

For Information	
Non-Public	
Report to:	Strategic Resources & Performance
Date of Meeting:	15th July 2019
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Agenda Item:	5

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National Police Air Service: Future model of delivery & funding requirements

1. Purpose of the Report

- 1.1 The purpose of this report is to provide an update on the National Police Air Service (NPAS) model of delivery, current performance for Nottinghamshire and the funding requirements.

2. Recommendations

- 2.1 For the contents of the report to be noted.

3. Reasons for Recommendations

- 3.1 Report provided as an update.

4. Summary of Key Points

- 4.1 Aerial support is provided to the Central Region that consists of Derbyshire, Leicestershire, Lincolnshire, Northamptonshire, Nottinghamshire, Staffordshire, Warwickshire, West Mercia and West Midlands, by the NPAS operational bases of Husbands Bosworth and Birmingham.

Performance

- 4.2 From 1st January to 31st March 2019, there have been 386 calls to NPAS from Nottinghamshire Police. Of these 121 have been attended and are therefore subject to a charge to force, please see Section 5.
- 4.3 The below chart is from the latest performance report from NPAS for the Central Region, depicting the percentage performance response to calls for service. Whilst it is only the 'attended' calls that are subject to a charge to force, the chart illustrates that Nottinghamshire have currently the highest rate in the region for 'declined' calls: this is where the request from force has been rejected by the Operations Centre. Nottinghamshire also have the highest percentage rate of 'cancelled' calls: this is where the request has been cancelled by the

force prior to deployment. The majority of these cancellations are prior to take off of the aircraft and due to the subject being located.

	Attended	Declined	Diverted	Abandoned	Cancelled	Other
Derbyshire	14.2%	11.6%	0.3%	1.4%	33.8%	38.6%
Leicestershire	30.3%	14.1%	1.3%	0.0%	26.9%	27.3%
Lincolnshire	18.1%	11.4%	1.0%	0.0%	18.1%	51.4%
Northamptonshire	37.3%	13.5%	0.4%	0.8%	37.3%	10.8%
Nottinghamshire	31.3%	23.1%	0.8%	0.8%	41.5%	2.6%
Staffordshire	44.1%	11.8%	1.1%	1.1%	32.3%	9.7%
Warwickshire	43.9%	18.3%	0.0%	1.2%	31.7%	4.9%
West Mercia	29.7%	17.9%	1.0%	3.4%	43.9%	4.1%
West Midlands	30.8%	21.9%	0.8%	0.9%	33.8%	11.9%
Central	30.0%	17.9%	0.7%	1.1%	34.7%	15.6%

- 4.4 West Midlands have the highest request rate for the Central Region, almost 2.5 times the number of Nottinghamshire.

	Requests	Att.	Dec.	Div.	Aband.	Canc.	Other
Derbyshire	352	50	41	1	5	119	136
Leicestershire	297	90	42	4	0	80	81
Lincolnshire	105	19	12	1	0	19	54
Northamptonshire	260	97	35	1	2	97	28
Nottinghamshire	386	121	89	3	3	160	10
Staffordshire	93	41	11	1	1	30	9
Warwickshire	164	72	30	0	2	52	8
West Mercia	296	88	53	3	10	130	12
West Midlands	917	282	201	7	8	310	109
Central	2870	860	514	21	31	997	447

- 4.5 The performance of NPAS within the Central Region is linked to their current recruitment and retention. When considering the paired base availability, the availability of aircraft from Birmingham / Husbands Bosworth, is one of the worst nationally. There are currently vacancies both for Pilots and Tactical Flight Officers (TFO), with secondment restrictions and private pay pressures key factors in the recruitment and retention issue. NPAS have reported that whilst the latest national recruitment received 63 police officer applications for TFOs, due to the selection process they only expect 1 in 10 applicants to be successful. This is insufficient to fill the national vacancies and with few applicants locally it may not alleviate the current aircraft availability.

% Paired Base Availability/Unavailability - 2019

	At Least One Available	At Least Two Available	Three Available	None Available
London	97.1%	64.1%	1.5%	2.9%
Benson/Redhill	92.2%	36.6%	0.0%	7.8%
St Athan/Almondsbury	86.5%	32.8%	0.0%	13.5%
Bournemouth/Exeter	91.7%	43.8%	0.0%	8.3%
Barton/Hawarden	91.8%	45.7%	0.0%	8.2%
Carr Gate/Newcastle	95.3%	52.9%	0.0%	4.7%
Birmingham/Husbands	86.0%	19.6%	0.0%	14.0%
Average	91.5%			8.5%

Green 96.0%+, Amber 90.0% - 95.9%, Red <90.0%.

Fleet replacement

- 4.6 The current NPAS fleet is aging, requires significant investment to maintain, and spends more time in maintenance due to this. A strategic outline business case regarding this was submitted to the Home Office on 1st March but there has been no feedback as yet. A progress update report on the 10 year strategic plan that NPAS hope to deliver is expected in July 2019. This is for a vision of borderless air support that is different to the current structure, with coverage from both drones and fixed wing capability.
- 4.7 The introduction of fixed wing capability at Doncaster will assist the region with deployments due to longer flying times and greater fleet availability, this will be especially beneficial to Lincolnshire. There is currently a delay to this deployment due to legal and specification discussions. NPAS anticipate that Aircraft 1 and 2 will be available for deployment from Doncaster in the Autumn 2019.
- 4.8 There is currently no legislative ability to combine the services of the police, military, search and rescue and air ambulance. This is due to the different services being governed by separate regulations. There are agreements in place for support at times of critical need.

Drones

- 4.9 All forces within the region, and nationally, have moved towards a drone capability. NPAS have requested that all drone use is reported to their central control for safety reasons.
- 4.10 T/Insp Jamie Bower is leading Nottinghamshire Police drone process and deployment under the direction of Superintendent Paul Winter and the Blue Light Collaboration. It is anticipated that the drones will be available to deploy in the summer, with the pilots having already completed their initial training therefore currently engaging with drone practice prior to final examination and certification. The pilots will be based on Response and the drones available force wide. This is an additional resource available which will be able to provide

coverage for issues that were previously NPAS only, as well as community issues and recording scenes of road traffic collisions, to name but a few.

- 4.11 Drones have a significant positive impact on regional forces capability and this will no doubt increase Nottinghamshire's responsiveness to threat, risk and harm incidents where some form of air support is beneficial.

5. Financial Implications and Budget Provision

- 5.1 The charge per force for the NPAS service is based on an "actioned calls to service". This is where any request for police air support is accepted by NPAS and an aircraft has arrived on scene.
- 5.2 In 2018, there were 294 actioned calls for service, with 368 predicted calls for 2019 based on our current usage. The NPAS revenue budget for 2019/20 is £42.954m, with a cost of £597,443 allocated to Nottinghamshire.

6. Human Resources Implications

- 6.1 Nottinghamshire Police currently do not have any officers that are seconded to NPAS.

7. Equality Implications

- 7.1 This report is for noting and does not have any human resources impact for Nottinghamshire Police.

8. Risk Management

- 8.1 There is risk attached to the NPAS national structure due to the significant investment that will be required to replace the fleet in coming years. This is currently progressing and is reported into the Chief Constables Council.
- 8.2 There is also risk attached to the recruitment and retention of both police officers and pilots within NPAS. Due to the ongoing pressure on local forces through demand and fiscal constraints, this risk is unlikely to be resolved swiftly. The increasing availability and accessibility of drones is likely to provide an alternative provision in this area.

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

- 9.1 NPAS provides an additional capability to address incidents of threat, harm and risk to the communities of Nottinghamshire.

10. Changes in Legislation or other Legal Considerations

- 10.1 Not applicable.

11. Details of outcome of consultation

11.1 No consultation has occurred during the preparation of this paper.

12. Appendices

12.1 There are no appendices attached to this report.