

For Information	
Public	
Report to:	Strategic Resources and Performance Meeting
Date of Meeting:	
Report of:	
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Agenda Item:	5

*If Non Public, please state under which category number from the guidance in the space provided.

National Police Air Support - Requested future model of delivery and funding requirements.

1. Purpose of the Report

- 1.1 To provide the PCC an update on the current and future delivery model for providing Air Support to Nottinghamshire Police.

2. Recommendations

- 2.1 It is recommended that the Police and Crime Commissioner notes the progress made and considers any future proposals made by the National Police Aviation Review

3. Reasons for Recommendations

- 3.1 The new operating model and charging mechanism are agreed and in place, and it is too early to seek formal decisions or provide further detail on the future of the lead force model.

4. Summary of Key Points (this should include background information and options appraisal if applicable)

- 4.1 In January 2021 Chief Constables, through the NPCC, were presented with a package of proposals that sought to optimise police air support. The task was to address the underlying challenges associated with service optimisation, delivery model and fleet replacement for the National Police Air Service.
- 4.2 In relation to the East Midlands, this new agreement and operating model, resulted in the region opting for air support being provided by a helicopter primarily based out of at East Midlands Airport. The agreed user requirement was for 12 hours a day (1500-0300), seven days a week service, with a combined flying hours of 540 hours per annum. Specifically for Nottinghamshire Police, this saw an allocation of 135 hours per annum. As of the end of May, 17% of the year has passed and we have used 15% of our allocated ours.

The cost of this air support provided to Nottinghamshire Police for 2021/22 will be £612,582. For each additional flying hour used over and above the 135 hours, an additional charge in the region of £550 per hour will be made.

- 4.3 As detailed in earlier papers, individual forces were previously charged for air support based on the 'Action Calls for Service' methodology. However, this new model is based upon a revised 'Direct Cost Charging' methodology. The principle objective of this is to ensure the costs of delivering the specific service to a force are reflected in that force's charges.
- 4.4 At a national level, the cumulative effect of the changes made to the user requirement, as well as through internal efficiencies secured by NPAS, the overall budget reduced to £42,553m. For the first time, this budget also includes a fleet replacement reserve of £2.3m, which will secure 7 new aircraft into national service over the next few years and the Metropolitan Police trailing a leasing model of service provision, thereby increasing their capacity. This investment improves the reliability and availability of an ageing fleet. The full economic effect of the changes agreed to will be felt in the financial year 2022/23 once all changes are embedded and in place for the full year.
- 4.5 The new model has also seen changes to national governance, with the proposal to create a new National Aviation Board. This broadens the scope of the current National Strategic Board, which is co-chaired by the lead forces Chief Constable and PCC. The new board will see wider representation, including from both a Chief Constable and a PCC from each of the 9 recognised NPCC regions, thereby increasing the quorum by 6 chiefs and 6 PCCs.

The negotiations and agreement to secure the above changes to both the operating model and the charging mechanism, took considerable time. These changes were designed to secure the long-term national approach to air support.

However, the model and current Section 22 agreement is predicated on a lead force / PCC approach. A significant new national risk has emerged relating to this approach. The lead policing force and PCC (now Mayor), West Yorkshire, have formally given their 12 months' notice to cease holding this role under the current Section 22 agreement. This means that West Yorkshire will no longer be the lead force as of June 2022. By this time a new lead force will need to take over this responsibility for the service and staff. Although still early days, no one force has volunteered, but a national board has been established to assist in this process to guarantee.

5. Financial Implications and Budget Provision

- 5.1 The effect of these changes are partially reflected in the 2021/22 budget, with the full economic effect being felt in the financial year 2022/23. The cost of air

support provided to Nottinghamshire Police Force in 2021/22 will be £612,582 as part of the overall contributions across England and Wales.

6. Human Resources Implications

6.1 The Human Resource implications for any recent or imminent changes rest solely with NPAS.

7. Equality Implications

7.1 There are no equality implications to report at this time.

8. Risk Management

8.1 The risks associated within this report relate to securing a new lead force and national agreement for the provision of air support to UK Policing. With the review and scope still ongoing, it is too soon to plan mitigation for local risks.

9. Policy Implications and links to the Police and Crime Plan Priorities

9.1 None at this time

10. Changes in Legislation or other Legal Considerations

10.1 None at this time.

11. Details of outcome of consultation

11.1 None at this time.

12. Appendices

12.1 None.

13. Background Papers (relevant for Police and Crime Panel Only)

13. Chief Constables Council – Aviation Programme Review

NB

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