrective or disciplinary action.

Additionally, MNPB's program manager for the DFR program is responsible for conducting quarterly audits of flight logs, data access, and equipment status, and for publishing an annual report

including the number and types of DFR deployments, data retention, access summaries, community feedback, and complaint summaries.

Several of these data practices align with published guidance for law enforcement agencies. According to the Commission on Accreditation for Law Enforcement Agencies (CALEA), a law enforcement accrediting body of which MNPB is a member, clear policies around data are important for police agencies.⁴¹ It is also worth noting that even if MNPB's DFR program does fall under Metro Code 13.08.080, that code requires data-retention periods not to exceed 10 days; MNPB's DFR program purges non-evidentiary data after seven days, placing it below the 10-day requirement.

At the same time, the policy has notable limitations. It does not require notice to individuals whose data has been collected or processed. Oversight of data handling rests with the same in-house program manager who authorizes deployments, rather than with an independent reviewer. And because non-evidentiary footage is purged after seven calendar days, footage that could be relevant to a future complaint may be deleted for lack of "evidentiary value" before a complaint is filed or reviewed.

Other Policy Notes

MNPB's DFR policy also includes detailed standards on training and on maintaining adherence to federal aviation laws. It includes a section on community engagement that requires MNPB to host a public meeting annually on the DFR program and, potentially, to conduct presentations, participate in community forums, and gather survey data on public perception of the program. During the LPR pilot program, community members across Nashville raised their concerns through a range of channels, including community meetings; that program was ultimately halted following Metro Council action rather than through changes MNPB itself initiated in response to those meetings.⁴²⁴³

Nashville & Surveillance Technology

The DFR pilot program is the latest step in MNPB's steadily expanding surveillance apparatus, which has often advanced ahead of, or in tension with, Metro Council review and opportunities for public comment. The Community Safety Center (CSC), which pilots the DFR drones and stores their data, is the hub MNPB designed to operate many other tools; so that each new capability added there amplifies the reach of the ones already in place.

This pattern is clearest in the ongoing debate over camera surveillance in Nashville. MNPB first deployed the FUSUS camera-integration platform in 2022 without Council approval or a public hearing, and the program was halted in 2024 for Council review. In December 2024, Metro Council rejected (by a single vote) a contract that would have let MNPB tap a network of private and residential cameras through FUSUS software, after community members filled public hearings to raise privacy and civil-liberties concerns.

⁴¹<https://www.calea.org/news/announcements/caution-technologies>

⁴²<https://www.wkrn.com/news/local-news/nashville/mnpd-holding-community-advisory-board-meetings-to-discuss-lpr-implementation/>

⁴³<https://www.oldsickoryvillage.org/news/county-wide-lpr-community-meetings>

In response to both community concern and the persistence of MNPB's attempts to procure the FUSUS platform, in 2025 Metro Council passed BL2025-690, an ordinance amending the Metropolitan Code to establish a set of "guardrails" around deployment of any future "Community Safety Camera Network." Such guardrails included a mandatory public map of MNPB-owned cameras, limits on accessing live residential video, bans on facial recognition and audio capture, per-access logging inside the Community Safety Center, and mandatory quarterly audits.⁴⁴ However, these guardrails did not close the door on surveillance expansion-- they built the frame for it to reopen under stricter Metro Council oversight and collaboration.

Most recently, in late 2025, Nashville was designated roughly \$15 million from Tennessee's Downtown Public Safety Grant, but the funds were routed through the Nashville Downtown Partnership (NDP), a private nonprofit, rather than through Metro directly. The governing memorandum of understanding between MNPB and NDP would have sent a large share to MNPB for downtown cameras and equipment, a \$2.1 million expansion of the Community Safety Center, and contracts with two surveillance technology companies, LeoSight and Fivecast. Critics of the MOU expressed concerns that channeling the purchases through a private entity risked acquiring surveillance technology while sidestepping the Council review and public hearing that Metro Code 13.08.080 requires.

After weeks of debate and public opposition, the resolution package (RS2025-1659) was broken apart into separate resolutions to be voted on piece by piece. LeoSight and Fivecast were stripped out as part of amendments made to the MOU, and on January 20, 2026, Metro Council approved the armored vehicle, mobile command post, and tactical support post but rejected the downtown cameras with several members citing the risk that they could become a tool for federal immigration enforcement.

This is the landscape into which the DFR drones are deployed. FUSUS software collapses disparate surveillance feeds (e.g., computer-aided dispatch (CAD), license plate readers, gunshot-detection sensors, and GPS vehicle trackers like TrackStar) into a single real-time crime-center ecosystem. Skydio's drones plug directly into that system.

Judged on its own, the DFR pilot is three drones operating within a two-mile radius. In context, the stakes cannot be measured by the drones alone, but by everything they can ultimately connect to; and by whether that vastly interconnected future will receive the public scrutiny that earlier pieces, introduced incrementally, have often escaped.

Risks Associated with DFR

While DFR has the potential to enhance public safety and reduce MNPB response times, it also raises oversight concerns, particularly around surveillance capabilities, privacy, equitable deployment, and data sharing. While there are policy restrictions intended to prevent general surveillance where there is a reasonable expectation of privacy, MNPB officers have a duty to intervene if they observe potential criminal activity while actively monitoring DFR footage or reviewing recorded footage (i.e., during an active investigation). This prompts questions about how incidental observations captured during authorized deployments should be handled under First and Fourth Amendment standards.

⁴⁴<https://www.wsmv.com/2025/03/19/metro-council-approves-guidelines-security-camera-network-access-final-reading/>

Furthermore, community members have voiced concerns about how surveillance technology may play a role in Immigration and Customs Enforcement (ICE) activity in Nashville. These concerns are heightened by reporting that ICE already operates Skydio drones for surveillance purposes.⁴⁵ As a local law enforcement agency, MNPB does not have jurisdiction over federal law enforcement efforts, including immigration enforcement. However, according to MNPB's DFR policy, the program manager may release DFR data to other law enforcement agencies for legitimate law enforcement purposes, with the program manager's or a designee's approval. It is unclear whether this would require another agency to provide written approval or a court order to request access to data.

Conclusion

The NCRB presents this report to increase transparency and public understanding of MNPB's DFR program and to support informed community discussion about this topic moving forward. MNPB's DFR policy includes several meaningful safeguards and follows a number of best-practice standards. At the same time, MNPB launched the current program without first seeking Council approval. The program may fall under Metro Code 13.08.080, which requires new surveillance technology programs to go before Metro Council; Mayor Freddie O'Connell and Metro Legal, however, have stated that the pilot falls under an exemption to that code. While MNPB's DFR policy explicitly states the drones will not be used for surveillance, they can collect visual, thermal, location, and metadata associated with individuals and locations.

The NCRB's independent spatial analysis of flight-path data found that DFR activity has been concentrated in Council Districts 9 and 10, which together account for 259 of the 281 flights by farthest point reached. The areas beneath the pilot are also more non-white than Davidson County as a whole: the two-mile operational zone sits 15.3 percentage points above the countywide non-white resident percentage, and nine of the ten census tracts that received flights exceed that baseline. Household incomes in the exposed tracts run below the county median, though the flight-weighted poverty rate does not exceed the countywide rate. Separately, community members have raised concerns that deployments may fall disproportionately in predominantly non-white and lower-income areas. These concerns warrant continued, methodologically rigorous monitoring of DFR flight logs, MNPB calls-for-service data, and associated demographic data throughout the remainder of the pilot, including a proper comparison against the total volume and type of calls for service within the pilot area. If disparities persist under such an analysis, MNPB should be expected to explain whether the pattern is driven by call volume, call type, operational boundaries, dispatch criteria, or other factors.

Finally, while MNPB's DFR program includes a section on community engagement, collaboration with an independent agency like the NCRB on DFR audits could substantially improve public confidence in MNPB's commitment to trust, accountability, and transparency, and help community members feel safer when a drone is the first responder to their call for service.

⁴⁵<https://dronexl.co/2026/02/02/ices-surveillance-skydio-drones/>

Appendix

Methodology and Sources

Flight records

Flight data was drawn from MNPB's public Skydio Transparency Dashboard. The export retrieved 294 records, of which 13 were duplicates; these were removed, leaving 281 unique flights analyzed for the period May 26 through July 24, 2026. All times are reported in Central time.

Verification

Every figure reported in this section was recomputed directly from the dashboard export rather than carried over from earlier drafts. The record count, duplicate count, unique incident identifiers, operating days, weekday and time-of-day distributions, call-type counts, flight durations, total airtime, and total distance flown all reproduce from source. County population baselines were recomputed from the 2020 Decennial Census block file and match the figures cited throughout.

Boundaries

Census tract and Metro Council district boundaries were obtained from Metro Nashville GIS. Tract geometry was validated against the source table, with a maximum deviation of 0.37%.

Census blocks

Block geography is from the Census Bureau's TIGER/Line file tl_2020_47_tabbblock20 for Davidson County, comprising 9,097 blocks.

Race data

Race and ethnicity figures are from the 2020 Decennial Census Demographic and Housing Characteristics file, table P9. "Non-white" is calculated as total population less the non-Hispanic White alone population. The Davidson County reference figure is 46.0% of 715,884 residents.

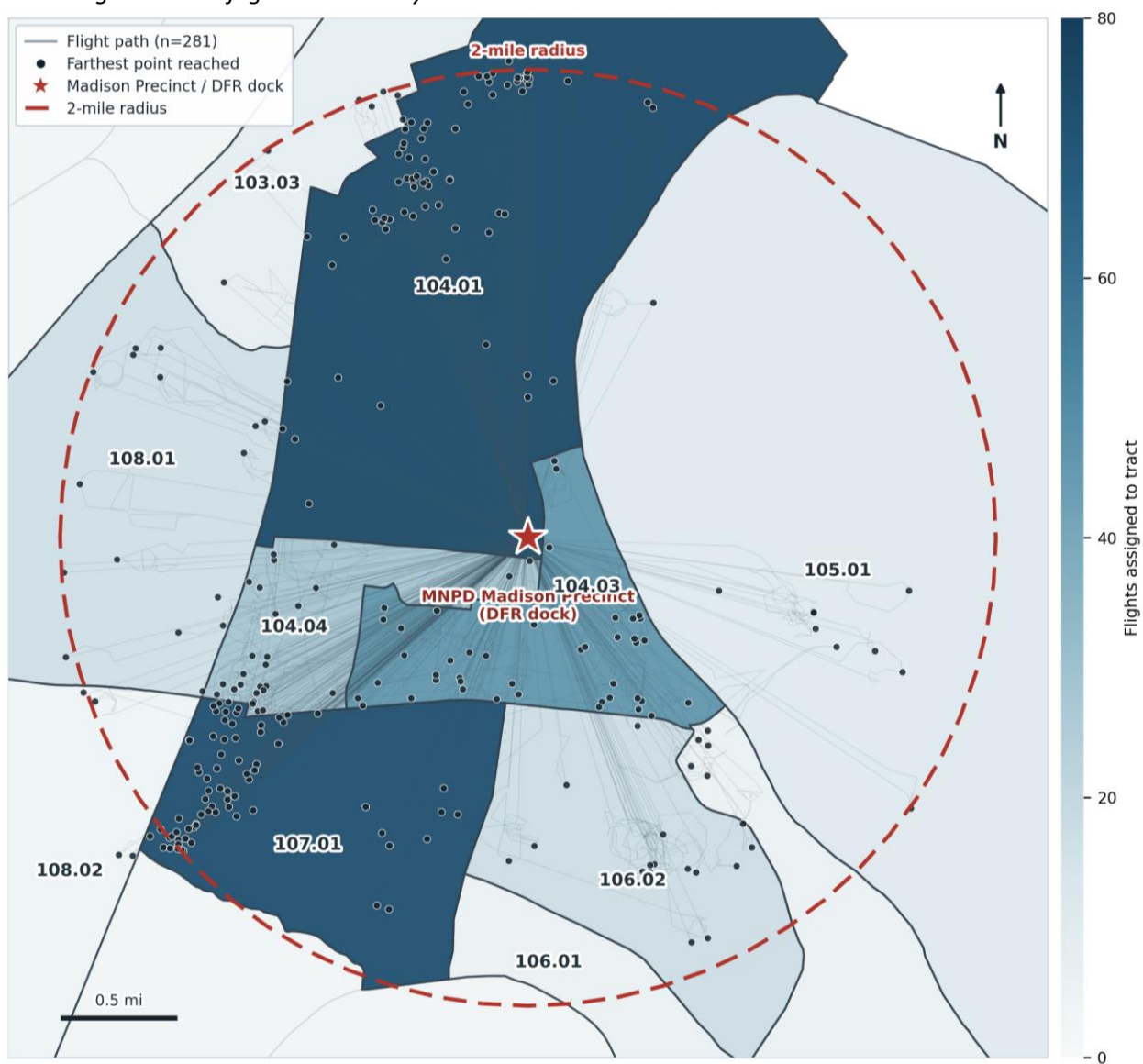
Assignment

Each flight was assigned to a single census tract, Metro Council district, and census block using the farthest point recorded along its path. Path-weighted measures instead weight each geography by the distance the drone flew through it.

District crossings

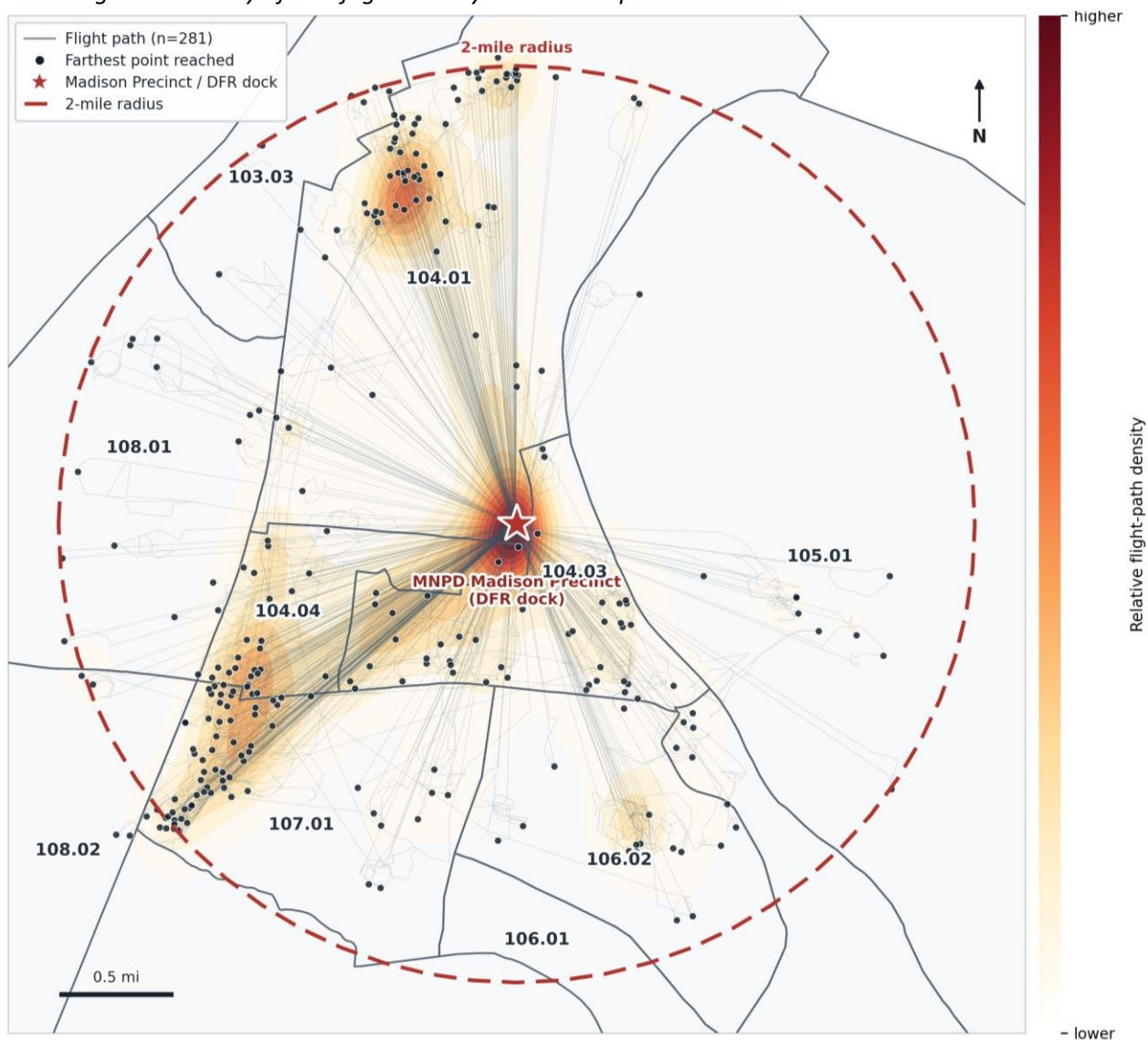
A flight is counted as crossing a district where any part of its path enters that district, tested by exact intersection between each path segment and the district boundary rather than by sampling points along the path. The distinction matters: three of the seven flights that cross District 7 do so between recorded positions, and a method that tested only the recorded points would miss them.

Figure 5: DFR flights received by census tract



Tracts shaded by flights received, assigned by the farthest recorded point on each path.

Figure 6: Density of DFR flight activity across the operational area



Kernel density of every point along all 281 flight paths.

Figure 7: Non-white share of population by census tract, with all 281 DFR flight paths

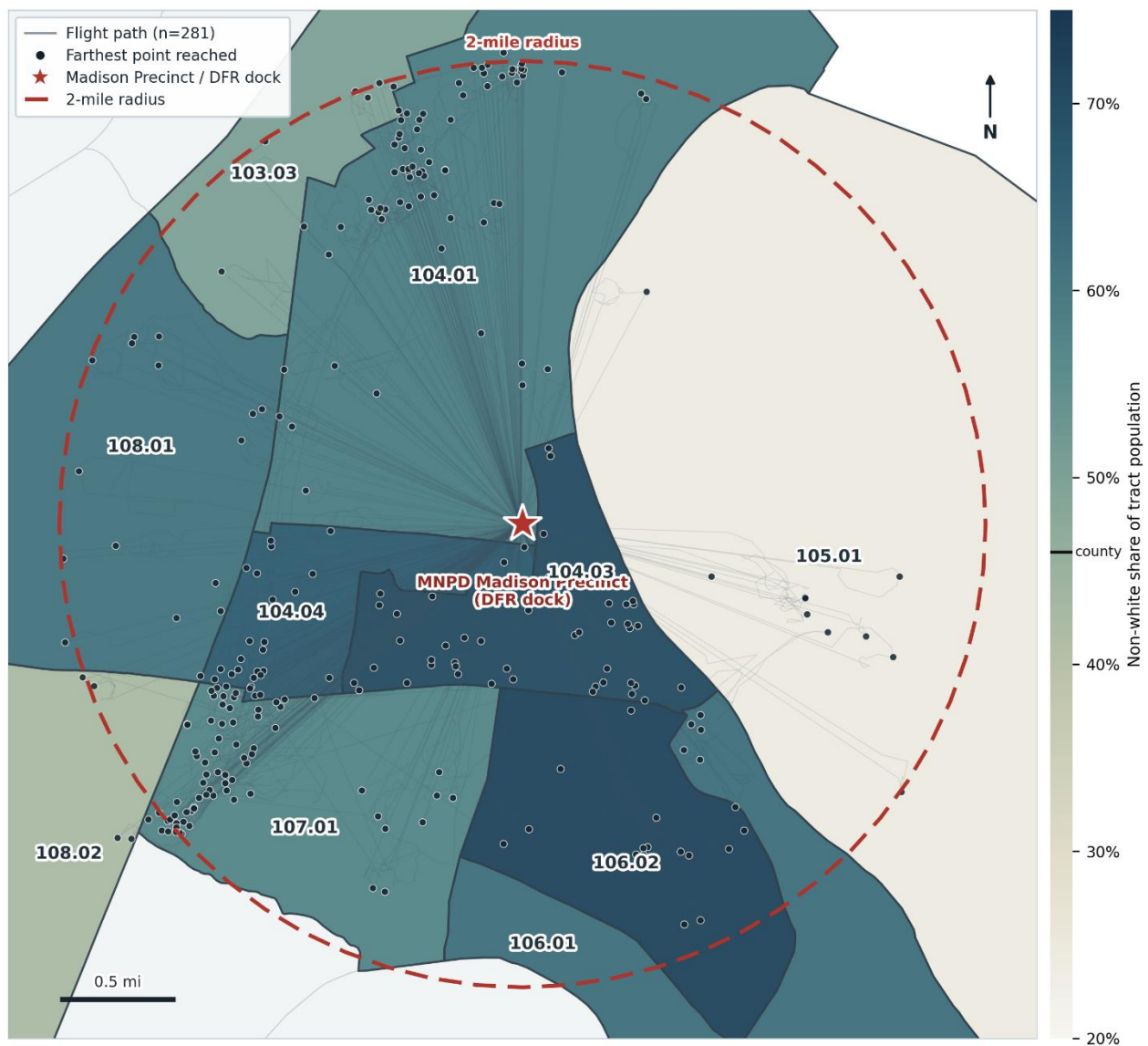


Figure 8: Median household income by census tract, with all 281 DFR flight paths

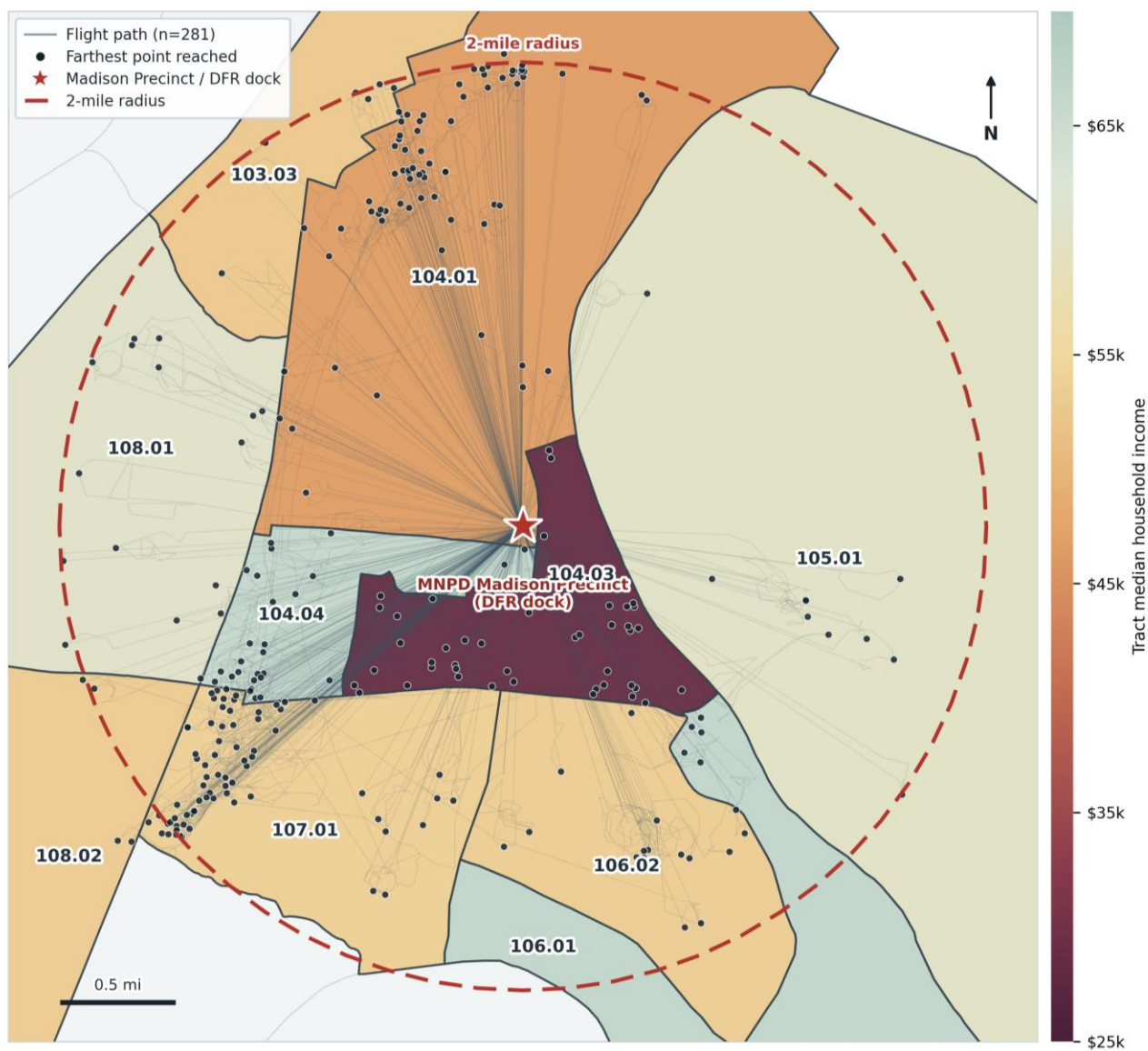


Figure 9: Poverty rate by census tract, with all 281 DFR flight paths

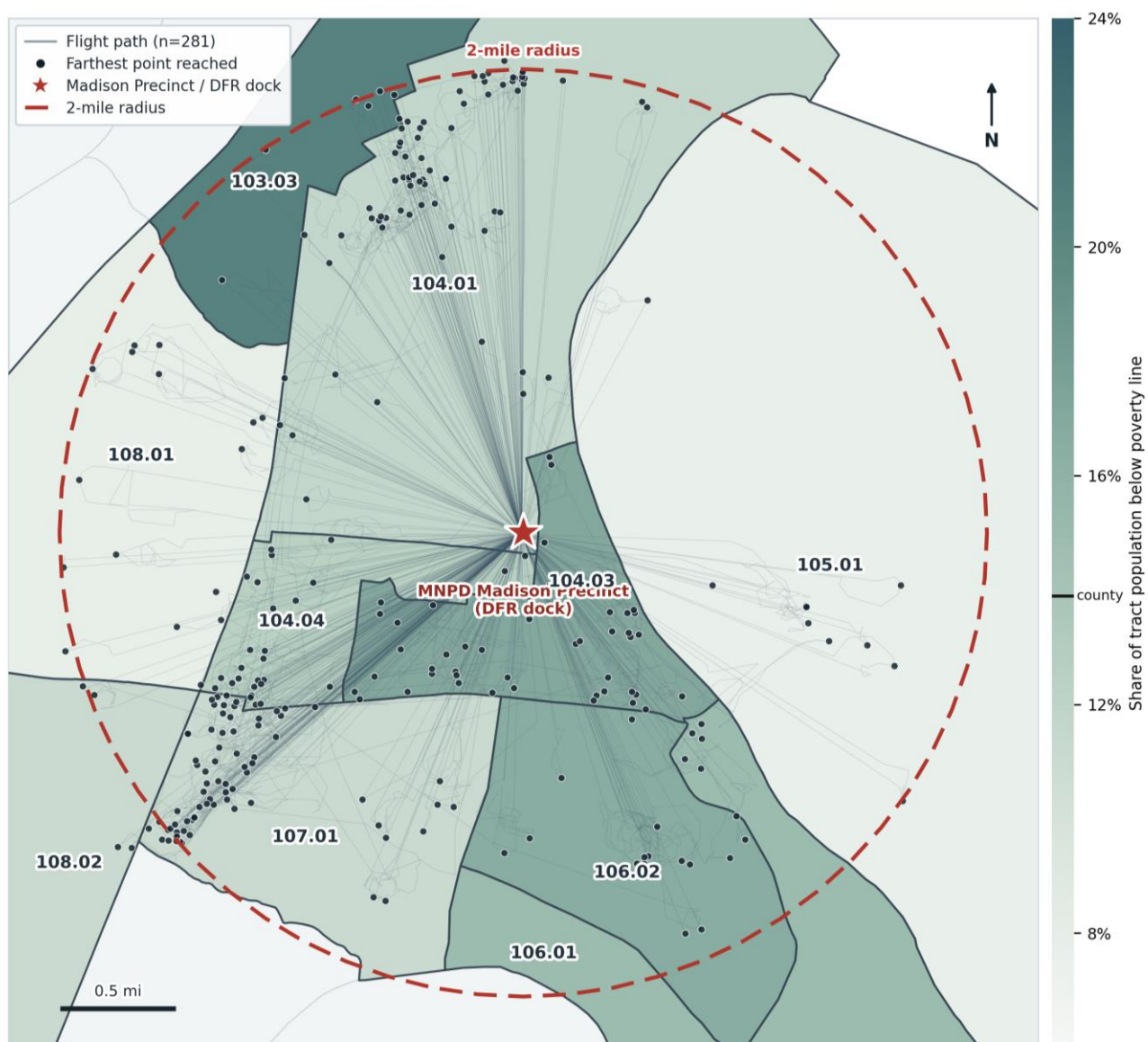
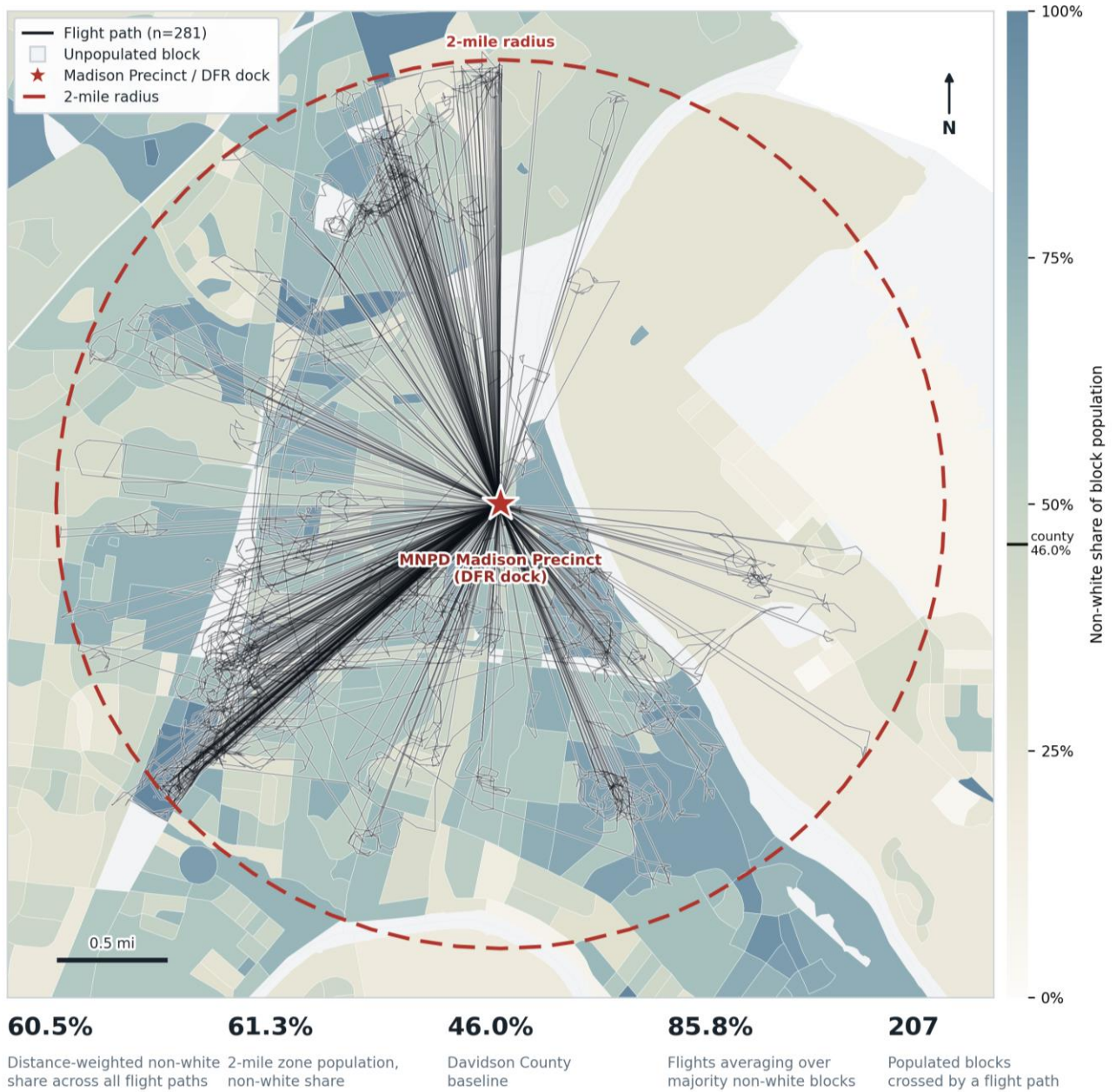
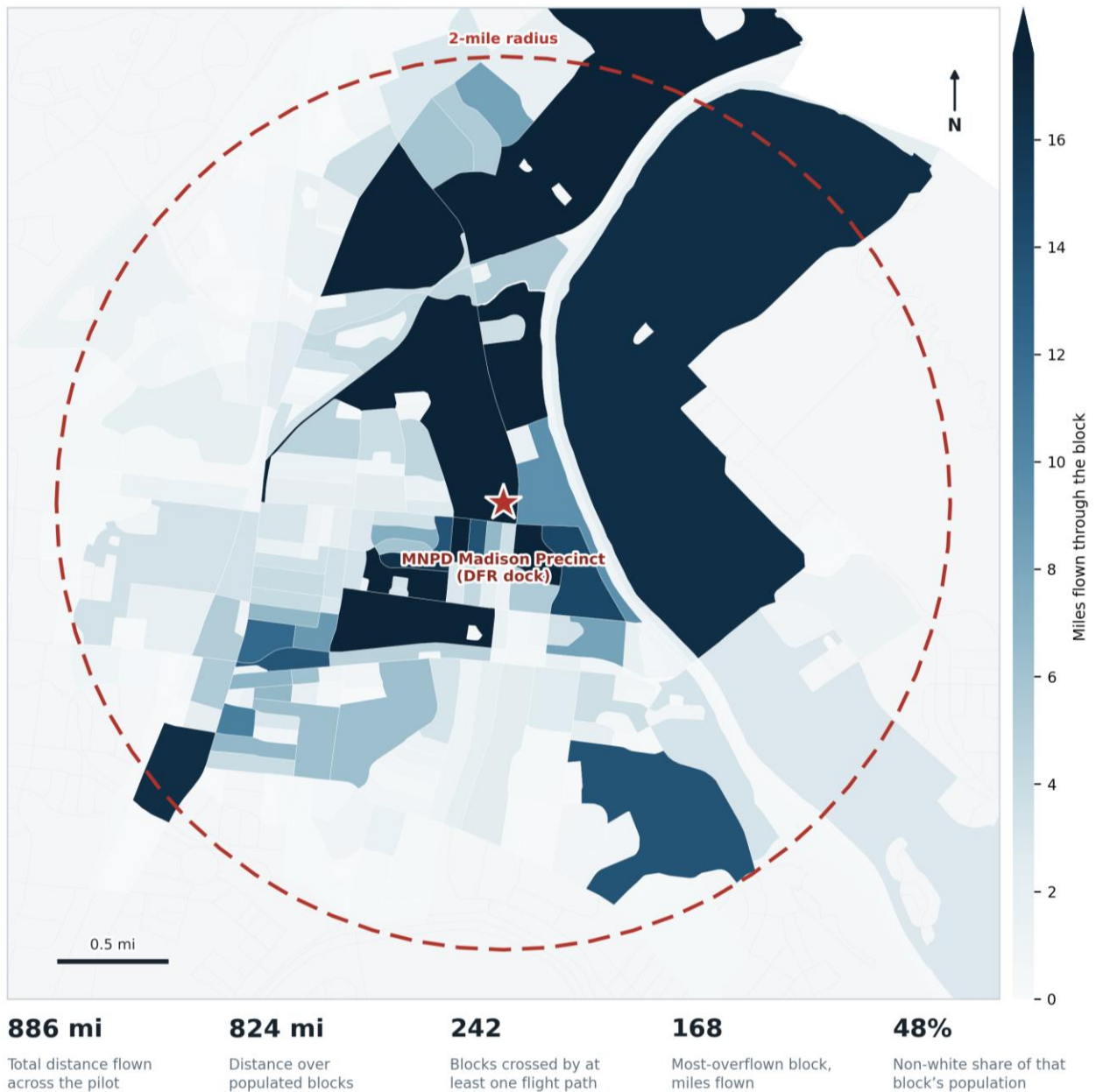


Figure 11: Census block racial composition beneath DFR flight paths



Every 2020 Census block in the operating area, shaded by non-white share, with all 281 flight paths overlaid.

Figure 12: Drone exposure intensity by census block



Blocks shaded by total distance flown through them across all 281 paths, a direct measure of overflight burden rather than an inference from endpoints. Map scale capped at the 97th percentile.

Table 13: DFR flights per operating day

Date	Weekday	Flights
2026-05-26	Tuesday	14
2026-05-27	Wednesday	12
2026-05-28	Thursday	9

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2026-05-29	Friday	10
2026-06-02	Tuesday	16
2026-06-03	Wednesday	13
2026-06-04	Thursday	19
2026-06-05	Friday	11
2026-06-09	Tuesday	11
2026-06-10	Wednesday	12
2026-07-07	Tuesday	9
2026-07-08	Wednesday	10
2026-07-09	Thursday	14
2026-07-10	Friday	9
2026-07-14	Tuesday	13
2026-07-15	Wednesday	15
2026-07-16	Thursday	17
2026-07-17	Friday	18
2026-07-22	Wednesday	12
2026-07-23	Thursday	20
2026-07-24	Friday	17
Total		281

Only days carrying at least one flight are listed. The remaining 39 calendar days in the pilot window recorded no flights.

Table 14: DFR Pilot Program Flight Data (all 281 flights, 5/26/26 – 7/24/26)

Regenerated from the MNPD Skydio Transparency Dashboard export (294 records, 13 duplicates removed). Flights are listed in takeoff order. Distance is the straight-line distance from the Madison Precinct dock to the farthest recorded point on each path; duration is takeoff to landing. The Council district shown is the district containing that farthest point, assigned from Metro Nashville GIS boundaries. The census-block composition columns carried in draft v4 are not reproduced here, as regenerating them requires the block geography file.

Object ID	Date	Flight Purpose	Farthest Lat	Farthest Lon	Council District	Council Member
1	2026-05-26	Person With Weapon	36.25361	-86.72071	3	Jennifer Gamble
2	2026-05-26	Person With Weapon	36.25366	-86.72177	3	Jennifer Gamble
3	2026-05-26	Vehicle Accident - Property Damage	36.26418	-86.71062	9	Tonya Hancock
4	2026-05-26	Holdup / Robbery	36.29253	-86.70170	10	Jennifer F. Webb
5	2026-05-26	Vehicle Accident - Property Damage	36.29361	-86.70030	10	Jennifer F. Webb
6	2026-05-26	Safety Hazard	36.26374	-86.71135	9	Tonya Hancock
7	2026-05-26	Vehicle Accident - Property Damage	36.26414	-86.71105	9	Tonya Hancock
8	2026-05-26	Suspicious Person	36.26303	-86.70320	9	Tonya Hancock
9	2026-05-26	Theft	36.26364	-86.71438	9	Tonya Hancock

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10	2026-05-26	Vehicle Accident - Property Damage	36.26258	-86.71369	9	Tonya Hancock
11	2026-05-26	Shots Fired	36.26717	-86.68166	9	Tonya Hancock
12	2026-05-26	Shots Fired	36.26852	-86.68201	9	Tonya Hancock
13	2026-05-26	Theft	36.29764	-86.70042	10	Jennifer F. Webb
14	2026-05-26	Theft	36.29565	-86.69681	10	Jennifer F. Webb
15	2026-05-27	Suspicious Person	36.26606	-86.71169	9	Tonya Hancock
16	2026-05-27	Person With Weapon	36.29554	-86.69966	10	Jennifer F. Webb
17	2026-05-27	Disorderly Person	36.25839	-86.71188	9	Tonya Hancock
18	2026-05-27	Disorderly Person	36.25539	-86.71606	9	Tonya Hancock
19	2026-05-27	Person With Weapon	36.26480	-86.69581	9	Tonya Hancock
20	2026-05-27	Domestic Disturbance	36.25512	-86.70166	9	Tonya Hancock
21	2026-05-27	Domestic Disturbance	36.25674	-86.70294	9	Tonya Hancock
22	2026-05-27	Vehicle Accident - Property Damage	36.29548	-86.70075	10	Jennifer F. Webb
23	2026-05-27	Safety Hazard	36.26261	-86.71124	9	Tonya Hancock
24	2026-05-27	Disorderly Person	36.29567	-86.70009	10	Jennifer F. Webb
25	2026-05-27	Vehicle Accident - Property Damage	36.29315	-86.70143	10	Jennifer F. Webb
26	2026-05-27	Domestic Disturbance	36.26457	-86.69572	9	Tonya Hancock
27	2026-05-28	Person With Weapon	36.25413	-86.71838	9	Tonya Hancock
28	2026-05-28	Person With Weapon	36.25462	-86.71725	9	Tonya Hancock
29	2026-05-28	Fire	36.27204	-86.69048	9	Tonya Hancock
30	2026-05-28	Vehicle Accident - Property Damage	36.30114	-86.69133	10	Jennifer F. Webb
31	2026-05-28	Person Indecently Exposed	36.30184	-86.69101	10	Jennifer F. Webb
32	2026-05-28	Disorderly Person	36.25476	-86.71793	9	Tonya Hancock
33	2026-05-28	Fight / Assault	36.26259	-86.71444	9	Tonya Hancock
34	2026-05-28	Disorderly Person	36.26268	-86.71084	9	Tonya Hancock

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35	2026-05-28	Disorderly Person	36.26084	-86.71378	9	Tonya Hancock
36	2026-05-29	Domestic Disturbance	36.26462	-86.69761	9	Tonya Hancock
37	2026-05-29	Domestic Disturbance	36.26836	-86.70166	9	Tonya Hancock
38	2026-05-29	Fight / Assault	36.29561	-86.69683	10	Jennifer F. Webb
39	2026-05-29	Fight / Assault	36.29262	-86.69638	10	Jennifer F. Webb
40	2026-05-29	Domestic Disturbance	36.28333	-86.70527	9	Tonya Hancock
41	2026-05-29	Vehicle Accident - Property Damage	36.27288	-86.68902	9	Tonya Hancock
42	2026-05-29	Disorderly Person	36.25781	-86.71405	9	Tonya Hancock
43	2026-05-29	Burglary - Non-Residence	36.25765	-86.71350	9	Tonya Hancock
44	2026-05-29	Vehicle Accident - Property Damage	36.29071	-86.69705	10	Jennifer F. Webb
45	2026-05-29	Holdup / Robbery	36.25426	-86.71729	9	Tonya Hancock
46	2026-06-02	Safety Hazard	36.25559	-86.71591	9	Tonya Hancock
47	2026-06-02	Burglary - Non-Residence	36.27062	-86.71198	9	Tonya Hancock
48	2026-06-02	Burglary - Non-Residence	36.25284	-86.68110	9	Tonya Hancock
49	2026-06-02	Burglary - Non-Residence	36.25518	-86.68015	9	Tonya Hancock
50	2026-06-02	Burglary - Non-Residence	36.25332	-86.68080	9	Tonya Hancock
51	2026-06-02	Shots Fired	36.30302	-86.69238	10	Jennifer F. Webb
52	2026-06-02	Burglary - Non-Residence	36.28321	-86.68879	9	Tonya Hancock
53	2026-06-02	Suspicious Person	36.30228	-86.69250	10	Jennifer F. Webb
54	2026-06-02	Disorderly Person	36.29699	-86.69996	10	Jennifer F. Webb
55	2026-06-02	Person With Weapon	36.26319	-86.71348	9	Tonya Hancock
56	2026-06-02	Burglary - Residence	36.29360	-86.69305	10	Jennifer F. Webb
57	2026-06-02	Disorderly Person	36.26967	-86.71435	3	Jennifer Gamble
58	2026-06-02	Burglary - Non-Residence	36.26183	-86.71319	9	Tonya Hancock
59	2026-06-02	Suspicious Person	36.26894	-86.69757	9	Tonya Hancock

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60	2026-06-02	Domestic Disturbance	36.26856	-86.68392	9	Tonya Hancock
61	2026-06-02	Suspicious Person	36.26378	-86.70551	9	Tonya Hancock
62	2026-06-03	Burglary - Non-Residence	36.26531	-86.66192	11	Jeff Eslick
63	2026-06-03	Theft	36.30158	-86.69085	10	Jennifer F. Webb
64	2026-06-03	Fire	36.30151	-86.69247	10	Jennifer F. Webb
65	2026-06-03	Vehicle Accident - Property Damage	36.25445	-86.71625	9	Tonya Hancock
66	2026-06-03	Fight / Assault	36.26349	-86.69948	9	Tonya Hancock
67	2026-06-03	Vehicle Accident-Personal Injury	36.28542	-86.69397	9	Tonya Hancock
68	2026-06-03	Domestic Disturbance	36.25649	-86.71154	9	Tonya Hancock
69	2026-06-03	Disorderly Person	36.29554	-86.69860	10	Jennifer F. Webb
70	2026-06-03	Domestic Disturbance	36.25713	-86.71349	9	Tonya Hancock
71	2026-06-03	Domestic Disturbance	36.25394	-86.71683	9	Tonya Hancock
72	2026-06-03	Vehicle Accident-Personal Injury	36.26685	-86.66697	11	Jeff Eslick
73	2026-06-03	Burglary - Non-Residence	36.30110	-86.69579	10	Jennifer F. Webb
74	2026-06-03	Theft	36.29916	-86.69982	10	Jennifer F. Webb
75	2026-06-04	Vehicle Accident - Property Damage	36.26251	-86.70665	9	Tonya Hancock
76	2026-06-04	Theft	36.26811	-86.69014	9	Tonya Hancock
77	2026-06-04	Theft	36.26377	-86.69128	9	Tonya Hancock
78	2026-06-04	Vehicle Accident-Personal Injury	36.25619	-86.71551	9	Tonya Hancock
79	2026-06-04	Vehicle Accident - Property Damage	36.28218	-86.69074	9	Tonya Hancock
80	2026-06-04	Disorderly Person	36.26853	-86.68257	9	Tonya Hancock
81	2026-06-04	Disorderly Person	36.26104	-86.67748	9	Tonya Hancock
82	2026-06-04	Disorderly Person	36.26069	-86.67674	9	Tonya Hancock
83	2026-06-04	Person With Weapon	36.25062	-86.70200	9	Tonya Hancock
84	2026-06-04	Disorderly Person	36.28504	-86.72078	10	Jennifer F. Webb

NCRB: MNPB DFR PILOT PROGRAM

85	2026-06-04	Suspicious Person	36.29406	-86.69767	10	Jennifer F. Webb
86	2026-06-04	Person With Weapon	36.25586	-86.67401	9	Tonya Hancock
87	2026-06-04	Disorderly Person	36.29567	-86.69968	10	Jennifer F. Webb
88	2026-06-04	Theft	36.28508	-86.71887	10	Jennifer F. Webb
89	2026-06-04	Suspicious Person	36.26240	-86.70894	9	Tonya Hancock
90	2026-06-04	Vehicle Accident-Personal Injury	36.25667	-86.71337	9	Tonya Hancock
91	2026-06-04	Fire	36.28161	-86.70199	9	Tonya Hancock
92	2026-06-04	Fight / Assault	36.26095	-86.71293	9	Tonya Hancock
93	2026-06-04	Fight / Assault	36.26252	-86.71286	9	Tonya Hancock
94	2026-06-05	Disorderly Person	36.28029	-86.71157	10	Jennifer F. Webb
95	2026-06-05	Suspicious Person	36.28011	-86.70949	10	Jennifer F. Webb
96	2026-06-05	Disorderly Person	36.27030	-86.71115	9	Tonya Hancock
97	2026-06-05	Suicidal Person	36.26907	-86.70160	9	Tonya Hancock
98	2026-06-05	Disorderly Person	36.27661	-86.72499	3	Jennifer Gamble
99	2026-06-05	Person Indecently Exposed	36.25439	-86.67334	9	Tonya Hancock
100	2026-06-05	Vehicle Accident-Personal Injury	36.27950	-86.70855	9	Tonya Hancock
101	2026-06-05	Burglary - Non-Residence	36.25992	-86.71400	9	Tonya Hancock
102	2026-06-05	Vehicle Accident-Personal Injury	36.26252	-86.68111	9	Tonya Hancock
103	2026-06-05	Theft	36.27196	-86.72209	3	Jennifer Gamble
104	2026-06-05	Person With Weapon	36.27354	-86.69086	9	Tonya Hancock
105	2026-06-09	Item / Vehicle Is Stolen	36.26310	-86.71420	9	Tonya Hancock
106	2026-06-09	Item / Vehicle Is Stolen	36.26551	-86.71066	9	Tonya Hancock
107	2026-06-09	Disorderly Person	36.29879	-86.69641	10	Jennifer F. Webb
108	2026-06-09	Disorderly Person	36.29297	-86.70198	10	Jennifer F. Webb
109	2026-06-09	Disorderly Person	36.29321	-86.70183	10	Jennifer F. Webb

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110	2026-06-09	Domestic Disturbance	36.29526	-86.69845	10	Jennifer Webb F.
111	2026-06-09	Domestic Disturbance	36.29396	-86.69870	10	Jennifer Webb F.
112	2026-06-09	Burglary - Residence	36.27551	-86.70742	9	Tonya Hancock
113	2026-06-09	Fight / Assault	36.30051	-86.68171	10	Jennifer Webb F.
114	2026-06-09	Fight / Assault	36.30016	-86.68132	10	Jennifer Webb F.
115	2026-06-09	Disorderly Person	36.28916	-86.71406	10	Jennifer Webb F.
116	2026-06-10	Burglary - Non-Residence	36.27777	-86.68853	9	Tonya Hancock
117	2026-06-10	Burglary - Non-Residence	36.27038	-86.66146	11	Jeff Eslick
118	2026-06-10	Person Indecently Exposed	36.30218	-86.69102	10	Jennifer Webb F.
119	2026-06-10	Burglary - Non-Residence	36.26371	-86.72459	3	Jennifer Gamble
120	2026-06-10	Burglary - Residence	36.26614	-86.69380	9	Tonya Hancock
121	2026-06-10	Suspicious Person	36.29691	-86.69874	10	Jennifer Webb F.
122	2026-06-10	Vehicle Accident - Property Damage	36.26279	-86.71272	9	Tonya Hancock
123	2026-06-10	Theft	36.27020	-86.68861	9	Tonya Hancock
124	2026-06-10	Fire	36.30014	-86.70285	10	Jennifer Webb F.
125	2026-06-10	Person With Weapon	36.26332	-86.67829	9	Tonya Hancock
126	2026-06-10	Domestic Disturbance	36.27234	-86.71009	9	Tonya Hancock
127	2026-06-10	Domestic Disturbance	36.27199	-86.71005	9	Tonya Hancock
128	2026-07-07	Vehicle Accident-Personal Injury	36.30107	-86.70197	10	Jennifer Webb F.
129	2026-07-07	Fire	36.27109	-86.69207	9	Tonya Hancock
130	2026-07-07	Disorderly Person	36.29817	-86.69902	10	Jennifer Webb F.
131	2026-07-07	Disorderly Person	36.26407	-86.69554	9	Tonya Hancock
132	2026-07-07	Burglary - Non-Residence	36.28355	-86.69076	9	Tonya Hancock
133	2026-07-07	Disorderly Person	36.26818	-86.70976	9	Tonya Hancock
134	2026-07-07	Suspicious Person	36.25792	-86.69696	9	Tonya Hancock

NCRB: MNPB DFR PILOT PROGRAM

135	2026-07-07	Domestic Disturbance	36.26746	-86.71737	3	Jennifer Gamble
136	2026-07-07	Holdup / Robbery	36.30194	-86.69154	10	Jennifer F. Webb
137	2026-07-08	Vehicle Accident - Property Damage	36.25323	-86.67452	9	Tonya Hancock
138	2026-07-08	Domestic Disturbance	36.26494	-86.69764	9	Tonya Hancock
139	2026-07-08	Disorderly Person	36.25593	-86.71723	9	Tonya Hancock
140	2026-07-08	Disorderly Person	36.26384	-86.71548	3	Jennifer Gamble
141	2026-07-08	Burglary - Residence	36.25882	-86.67679	9	Tonya Hancock
142	2026-07-08	Person With Weapon	36.25483	-86.71774	9	Tonya Hancock
143	2026-07-08	Domestic Disturbance	36.25689	-86.66121	11	Jeff Eslick
144	2026-07-08	Vehicle Accident-Personal Injury	36.25554	-86.71589	9	Tonya Hancock
145	2026-07-08	Vehicle Accident-Personal Injury	36.25942	-86.67805	9	Tonya Hancock
146	2026-07-08	Fight / Assault	36.25817	-86.68758	9	Tonya Hancock
147	2026-07-09	Suspicious Person	36.25304	-86.67825	9	Tonya Hancock
148	2026-07-09	Suspicious Person	36.25214	-86.68135	9	Tonya Hancock
149	2026-07-09	Disorderly Person	36.25470	-86.71669	9	Tonya Hancock
150	2026-07-09	Fight / Assault	36.25510	-86.71739	9	Tonya Hancock
151	2026-07-09	Domestic Disturbance	36.26703	-86.68230	9	Tonya Hancock
152	2026-07-09	Fight / Assault	36.25401	-86.71697	9	Tonya Hancock
153	2026-07-09	Fight / Assault	36.25529	-86.71645	9	Tonya Hancock
154	2026-07-09	Vehicle Accident - Property Damage	36.29873	-86.70027	10	Jennifer F. Webb
155	2026-07-09	Domestic Disturbance	36.26874	-86.68207	9	Tonya Hancock
156	2026-07-09	Burglary - Non-Residence	36.30180	-86.68783	10	Jennifer F. Webb
157	2026-07-09	Safety Hazard	36.29516	-86.69955	10	Jennifer F. Webb
158	2026-07-09	Domestic Disturbance	36.26449	-86.68402	9	Tonya Hancock
159	2026-07-09	Burglary - Non-Residence	36.26584	-86.69652	9	Tonya Hancock

NCRB: MNPB DFR PILOT PROGRAM

160	2026-07-09	Fight / Assault	36.26205	-86.71375	9	Tonya Hancock
161	2026-07-10	Person With Weapon	36.25481	-86.71940	9	Tonya Hancock
162	2026-07-10	Person With Weapon	36.25434	-86.71724	9	Tonya Hancock
163	2026-07-10	Kidnapping	36.25633	-86.69589	9	Tonya Hancock
164	2026-07-10	Domestic Disturbance	36.26589	-86.72597	3	Jennifer Gamble
165	2026-07-10	Fight / Assault	36.25407	-86.71786	9	Tonya Hancock
166	2026-07-10	Person With Weapon	36.25881	-86.71573	9	Tonya Hancock
167	2026-07-10	Disorderly Person	36.24875	-86.67666	9	Tonya Hancock
168	2026-07-10	Vehicle Accident-Personal Injury	36.25634	-86.71442	9	Tonya Hancock
169	2026-07-10	Shots Fired	36.26657	-86.68654	9	Tonya Hancock
170	2026-07-14	Not Specified	36.27337	-86.69074	9	Tonya Hancock
171	2026-07-14	Domestic Disturbance	36.25669	-86.71469	9	Tonya Hancock
172	2026-07-14	Suspicious Person	36.26186	-86.68214	9	Tonya Hancock
173	2026-07-14	Disorderly Person	36.26398	-86.71304	9	Tonya Hancock
174	2026-07-14	Holdup / Robbery	36.26660	-86.66400	11	Jeff Eslick
175	2026-07-14	Holdup / Robbery	36.27029	-86.67599	11	Jeff Eslick
176	2026-07-14	Suspicious Person	36.26061	-86.70964	9	Tonya Hancock
177	2026-07-14	Intoxicated Person	36.26347	-86.70359	9	Tonya Hancock
178	2026-07-14	Vehicle Accident - Property Damage	36.26673	-86.68620	9	Tonya Hancock
179	2026-07-14	Burglary - Non-Residence	36.29203	-86.70486	10	Jennifer Webb F.
180	2026-07-14	Burglary - Non-Residence	36.29030	-86.70578	10	Jennifer Webb F.
181	2026-07-14	Vehicle Accident-Personal Injury	36.26336	-86.68489	9	Tonya Hancock
182	2026-07-14	Disorderly Person	36.29204	-86.70773	10	Jennifer Webb F.
183	2026-07-15	Disorderly Person	36.25436	-86.70109	9	Tonya Hancock
184	2026-07-15	Disorderly Person	36.30193	-86.69080	10	Jennifer Webb F.

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185	2026-07-15	Burglary - Residence	36.26914	-86.70820	9	Tonya Hancock
186	2026-07-15	Person With Weapon	36.24848	-86.67790	9	Tonya Hancock
187	2026-07-15	Domestic Disturbance	36.28326	-86.71887	10	Jennifer F. Webb
188	2026-07-15	Disorderly Person	36.30032	-86.69549	10	Jennifer F. Webb
189	2026-07-15	Fight / Assault	36.25766	-86.71496	9	Tonya Hancock
190	2026-07-15	Fight / Assault	36.25872	-86.71204	9	Tonya Hancock
191	2026-07-15	Person With Weapon	36.25405	-86.71726	9	Tonya Hancock
192	2026-07-15	Disorderly Person	36.30204	-86.69469	10	Jennifer F. Webb
193	2026-07-15	Disorderly Person	36.29787	-86.70036	10	Jennifer F. Webb
194	2026-07-15	Vehicle Accident-Personal Injury	36.25735	-86.71297	9	Tonya Hancock
195	2026-07-15	Vehicle Accident-Personal Injury	36.25041	-86.70110	9	Tonya Hancock
196	2026-07-15	Burglary - Non-Residence	36.25955	-86.71266	9	Tonya Hancock
197	2026-07-15	Domestic Disturbance	36.26314	-86.72367	3	Jennifer Gamble
198	2026-07-16	Disorderly Person	36.25714	-86.71520	9	Tonya Hancock
199	2026-07-16	Disorderly Person	36.26195	-86.70927	9	Tonya Hancock
200	2026-07-16	Domestic Disturbance	36.26081	-86.71648	9	Tonya Hancock
201	2026-07-16	Vehicle Accident-Personal Injury	36.26302	-86.68513	9	Tonya Hancock
202	2026-07-16	Domestic Disturbance	36.26729	-86.68246	9	Tonya Hancock
203	2026-07-16	Suspicious Person	36.27296	-86.70547	9	Tonya Hancock
204	2026-07-16	Disorderly Person	36.26321	-86.71154	9	Tonya Hancock
205	2026-07-16	Theft	36.26342	-86.68184	9	Tonya Hancock
206	2026-07-16	Fight / Assault	36.30053	-86.70381	10	Jennifer F. Webb
207	2026-07-16	Fight / Assault	36.30201	-86.69096	10	Jennifer F. Webb
208	2026-07-16	Vehicle Accident-Personal Injury	36.26443	-86.70205	9	Tonya Hancock
209	2026-07-16	Suspicious Person	36.25477	-86.69821	9	Tonya Hancock

NCRB: MNPB DFR PILOT PROGRAM

210	2026-07-16	Cutting / Stabbing	36.30175	-86.69173	10	Jennifer Webb F.
211	2026-07-16	Cutting / Stabbing	36.30197	-86.69170	10	Jennifer Webb F.
212	2026-07-16	Vehicle Accident - Property Damage	36.28307	-86.70916	10	Jennifer Webb F.
213	2026-07-16	Disorderly Person	36.26491	-86.71237	9	Tonya Hancock
214	2026-07-16	Burglary - Non-Residence	36.28465	-86.72098	10	Jennifer Webb F.
215	2026-07-17	Vehicle Accident - Property Damage	36.30082	-86.70084	10	Jennifer Webb F.
216	2026-07-17	Vehicle Accident - Property Damage	36.26162	-86.67679	9	Tonya Hancock
217	2026-07-17	Vehicle Accident - Property Damage	36.30171	-86.69389	10	Jennifer Webb F.
218	2026-07-17	Disorderly Person	36.29719	-86.70077	10	Jennifer Webb F.
219	2026-07-17	Holdup / Robbery	36.26293	-86.71461	9	Tonya Hancock
220	2026-07-17	Disorderly Person	36.25325	-86.68111	9	Tonya Hancock
221	2026-07-17	Fight / Assault	36.26307	-86.71164	9	Tonya Hancock
222	2026-07-17	Domestic Disturbance	36.26389	-86.68166	9	Tonya Hancock
223	2026-07-17	Holdup / Robbery	36.26132	-86.71101	9	Tonya Hancock
224	2026-07-17	Burglary - Residence	36.27028	-86.70684	9	Tonya Hancock
225	2026-07-17	Burglary - Non-Residence	36.26792	-86.71394	3	Jennifer Gamble
226	2026-07-17	Theft	36.29310	-86.70254	10	Jennifer Webb F.
227	2026-07-17	Theft	36.29612	-86.69806	10	Jennifer Webb F.
228	2026-07-17	Disorderly Person	36.25843	-86.71507	9	Tonya Hancock
229	2026-07-17	Domestic Disturbance	36.25935	-86.71132	9	Tonya Hancock
230	2026-07-17	Person With Weapon	36.26797	-86.66858	11	Jeff Eslick
231	2026-07-17	Person With Weapon	36.26902	-86.66876	11	Jeff Eslick
232	2026-07-17	Person With Weapon	36.26898	-86.66873	11	Jeff Eslick
233	2026-07-22	Disorderly Person	36.29876	-86.69885	10	Jennifer Webb F.
234	2026-07-22	Disorderly Person	36.26426	-86.71255	9	Tonya Hancock

NCRB: MNPB DFR PILOT PROGRAM

235	2026-07-22	Burglary - Residence	36.27111	-86.72615	3	Jennifer Gamble
236	2026-07-22	Disorderly Person	36.25641	-86.71493	9	Tonya Hancock
237	2026-07-22	Disorderly Person	36.26176	-86.71097	9	Tonya Hancock
238	2026-07-22	Theft	36.29734	-86.71074	10	Jennifer F. Webb
239	2026-07-22	Disorderly Person	36.25910	-86.71582	9	Tonya Hancock
240	2026-07-22	Disorderly Person	36.29915	-86.69857	10	Jennifer F. Webb
241	2026-07-22	Vehicle Accident - Property Damage	36.26292	-86.68211	9	Tonya Hancock
242	2026-07-22	Suspicious Person	36.25283	-86.67758	9	Tonya Hancock
243	2026-07-22	Domestic Disturbance	36.26737	-86.68372	9	Tonya Hancock
244	2026-07-22	Disorderly Person	36.25284	-86.68168	9	Tonya Hancock
245	2026-07-23	Burglary - Non-Residence	36.28058	-86.71084	10	Jennifer F. Webb
246	2026-07-23	Burglary - Non-Residence	36.29335	-86.69963	10	Jennifer F. Webb
247	2026-07-23	Vehicle Accident - Property Damage	36.26864	-86.70992	9	Tonya Hancock
248	2026-07-23	Disorderly Person	36.26614	-86.70006	9	Tonya Hancock
249	2026-07-23	Burglary - Residence	36.28809	-86.68116	11	Jeff Eslick
250	2026-07-23	Disorderly Person	36.25905	-86.71432	9	Tonya Hancock
251	2026-07-23	Disorderly Person	36.27826	-86.68866	9	Tonya Hancock
252	2026-07-23	Disorderly Person	36.26869	-86.68984	9	Tonya Hancock
253	2026-07-23	Disorderly Person	36.26866	-86.68836	9	Tonya Hancock
254	2026-07-23	Disorderly Person	36.26600	-86.71055	9	Tonya Hancock
255	2026-07-23	Disorderly Person	36.25646	-86.69712	9	Tonya Hancock
256	2026-07-23	Disorderly Person	36.29933	-86.70044	10	Jennifer F. Webb
257	2026-07-23	Disorderly Person	36.29543	-86.69884	10	Jennifer F. Webb
258	2026-07-23	Missing Person	36.25438	-86.68999	9	Tonya Hancock
259	2026-07-23	Missing Person	36.25346	-86.69193	9	Tonya Hancock

NCRB: MNPB DFR PILOT PROGRAM

260	2026-07-23	Domestic Disturbance	36.29352	-86.69261	10	Jennifer F. Webb
261	2026-07-23	Vehicle Accident-Personal Injury	36.26362	-86.68430	9	Tonya Hancock
262	2026-07-23	Suspicious Person	36.26222	-86.70960	9	Tonya Hancock
263	2026-07-23	Person With Weapon	36.25611	-86.71281	9	Tonya Hancock
264	2026-07-23	Person With Weapon	36.29583	-86.69936	10	Jennifer F. Webb
265	2026-07-24	Holdup / Robbery	36.26078	-86.71646	9	Tonya Hancock
266	2026-07-24	Person Indecently Exposed	36.26391	-86.71080	9	Tonya Hancock
267	2026-07-24	Suicidal Person	36.26781	-86.70031	9	Tonya Hancock
268	2026-07-24	Disorderly Person	36.26428	-86.71392	9	Tonya Hancock
269	2026-07-24	Suspicious Person	36.27860	-86.71243	10	Jennifer F. Webb
270	2026-07-24	Burglary - Residence	36.26636	-86.69506	9	Tonya Hancock
271	2026-07-24	Burglary - Non-Residence	36.28356	-86.72401	10	Jennifer F. Webb
272	2026-07-24	Domestic Disturbance	36.25524	-86.71859	9	Tonya Hancock
273	2026-07-24	Intoxicated Person	36.25895	-86.71146	9	Tonya Hancock
274	2026-07-24	Disorderly Person	36.30205	-86.69404	10	Jennifer F. Webb
275	2026-07-24	Disorderly Person	36.30089	-86.69358	10	Jennifer F. Webb
276	2026-07-24	Domestic Disturbance	36.26445	-86.69179	9	Tonya Hancock
277	2026-07-24	Disorderly Person	36.26106	-86.71463	9	Tonya Hancock
278	2026-07-24	Disorderly Person	36.30233	-86.69095	10	Jennifer F. Webb
279	2026-07-24	Vehicle Accident - Property Damage	36.26348	-86.69295	9	Tonya Hancock
280	2026-07-24	Theft	36.29374	-86.70270	10	Jennifer F. Webb
281	2026-07-24	Domestic Disturbance	36.29236	-86.69379	10	Jennifer F. Webb