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MINUTES

NATIONAL POLICE AIR SERVICE (NPAS)
NATIONAL STRATEGIC BOARD (MEETING NUMBER 20)

29 June 2017

PRESENT

NAME	REPRESENTING
PCC Mark Burns-Williamson OBE (MBW) – Chair	Police and Crime Commissioner for West Yorkshire police – Lead Local Policing Body
CC Dee Collins QPM (DC)	West Yorkshire Police – Lead Local Chief Constable
Fraser Sampson (FS)	Chief Executive & Solicitor – Office of Police and Crime Commissioner for West Yorkshire
Ch. Supt Tyron Joyce (TJ)	NPAS Chief Operating Officer
Ollie Dismore (OD)	NPAS Director of Operations
Steven Jones QPM (SJ)	NPAS Assistant Operations Director – North East Region
James Cunningham (JC)	NPAS Head of Aviation Safety
Glenn Shelley (GS)	NPAS Head of Business Services
Katherine Johnson (KJ)	Treasurer – West Yorkshire Office of Police and Crime Commissioner
Mark Reeves (MRe)	Head of Accountancy - West Yorkshire Police
PCC Barry Coppinger (BC)	Police and Crime Commissioner for Cleveland - North East Region
CC David Jones (DJ) (by phone)	North Yorkshire Police – North East Region
PCC Peter McCall (PM) (by phone)	Police and Crime Commissioner for Cumbria – North West Region
CC Jerry Graham (JG)	Cumbria Police – North West Region
T/Sgt Eli Atkinson (EA)	Staff Officer to CC Simon Byrne – Cheshire Police – North West Region
Inspector Emma Smithies (ES)	Cheshire Police – North West Region

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PCC Stephen Mold (SM) (by phone)	Police and Crime Commissioner for Northamptonshire – Central Region
CC Simon Edens (SE)	Northamptonshire Police – Central Region
Cmdr. Matt Twist (MT) (by phone)	Metropolitan Police Service – London Region
PCC Anthony Stansfeld (AS) (by phone)	Police and Crime Commissioner for Thames Valley - South East Region
ACC Steve Barry (SB) (representing CC Giles York) (by phone)	Sussex Police – South East Region
T/ACC Caroline Peters (representing CC Andy Marsh) (CP) (by phone)	Avon and Somerset Police – South West Region
Jenny Walker (JN)	NPAS Marketing & Communications Manager
Melanie Jaundziekars (MJ)	NPAS Support Officer

APOLOGIES

NAME	REPRESENTING
DS Andy Bevan (AB)	Operational Advisor and Deputy Director CT Change Portfolio, National Counter Terrorism
Janine Nelson (JN)	Solicitor, Legal Services, West Yorkshire Police
CC Simon Byrne QPM (SB)	National Police Chief's Council (NPCC) Aviation Lead – North West Region
PCC Dafydd Llywelyn (DL)	Police and Crime Commissioner for Dyfed-Powys – South West Region
Rebecca Lawrence (RL)	MOPAC – Mayors Office for Police and Crime

The Chair, PCC Mark Burns-Williamson (MBW) opened the meeting and invited introductions from those in the room and dialling in on the conference call facility and thanked everyone for attending either in person or via the telephone.

APOLOGIES

Noted and recorded.

2. DECLARATIONS OF INTEREST

No interests were declared.

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3. MINUTES OF MEETING HELD 9 MARCH 2017

Minutes were agreed and passed as an accurate record.

4. ACTIONS

All actions discharged. Tyrone Joyce (TJ) stated that HMIC had completed a study of NPAS and the draft report is to be shared with PCC Mark Burns-Williamson (MBW) and CC Dee Collins (DC) around the middle of July. The intention is to then circulate the draft report with areas of consideration to all Board members for a collective response to be submitted to HMIC.

A discussion took place and it was agreed it was a unique situation for NPAS and until the draft report is received it would be difficult to comment. DC raised the issue regarding corporate knowledge and the need to check factual accuracy. Board members stated that NPAS need to be in a position to predict what HMIC are saying and what the potential outcome may be. TJ advised that HMIC are to circulate the report to a number of individuals outside of the NPAS Board such as the Home Office and College of Policing.

5. SUMMARY OF CT ACTIVITY

TJ advised Board members that MBW and DC had written to the Home Secretary in March 2017 highlighting concerns around future fleet strategy and financing. Since that time the country has suffered three terrorist incidents as well as the Grenfell Tower fire on 14 June and disorder in Stratford on 25 June. TJ stated that the activity that NPAS delivered on the ground and hours after each incident had been subject of praise by Assistant Commissioner Mark Rowley and other Chief Officers. TJ advised NPAS continued to deliver general policing support [REDACTED]

TJ advised there were two areas of concern for NPAS:-

- (i) NPAS did have the capability for lift and shift for the two counter terrorism incidents in London [REDACTED]

[REDACTED]

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A number of Board members commended the service and commitment by NPAS during the attacks during an unprecedented and challenging time in London.

Barry Coppinger (BC) raised that as a result of the terrorist attacks, [REDACTED] calls for service had been declined. BC asked what the profiles of calls were that were declined for service as it was important to point out what the consequences are when NPAS utilises resources to respond to serious national incidents and the risk this poses to communities.

Action 20.1 – TJ to produce a summary of the incidents that NPAS declined during the terrorist attacks

TJ advised that NPAS recognised the concerns of the Metropolitan Police Service (MPS) and other forces regarding NPAS' capability. TJ stated that further to a meeting with Home Office colleagues on 13 June, he had received a verbal request for NPAS to develop a full fleet replacement strategy. Once the official request is received TJ will share with Board members but at the current time the request is for a fleet replacement plan for CT and general policing fleet.

PCC Stephen Mold (SM) advised that PCC Philip Seecombe (Warwickshire) had recently met with the Coastguard Operations Centre at Fareham who had expressed an interest to work with NPAS. OD advised that NPAS have a formal Memorandum of Understanding (MOU) signed with the Coastguard Agency but due to the laydown of their assets being around the coast they are not well placed to support NPAS.

[REDACTED]

Action 20.2 – OD to summarise the above in note format and send to SM to feedback to the other PCC's within Central region.

MBW stated that to date no formal response had been received to the letter to the Home Secretary sent in March 2017 nor the follow up letter sent on 8 June 2017. MBW advised that he would be requesting an urgent conversation with the Home Office as it was unacceptable that no formal response had been sent.

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Board members were in support of this.

6. NPAS FLEET UPDATE

OD advised this would be the first of regular updates in terms of NPAS' journey to a fleet replacement and stated following a meeting with the Home Office there had been an invitation for NPAS to build a business case for future aircraft.

[REDACTED]

TJ advised that the Independent Assurance Group (IAG) had agreed to look at ways to suggest to the Board what effective performance measures look like. There remained a subjective view around availability and if NPAS were to adopt similar performance measures such as Search & Rescue, one of their performance measures is to have an aircraft at a base 95% of the time, however that service costs much more than NPAS. DC advised she had written to the College of Policing to help develop authorised professional practice (APP) to highlight what good use of the airframes looks like and to ensure everyone is using the capability to the best of its ability.

A discussion took place around the funding model and the key messages to be sent to forces. Board members also raised this would be an opportune time to review the funding formula to address the concerns raised. MBW proposed that a working group consisting of Police and Crime Commissioners and Chief Constables be arranged to discuss this in further detail.

TJ understood the concerns raised but reiterated that the current deployment model (based on threat, harm, risk and vulnerability) was developed with Chief Officer Board members and ratified by the NPCC. TJ advised as such that priority should be around pre-planned operations and in certain forces the pre-planned element had not changed and advised NPAS would be more than willing to relocate aircraft at suitable notice. TJ stated if colleagues within the regions were to put business cases to Board members the Board could evidence that this had been considered in the decision making.

DC stated that one option to consider would be a determination about what service do Chief Constables feel that NPAS need operationally and how much does that cost. Board members could recommend that this is top sliced from the budget.

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Board members noted the content of the report and were in support of the development of a putative procurement timeline for presentation to Home Office colleagues.

7. NPAS LONDON

TJ updated Board members regarding the current running costs of the base at Lippitts Hill and the urgency to find an alternative base following the twelve months notice to quit. TJ stated that NPAS had continued to look for an alternative site on behalf of the Board and had identified a base at RAF Northolt however 14 months later negotiations remain ongoing regarding defence infrastructure. NPAS have now identified another alternative location and hope to be in a position by the beginning of August 2017 regarding planning permission which would then be followed by a 35 week build. TJ personally thanked Glenn Shelley and the NPAS team for their hard work regarding this.

TJ stated that should planning permission be granted within this financial year NPAS have not identified the funding to fully fund NPAS London but could slow down some of the other capital projects.

Matt Twist (MT) acknowledged the paper and advised it was not the intention of the MPS to incur financial penalties and NPAS would not be evicted on 1 March 2018 if another site had not been identified.

8. FIXED WING UPDATE

James Cunningham (JC) advised that the fixed wing project had reached a crucial junction and there were three significant issues:-

1. Aircraft 3 had been independently tested and failed the performance test but there was no indicative evidence that this would be an issue across the fleet. [REDACTED]

[REDACTED]

3. NPAS have been working very closely with Airborne Technologies (ABT) to ensure the weight of the aircraft is as NPAS require it to be – ABT are now

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conducting a weight reduction programme [REDACTED] which remains ongoing.

BC asked if there would be any further cost to NPAS in respect of the delay to which it was confirmed it is not costing NPAS any additional monies in terms of the work that remains ongoing.

TJ stated that Board members would receive a further report requesting formal support to commence the decommissioning of the 145 aircraft.

Board members noted the content of the report [REDACTED]
[REDACTED]

9. EMERGENCY SERVICES MOBILE COMMUNICATIONS (ESMCP) UPDATE

Steve Jones (SJ) updated Board members regarding ESMCP developments following a meeting held on 14 June with the Programme Board. A new set of Project Managers and subject matter experts were now on the team and the project had been separated into four main elements. SJ advised that engagement continues between the market and the Programme around the provision of a full long term evolution (4G solution) although an ITT for aircraft devices would not be issued until the spectrum issues had been resolved.

SJ advised that NPAS wish to be engaged but in terms of responsibility and accountability are pushing this back towards the Home Office. SJ stated the new timeline is much more realistic and the Home Office predict that all of the end users, ie. Police, Air Ambulance, Search & Rescue and the Military will take until 2024. NPAS expect to receive the devices some time during 2021.

Board members acknowledged the importance of retaining a client/customer relationship. OD advised that it would take two years to install the devices based on two aircraft at a time. As NPAS have other projects mandated to complete such as cockpit voice data recorders on all aircraft this will lead to significant extractions during the next two years.

Board members noted the update provided.

10. NPAS CAPITAL PROGRAMME

Glenn Shelley (GS) updated Board members regarding the 17/18 capital programme which is continually reviewed by NPAS. GS advised that NPAS had identified projects such as cockpit voice data recorders and NVIS could be

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delayed which would ensure NPAS delivers an affordable and deliverable capital programme for 17/18.

GS stated that NPAS were looking at a more fundamental review of the capital programme given the requirement for funding around NPAS London and a further report will be brought back to future boards around how this will be funded.

TJ advised that NPAS were now in receipt of the latest CT user requirement and NPAS are commissioning external experts where Board members will receive a fully costed replacement plan [REDACTED]

Board members noted the updated 17/18 capital programme.

11. YEAR END BUDGET REPORT

MR stated the financial position as at 31 March 2017 shows that NPAS had an overspend position of £1.029m on revenue. The main cause for the majority of the overall overspend was pay which was mainly attributable to bases remaining open longer than anticipated. MR advised that aircraft costs are underspent even with the significant additional cost of parts and the depressed price of fuel for a large part of the year had contributed to the fact that NPAS had not spent as much on aircraft costs.

Capital position – as at 31 March 2017 shows an overspend of £358k due to a number of spare parts that were capitalised. Airframe credits that were due to be paid to Forces had also been brought forward from 17/18. The outturn position was overspent as anticipated due to a majority of costs incurred in transitioning to the new operating model.

The Board noted the budget position of NPAS as at 31 March 2017 and approved the use of the transitional reserve to cover the transitional costs outlined.

12. SKYWATCH CIVIL AIR PATROL

OD advised that Skywatch Civil Air Patrol is a registered charity which is equivalent to a neighbourhood watch in the sky, and as part of the regulation of general aviation could provide a limited service to the police, albeit operating

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to a lower level of capability. OD stated that NPAS had been requested by the Civil Aviation Authority (CAA) to engage with Skywatch.

OD explained the downside is Skywatch do not operate to the same standard as NPAS and the collaboration order and agreement requires any police force wishing to make use of air support to do it through single national collaboration. There are two areas of legislation that affects the request:-

1. If the Board were content to add Skywatch to engage in this way there would have to be an acceptance in the collaboration agreement;
2. Skywatch would have to satisfy the CAA with appropriate detail around permission to do it which is not clear. From a legal perspective the level of vicarious liability that would apply to NPAS and the host organisation in allowing this, from an insurance perspective, is that NPAS should carry out audits of training records and equipment proposed to be used by Skywatch.

Board members noted the content of the report and the reputational risk involved and the need to find out more about Skywatch. TJ raised concern regarding how NPAS could demonstrate to the CAA an appropriate audit regime around training, accreditation and tasking and remained unsure that NPAS could do this without significant extra cost.

Board members agreed to maintain engagement and liaison with Skywatch. DJ stated he would be willing to explore the relationship with Skywatch jointly with NPAS and present back at a future Board

Action 20.3 - DJ to look at the benefits of NPAS working with Skywatch and how they operate and report back to a future board meeting.

OD advised that some forces are already engaging with Skywatch and are conducting low level patrols which is in contravention of the Air Navigation Order (ANO). OD requested that regional representatives liaise with forces to deter forces from liaising with Skywatch until any future agreement has been reached with NPAS as they are currently breaking the rules within the ANO.

13. SOUTH YORKSHIRE – REQUEST FOR REVIEW OF REVENUE FUNDING

TJ advised that South Yorkshire Police (SYP) had requested a formal review of the revenue paid to NPAS during 2015/16. TJ stated that the formal process triggered under the s22 agreement required the Accountable Manager to conduct a review. TJ felt that the Board should not support the suggestion of a rebate as there was no opportunity to offer a rebate within the s22 agreement and no evidence to support SYP's request.

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Fraser Sampson (FS) advised Board members that the matter had gone through the Local Strategic Board and there appeared no case to answer in support of a rebate and there is no mechanism in the s22 agreement where the Board could make a rebate.

Board members supported the recommendation and confirmed that a rebate could not be supported.

14. ANY OTHER BUSINESS

Transformation Bids

TJ advised that NPAS had submitted two transformation bids, one regarding the strategic oversight of drones and secondly regarding developing a service which other emergency services would wish to invest in. It was unfortunate that both bids were unsuccessful. TJ stated that he was unable to recommend any role in the strategic oversight of drones as NPAS do not have the funding and there is no requirement within the s22 for the Board to have oversight.

Board members agreed that this would need to be looked at by CC Simon Byrne (SB) as the NPCC Aviation Lead to determine the best way forward and for SB to report back to the next Board.

Action – 20.4 CC Simon Byrne to report back to the Board meeting in September regarding drones and the best way to take this forward

S22 Collaboration Agreement

TJ advised that NPAS had now written to all Board members regarding the revision of the s22 and requested that any comments/amendments are submitted as soon as possible in order to get the s22 in statue within a year of triggering it.

Blue Light Air Service (BLAS) Update

Eli Atkinson (EA) advised that the Proof of Concept for the Blue Light Air Service (BLASP) was supported by the NPCC Uniform Ops Committee (NPCC CCC) in March. EA stated a number of regions were not fully supportive of BLASP requesting further information regarding funding and governance and advised Board members that dialogue remains ongoing with regional leads and following feedback a redrafted report is to be submitted to NPCC CCC in October.

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MBW stated it would be beneficial if Board members had sight of the draft before it is submitted to NPCC CCC

DC corrected EA and stated the paper went to the Uniformed Ops Committee but it did not go to Chiefs Council in March as it was withdrawn. DC requested that the paper is corrected to reflect this as Chief Constables are not sighted on this work.

FS stated that work regarding BLASP is increasing and if NPAS are to be involved in this piece of work it would be beneficial for SB to clarify some of the issues and the need for SB to attend all Board meetings. OD stated that NPAS are focussing on counter terrorism first then general policing within a ten year plan but if significant change of direction is to be endorsed by the NPCC NPAS need to be aware of this. Board members agreed the need to be much more integrated regarding BLASP and fully aware of the work that is ongoing for sustainability of police air support going forward.

Business Case

DC advised that NPAS would need to have a reserve of money for building the business case due to the need for aviation expertise around procurement etc. and suggested as a board setting an upper figure of £100k in terms of consultancy.

Board members were in support of this.

NPAS Presentation

SM stated that a presentation from NPAS would be beneficial at the next APCC meeting. MBW advised he would with the APCC to arrange this.

BC advised due to the complexity around current issues it would be more appropriate if MBW would be willing to host a conference around the future of NPAS to which Board members agreed.

Action 20.5 – MJ to arrange a conference for early November around the future of NPAS.

MBW thanked everyone for their contributions and for attending the meeting.

**Date and time of next meeting – 21 September 2017 – 13:00 – 16:00
Carr Gate, Bradford Road, Wakefield, WF2 0QD**

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