

REQUEST FOR DMPC DECISION – DMPCD 2015 43

Title: National Police Air Service (NPAS)

Executive Summary:

NPAS is national police collaboration for the provision of police air service; it is supported by the Home Office who have reserve powers to mandate membership. It was established in June 2012 following work led by Sir Bernard Hogan-Howe to facilitate resilience and deliver Value for Money.

In May 2014 DMPC approved the principle that the Metropolitan Police Service joins the National Police Air Service subject to a successful review of progress. MOPAC and the MPS are committed to joining on 31 March 2015.

Recommendation:

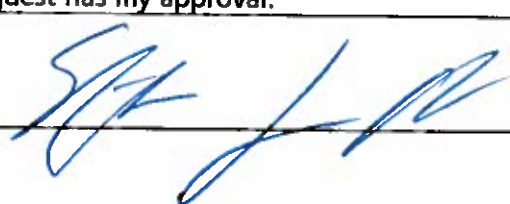
The DMPC is asked to agree to enter into a National Police Collaboration Agreement relating to the National Police Air Service and the delivery of aviation services to Police Bodies made under Section 22 of the Police Act 1996.

Deputy Mayor for Policing And Crime

I confirm I have considered whether or not I have any personal or prejudicial interest in this matter and take the proposed decision in compliance with the Code of Conduct. Any such interests are recorded below.

The above request has my approval.

Signature



Date

26/3/2015

PART I - NON-CONFIDENTIAL FACTS AND ADVICE TO THE DMPC

Decision required – supporting report

1. Introduction and background

- 1.1. NPAS will provide a national, borderless service making use of the nearest aircraft meaning that the police service's response will, in many cases, be enhanced over current provision. The underlying principle of NPAS is a national service, regionally coordinated for local delivery.
- 1.2. 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. The objective is that NPAS is led and owned by the police service and delivers operational benefits and financial savings.

2. Issues for consideration

- 2.1. There will be a TUPE transfer of 9 pilots to NPAS and 4 engineers to Airbus, there are still some issues to resolve regarding pensions and conditions of service but this will not hinder the transition.
- 2.2. From 31 March 2015 NPAS Air Operations will run from Lippetts Hill under an MPS Licence to Occupy. NPAS Strategic Board intend to reduce their operating bases from 23 to 15 nationally, it is likely this base will not be required from 2016/17.

3. Financial Comments

- 3.1. MOPAC and West Yorkshire PCC have agreed that the maximum cost of delivery of an Air Support Service to the MPS will not exceed the current cost of delivery. The 2014/15 maximum cost to MOPAC will be £5.687m.
- 3.2. The NPAS Strategic Board is developing a new financial model to deliver greater cost efficiencies and will replace the current financial forecasted costs.

4. Legal Comments

- 4.1. The MPS Directorate of Legal Services has been involved in all of the legal aspects and discussions between the MPS and West Yorkshire Police and Airbus UK. This has included discussion with the Staff Associations and Police Federation.

5. Equality Comments

- 5.1. An Equality Impact Assessment was completed in August 2014 and reviewed in March 2015.

6. Background/supporting papers

- 6.1. MPS Paper

Public access to information

Information in this form is subject to the Freedom of Information Act 2000 (FOIA) and other legislation. Part 1 of this form will be made available on the MOPAC website within 1 working day of approval. Any facts/advice/recommendations that should not be made automatically available on request should not be included in Part 1 but instead on the separate Part 2 form. Deferment is only applicable where release before that date would compromise the implementation of the decision being approved.

Is the publication of **this** form to be deferred? NO

If yes, for what reason:

Until what date (if known):

Is there a **part 2** form – NO

If yes, for what reason:

ORIGINATING OFFICER DECLARATION:

| | <i>Tick to confirm statement (✓)</i> |
|--|--------------------------------------|
| Head of Unit: Annabel Cowell has reviewed the request and is satisfied it is correct and consistent with the MOPAC's plans and priorities. | ✓ |
| Legal Advice: The MPS legal team has been consulted on the proposal. | ✓ |
| Financial Advice: The Head of Strategic Finance and Resource Management has been consulted on this proposal. | ✓ |
| Equalities Advice: Equality and diversity issues are covered in the body of the report. | ✓ |

OFFICER APPROVAL**Chief Operating Officer**

I have been consulted about the proposal and confirm that financial, legal and equalities advice has been taken into account in the preparation of this report. I am satisfied that this is an appropriate request to be submitted to the Deputy Mayor for Policing and Crime.

Signature



Date 26/3/15

National Police Collaboration Agreement relating to the National Police Air Service [NPAS] and the delivery of aviation services to Police Bodies made under s.22 of the Police Act 1996

Report by Chief Superintendent Bird on behalf of AC Gallan

EXECUTIVE SUMMARY

MOPAC and the MPS are committed to joining the National Police Air Service [NPAS] on 31st March 2015.

Under Section 22 of the Police Act 1996 both MOPAC [DMPC] and the Commissioner must sign off the collaboration agreement with NPAS ahead of the start date.

A. RECOMMENDATIONS -

MOPAC [DMPC] to sign the Collaborative Agreement.

B. SUPPORTING INFORMATION

DMPCD 2014 60, dated 29th May 2014, agreed in principle to the MPS joining NPAS, subject to the resolution of a sustainable funding model and air support operating model.

1. HR update

1.1 Secondment of Police Officers. Issues remain over MOPAC Secondment administration fees of £450 per officer, per month. This is being discussed between Robin Wilkinson, MPS HR Director and West Yorkshire Police. 1 Sergeant and 15 Constables will second to NPAS.

1.2 TUPE Transfer of 9 pilots to NPAS and 4 engineers to Airbus will take place. Still unresolved issues concerning pensions and conditions of service, but will not hinder the transition.

2. Estate

2.1 From 31st March 2015, NPAS Air Operations will run from Lippetts Hill under an MPS Licence to Occupy.

2.2 NPAS Strategic Board intend to reduce their operating bases from 23 to 15 nationally, with the closure of NPAS Lippetts Hill in 2016/17 and air operations moving to a new base at Elstree [decision taken at NPAS Strategic Board in January 2015, based on 14% reduction of revenue budget]. This will not result in any significant impact to air support response times for London.

3. Communications

3.1 NPAS have a full internal and external communications package available. MPS Staff will be briefed that there should be no change in service provision and tasking.

3.2 The MPS @MPSinthesky Twitter account has 113,624 followers. This will link to the NPAS@London Twitter account on 31st March.

C. OTHER ORGANISATIONAL & COMMUNITY IMPLICATIONS

4. Equality and Diversity Impact [mandatory]

This was completed on 28th August 2014 and reviewed in March 2015.

5. Financial Implications / Value for Money [mandatory]

MOPAC and West Yorkshire PCC have agreed that the maximum cost of the deliver of an Air Support Service to the MPS will not exceed the current cost of delivery. Based on agreed budget figures this is:

Total Cost of Air Support Service - July 2014

| | Flying Hours | Maximum Cost | 3% Saving |
|-------|--------------|--------------|--------------|
| 14/15 | 2,310 | 6,168,583 | |
| 15/16 | 2,310 | 6,168,583 | 185,057 |
| 16/17 | 2,310 | 5,983,526 | 179,506 |
| 17/18 | 2,310 | 5,804,020 | 174,121 |
| 18/19 | 2,310 | 5,629,899 | 168,897 |
| 19/20 | 2,310 | 5,461,002 | |

Since the above agreement the cost of estates at Lippitts Hill has reduced by £481,280, based on the amount apportioned for the provision of Air Support, and will result in a lower maximum cost of service:

Total Cost of Air Support Service - March 2015

| | Flying Hours | Maximum Cost | 3% Saving |
|-------|--------------|--------------|--------------|
| 14/15 | 2,310 | 5,687,303 | |
| 15/16 | 2,310 | 5,687,303 | 170,619 |
| 16/17 | 2,310 | 5,516,684 | 165,500 |
| 17/18 | 2,310 | 5,351,184 | 160,536 |
| 18/19 | 2,310 | 5,190,648 | 155,719 |
| 19/20 | 2,310 | 5,034,929 | |

The delivery of CT related air support to the Metropolitan Police District will be subject to a separate agreement.

The NPAS Strategic Board is developing a new financial model for NPAS, to deliver greater cost efficiencies in the delivery of Air Support, which will replace the above when it is agreed by the NPAS Strategic Board in 2015.

As part of the 2013/14 Year End close, the MPS charged NPAS £1.189m in relation to the remaining value of the Service by the Hour [SBH] contract as at October 2013. The value of the remaining value of the contract will be confirmed at the point of transfer and will be charged to/from the MPS as required. The value remaining on the contract as at 31 December 2014 was £1.271m; the actual value will be affected by the Euro: Pound Exchange Rate at the point of transfer.

6. Legal Implications

The MPS Directorate of Legal Services has been involved in all of the legal aspects and discussions between the MPS relevant business groups and West Yorkshire Police [NPAS] and Airbus UK. This has included discussions with the Staff Associations and Police Federation.

7. Consultation undertaken

Consultation between the respective staff, [pilots, engineers and police officers] has taken place with Prospect Union and the Police Federation.

8. Risk (including Health and Safety) Implications

8.1 The National funding model still remains unresolved. Under the NPAS Strategic Board, PCC's have formed a Working Group to seek a resolution [Camilla Black as MOPAC representative].

8.2 The National NPAS Operating Model is now designed on 15 air bases, with the closure of Lippetts Hill in 2016/17.

9. Real Estate and Environmental Implications

Discussed at 2 above.

Report author: Chief Superintendent Mark Bird

Background papers:

