

DORSET POLICE AUTHORITY – 9 FEBRUARY 2012

NATIONAL POLICE AIR SERVICE

REPORT BY THE CHIEF CONSTABLE

PURPOSE OF THE REPORT

This report sets out the latest position regarding the proposed National Air Support Service and its potential impact on the Force.

1. BACKGROUND

- 1.1 In September 2011 members received a report setting out the detail of the proposed National Air Support Service.
- 1.2 Members agreed to the proposal subject to a national commitment to review an alternative funding model. Delegated authority was given to the Chief Constable in consultation with the Chair and Chief Executive of the Police Authority in terms of the detailed transition arrangements and agreement of the actual charges to be made.

2. NATIONAL POSITION

- 2.1 The national team, led by the Chief Constable of Hampshire Constabulary, Alex Marshall, produced an update on the progress to December 2011. This is provided at Appendix A. In total, 37 police authorities had agreed in principle to join the scheme (including Dorset). One authority rejected the proposal and approval was still awaited from five.
- 2.2 A host for the service is still required and negotiations are ongoing with West Yorkshire Police to be lead force in this respect.
- 2.3 On 27 January 2012 the Force received the following update from CC Marshall:

“Dear Chief Constable, Chair, Chief Executive

As you may be aware, the Policing Minister Nick Herbert announced this morning at the Cityforum of his intention to make an order requiring the police service to collaborate in the provision of air support. This order will require all authorities and forces to collaborate in the provision of air support.

The minister's intentions supports the National Police Air Service (NPAS) proposals for a truly national, borderless service which will ensure effective coverage of urban

and rural areas as well as bring improvements in operational efficiencies and innovative contracts. I am pleased that the NPAS proposal has been widely supported by Chief Constables and police authorities and the NPAS project team and I will continue to work with you to develop the national service with the priority being a strong operational service and effective coverage delivered in the most cost effective way.

I would like to thank you and your staff for the cooperation shown to the project team and for your continued support for the implementation of the service.

Yours sincerely

Alex Marshall
Chief Constable"

3. DORSET

- 3.1 A further meeting of the national team with Dorset is due to take place next month. This will include discussions on operational activities, including potential locations and costs.

4. FINANCIAL IMPLICATIONS

- 4.1 The funding settlement included a top slicing proposal for the capital element of the service. This would result in the following payment profile:

	Top Sliced Capital	Credit Payment (where applicable)	Revenue	Total
2012/13	£60,000	£0	£0	£60,000
2013/14	£80,000	£200,000	£1,005,000	£885,000
2014/15	£50,000	£0	£1,005,000	£1,055,000

- 4.2 Formal responses were requested to this proposal as part of the 2012/13 grant proposal. The Force and the Authority have responded positively to this suggestion. A copy of the consultation response has previously been circulated to members.
- 4.3 The revenue budget has been prepared on the basis of the above costs. However, further negotiations on flying hours and location have yet to be concluded.
- 4.4 The Force is also seeking confirmation that the total funding model will be reviewed as part of the national review of the police funding formula.

5. RISK/THREAT ASSESSMENT

Financial/Resource/Value for Money Implications

- 5.1 Potential savings of £207,000 compared to the 2012/13 baseline and avoidance of requirement to identify future capital cost of replacement airframe.

Legal Implications

- 5.2 Novation of contracts will have to be undertaken for fuel and maintenance. Statutory duty to ensure best value in relation to asset disposal.

Implications for Policing Outcomes

- 5.3 A continued air support capability is deemed to be necessary to support policing objectives in terms of the protection of life and the prevention and detection of crime.

Equality

- 5.4 The current Air Support Unit comprises of police officers and an external piloting contract. The intention will be to novate the piloting contract to the new service. Detailed discussions have yet to take place regarding the officers. The principle options being:

- Officers available for redeployment within the Force. This would have implications on managing the total resource requirement.
- Officers transfer to the national service.
- Officers seconded to the national service.

6. RECOMMENDATIONS

- 6.1 Members are RECOMMENDED to note this report.

M BAKER QPM BSc (Hons) MBA
Chief Constable

Members' Enquiries to: Mr John Jones, Assistant Chief Officer (01305) 223710
Press Enquiries to: Public Relations Officers (01305) 223780/3640

Appendix A:

Appendix A – NPIA National Police Air Service (NPAS) Briefing – December 2011

National Police Air Service (NPAS)

Briefing – December 2011

Welcome to the NPAS briefing

In this edition, we provide a summary of progress made by the project team towards the National Police Air Service (NPAS). There are also updates on key activities, including Hosting NPAS, the approval of NPAS proposals by Police Authorities, Civil Aviation Authority charges, NPAS Flight Operations Director recruitment and Workstream updates.

NPAS Project Team

We have recently welcomed a new member to the project team. Michelle Cole joins us on secondment from the Ministry of Defence, as a Workstream Manager and will be assisting the team on the transition and implementation of NPAS. Michelle's contact details along with the rest of the NPAS project team are provided at the end of this update.

Over the last month the project team have been busy travelling the country to see different Air Support Units, Police Forces and Police Authorities to answer any queries that they have. They have also been finalising the NPAS implementation plan ahead of 1st April 2012.

The project team have also been working closely with Chief Superintendent Ian Whitehouse from West Yorkshire Police to undertake a due diligence process regarding hosting NPAS.

Hosting NPAS

A due diligence process is currently underway between the NPAS project team and potential Lead Force, West Yorkshire

Police (WYP). As mentioned above, Chief Superintendent Ian Whitehouse from WYP is working along side the NPAS project team and a number of workshops have been undertaken. Although this due diligence process is still being worked through and requires approval from their police authority, initial discussions have been very positive and a decision from WYP is anticipated before the end of this calendar year.

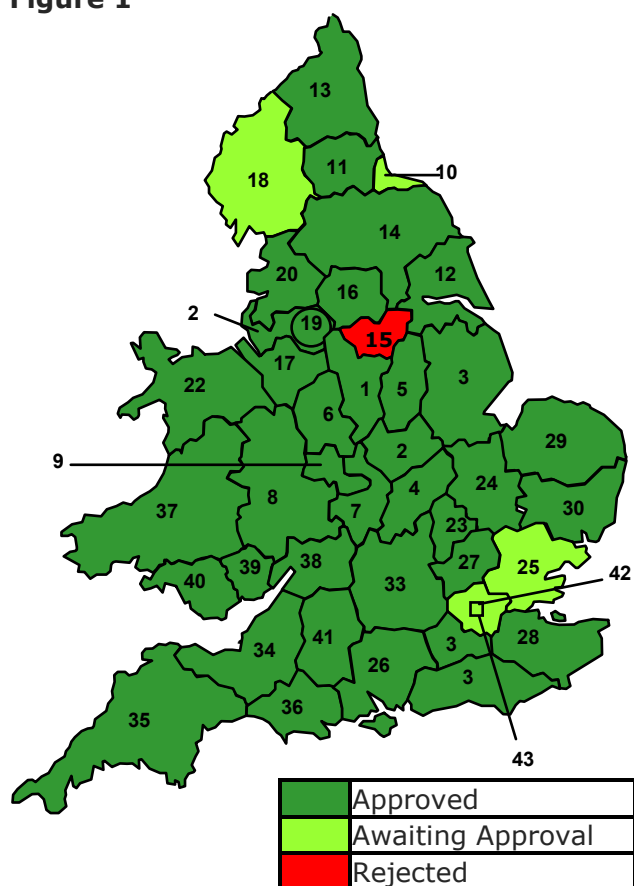
Police Authority Papers

In July, Chief Constable Alex Marshall wrote to every Chief Constable in England and Wales asking for the proposal for NPAS to be presented to their police authority and a decision to be made in support or against NPAS. To date, thirty seven police authorities have considered the paper and approved the proposal in principle with some police authorities requiring additional information or clarification. This is a really positive achievement and the project team continues to work closely with individual police authorities to answer specific questions on what NPAS will mean for them. The remaining police authorities are scheduled to consider the proposal in the next couple of weeks.

Only one police authority has currently rejected the NPAS proposal. The project team, along with CC Alex Marshall are continuing to work with the force and police authority in question to reach a satisfactory conclusion.

The latest police authority response overview map is shown below in Figure 1;

Figure 1



Civil Aviation Authority (CAA) Charges – PAOC

The NPAS project team are working with the CAA in relation to the charging mechanism for the PAOC following the establishment of NPAS. Discussions with the CAA have revealed that the volume of work that they carry out will not reduce as a result of the introduction of the new service, and indeed may actually increase during the transition period. The CAA operate on a full cost recovery basis and going forward it is therefore necessary to agree a new mechanism of charging that is not based on the number of PAOC's held, as this will naturally reduce.

A further complication is the transition period for changes to CAA charging that was introduced in 2006, and is due to be fully implemented in 2013. These changes have meant suppressed fees to the police have been enjoyed since that time, and these are due to expire in 2013.

The NPAS project team are aware that some concern has been expressed by ASU's over the proposed changes to charging on the CAA website. The team

would like to reassure ASU staff that we are working with the CAA on this, to establish a fair and transparent method that accommodates both sets of changes and one that does not penalise either party.

HR Workstream

The HR Workstream Group met for the second time on Thursday 10 November, and will continue to meet monthly for the foreseeable future. The meeting discussed progress to establish an HR practitioners group in each region to supplement the national group. Also discussed were strategies to minimise the negative impact on pilots of the transition and restructures seeking to understand when and where there might be more people than available posts, and also how best to manage the selection of Regional Executive Officers and Unit Managers under the new structure to minimise impact, while complying with CAA requirements for information and with employment legislation.

Sandi Coles remains willing to visit ASUs and/or regional project boards if it is felt that this will help an understanding of the HR complexities of the project: she has recently attended the South West and North East regional meetings as well as visiting the units at Husbands Bosworth and Ripley.

A briefing note on the meeting will be posted onto Air Ops – General POLKA site shortly.

Flight Operations Workstream

The Flight Operations workstream is continuing to liaise with the Civil Aviation Authority to develop an appropriate management structure for NPAS which is acceptable to the authority. A Pilot representative from each proposed region sits on the pilots workstream group. This group is currently developing a single PAOM Part 2 to support a single PAOC application to the authority. Additionally, it is seeking comment on proposed FTL schemes which is being kindly co-ordinated by Capt Andy Shanks, Chief Pilot with the West Midlands Air Ops Unit.

Details of this discussion can be found on the Air Ops - General POLKA site. The various workstreams are working closely together, especially where there are identified inter-dependencies.

Command and Control (C2) Workstream

A centralised dispatch function strategy is currently being developed by Inspector Phil Raymond along with assistance from the members of the C2 workstream.

In regards to a suitable 'host' for the command and control under NPAS, discussions and due diligence process is currently being undertaken with Kent and with West Yorkshire Police.

Once the 'host' for a centralised command and control function has been finalised the dispatch strategy will be circulated to forces for consultation.

POLKA

The team is using POLKA, the Police OnLine Knowledge Area, to provide information about NPAS and all announcements will be placed on the Air Operations - General community.

To access POLKA, you need to be on the PNN network. If you are not already a member go to <https://polka.pnn.police.uk/> and follow the joining instructions.

Then go to the communities (all communities) link and request registration to join the relevant air operations communities:

- Air Operations – General
- Air Operations - Air Observers Trainers Forum

Next steps

There are a number of important milestones in the next couple of months, including:

- Confirmation of a host for NPAS.
- Continued work on the implementation process for the move to the final NPAS structure.
- Workstream meetings to assist implementation of NPAS.

Contacting us

Your feedback and ideas on the proposal for NPAS are essential in ensuring it is fit for purpose and meets the needs of users. There will be more formal opportunities to engage with the project team, but please feel free to contact us in the meantime:

General enquiries

If you have any questions or queries regarding NPAS please contact the NPAS team via;

E-mail NPAS@npia.pnn.police.uk

Simon Newman, Programme Manager

Tel 01480 334595 / 07767 253797

E-mail simon.newman@npia.pnn.police.uk

Iain Tookey, Project Manager

Tel 07809 689710

E-mail iain.tookey@npia.pnn.police.uk

T/Supt. Richard Watson, ACPO Project Lead and Senior User

Tel 07989 992086

E-mail Richard.watson@kent.pnn.police.uk

Susan Carte, Finance and Business Lead

Tel 07969 583972

E-mail susan.carte@kent.pnn.police.uk

Insp Phil Raymond, Implementation Manager

Tel 07768 325159

E-mail

philip.raymond@hampshire.pnn.police.uk

Sandi Coles, TUPE/Change Management Specialist

Tel 07771781981

E-mail sandi.coles@npia.pnn.police.uk

Dave Johnson, Flight Operations
Workstream Manager
Tel 07802200166
E-mail david.johnson@westmercia.pnn.police.uk

Chris Davies Training Design Manager
07752620976
E-mail chris.davies@npia.pnn.police.uk

Michelle Cole, Workstream Manager
E-mail michelle.cole@npia.pnn.police.uk

Louise Voller, Workstream Manager
Tel 07595 007759
E-mail louise.voller@npia.pnn.police.uk

Peter Stacy, Project Support
Tel 02031137979
E-mail Peter.Stacy@npia.pnn.police.uk