



To: Business Coordination Board

From: Chief Constable

Date: 27 February 2014

NATIONAL POLICING AIR SERVICE

1. Purpose

1.1 The purpose of this paper is to update the BCB on the support provided to Cambridgeshire Constabulary by the National Police Air Service.

2. Recommendations

2.1 Members of the Board are invited to note the contents of this paper.

3. Background

3.1 Following the announcement by the Secretary for State that air support was to be a function provided through a single national collaboration agreement, the National Police Air Service was developed under the lead of West Yorkshire Police.

3.2 Under the National Collaboration Agreement for NPAS West Yorkshire Police is the lead force and is responsible for the delivery of the service including the centralised aircraft despatch centre based in West Yorkshire. It was anticipated that NPAS will save up to £15 million a year compared to previous arrangements for police air support when all forces join NPAS.

4 Current use of NPAS flying hours

4.1 For the period to 26th January 2014 Cambridgeshire Constabulary has been supplied with 234hrs of its contracted 500hrs. This represents 47% of the total.

4.2 To compare against a milestone as of the 6th December 2013 the Constabulary had been supplied with 190hrs of flying time which is 38% of the total.

4.3 As such the supply of flying hours has been at a constant rate throughout the last two months. This gives an indication that by the end of 2013/2014 the force will have used approx. 60% of its contracted hours.

5 Comparative Cost

5.1 Comparing 2013/2014 and 2011/2012 the current cost of NPAS for the force is only 38.2% of the previous cost of owning and operating our own helicopter.

5.2 This budgetary change is £470,000 for 2013/2014 by comparison to £1.23 million for 2011/2012.

6 Future Developments

6.1 From February 2014 to June 2014 NPAS will be evaluating the trial of a fixed wing aircraft from RAF Benson (Thames Valley Police). The aim of this will be to ascertain how effectively fixed wing aircraft could support the helicopter fleet nationwide.

6.2 The intention of this would be to pick up much of the routine tasking and volume crime work with the intention of increasing the capacity of the helicopters to respond to spontaneous incidents.

6.3 There is currently a national conversation on-going about NPAS regarding structure and capacity which the force are engaged in

6.4 An additional paper on this issue is being prepared by the ACC Boutcher on the regional impact of NPAS for presentation to the regional chief constables.

7 Conclusions

7.1 The comparative cost of NPAS shows a significant saving in the money spent providing the force with air support.

7.2 Cambridgeshire Constabulary are aware that they have been provided with less NPAS flying time than they have contracted for however they are confident the operational needs of the force are being met.

7.2 Throughout the period referred to regardless of the above the performance of Cambridgeshire Constabulary has improved.