

# NPCC Aviation

Chief Constable Nick Adderley



# CURRENT AVIATION PORTFOLIO STRUCTURE



J. NPCC Aviation Portfolio Lead  
ACC NICK ADDERLEY

## Helicopters Aeroplanes



**National Police Air Service**

NPAS Governance

### NPAS National Strategic Board

Chair PCC LISATOWNSEND

		Voting Representatives (20 votes)	
1	NER Regional Forces	1	NER Regional Forces
2	NW Regional Forces	2	NW Regional Forces
3	EastMid Regional Forces	3	East Mid Regional Forces
4	West Mid Regional Forces	4	West Mid Regional Forces
5	Eastern Regional Forces	5	Eastern Regional Forces
6	SE Regional Forces	6	SE Regional Forces
7	SW Regional Forces	7	SW Regional Forces
8	Wales Regional Forces	8	Wales Regional Forces
9	London Regional Forces West Lead Policing Body Yorkshire & Statutory Officers	9	London Regional Forces Lead Force Chief Constable Yorkshire & Statutory Officers Chief Constable

Standing membership (nonvoting)

Home Office of Policing Minister Representative  
NPCC & NPCC Aviation Portfolio Holder  
Assurance Independence Group (AIAG) Chair

## Police Use of Drones

DAC LAURENCE TAYLOR (MPS)  
NPCC National Drones Lead

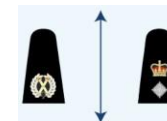
Outside Portfolio but linked



Counter Drones  
CC LUCY D'ORSI (BTP)

Aviation Security  
ACC SIMON DOBINSON (SUSSEX)

### Drones Strategic Board



### Operational Delivery Board

**Aii**

### BVLoS Programme Board

### Working Groups

### Regional Board

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**NPAS- Independent Assurance Group**

9 x Regional Reps at senior operational level

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## Transition Programme Overview Blue Light Commercial Led

- To date no new host identified.
- There are a limited number of options which could realistically be implemented by Jun 24 to **'Transition'** NPAS to a new hosting arrangement:
  - Transfer to another existing public sector entity
  - Retain lead force model (likely to be discounted)
  - Create a new entity/company
- Any option selected should be considered 'interim' and should not constrain any future options while dependencies are matured to **Transform** Police Air Support capabilities to meet the needs of policing.
- At this stage all options for how to **'Transform'**, Police Air Support capabilities to meet the needs of policing remain on the table.

# New Aviation Programme Governance



Aviation



1

The NSB set budgets and manage performance

- Key Performance Indicators (KPIs) are set out in the Service Level Agreement set by the NPCC
- The NSB will be the contract management board and will hold the Service Provider to account for operational delivery

2

The NPCC set the operational requirement, monitor performance and recommend changes to the NSB

- The Aviation Lead reconciles requirements from all forces/regions into a single operational requirement
- The Aviation Lead sets performance levels via a Service Level Agreement (SLA)

3

The new legal entity is responsible for operational delivery and owns the operating mode

- It's for the new legal entity to decide how to deliver the operational requirement in accordance with the Service Level Agreement therefore they must own the operating model as they will be liable for the operation of the service

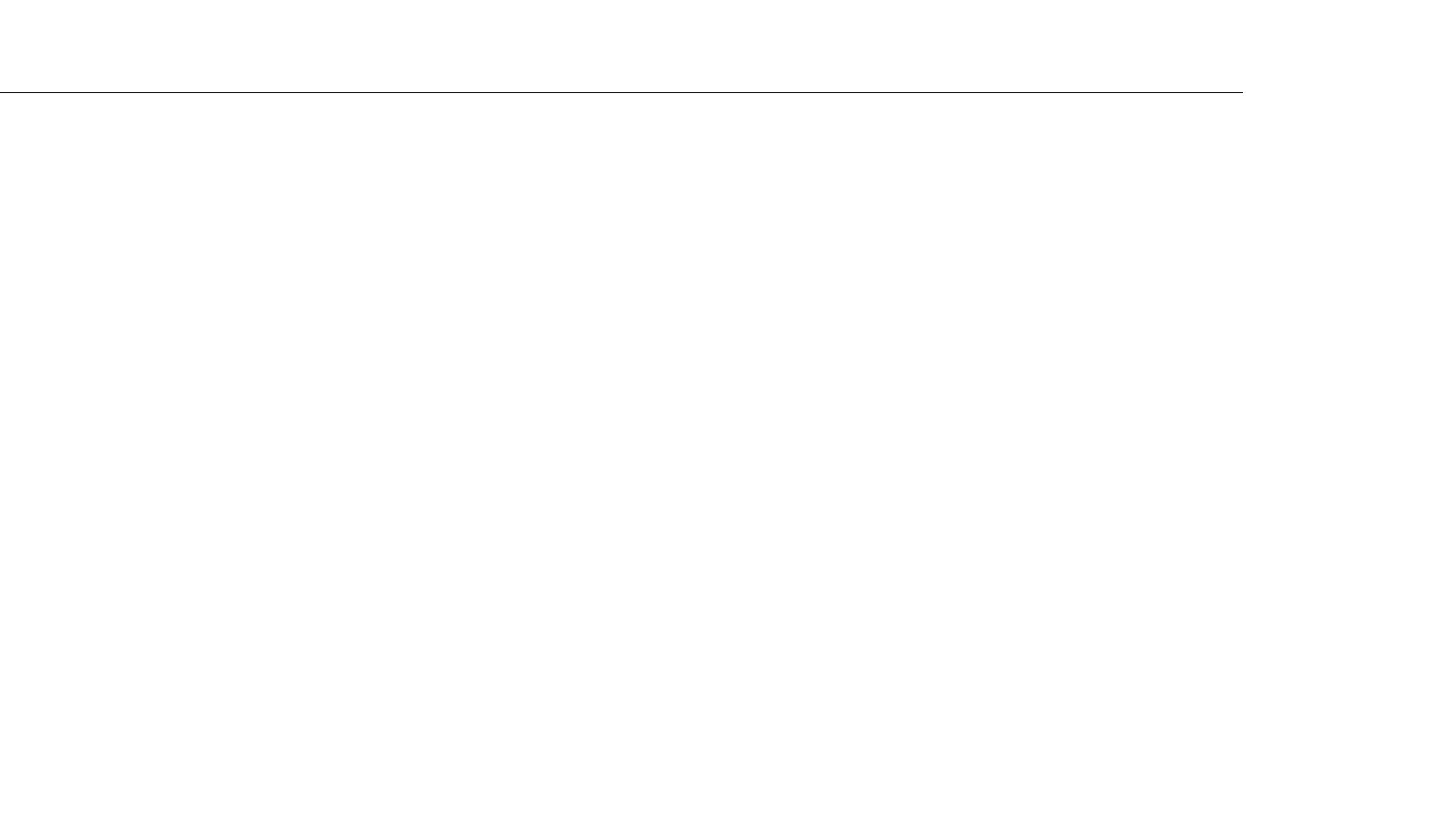
4

The NSB must ensure the new legal entity is resourced to deliver the service in accordance with the operational requirement and Service Level Agreement (BLC led work)

5

The NSB must ensure the new legal entity is resourced to deliver all safety requirements (BLC led work).





# Transformation Programme Governance

NPCC Led

**D** The NPCC will deliver work with BLC to set the operational requirement and define the Service Level Agreement (SLA). In consultation with forces the Aviation Portfolio will:

- fi** Sets out the vision and strategy for Police Air Support capabilities, including the air support scenarios (business need), and the required outcomes and benefits
  - fi** Reconciles air support requirements from all forces/regions into a single operational requirement
  - fi** Sets the required performance levels for the service
  - fi** Approves the operating model design (ownership transfers to the supplier organisation(s) once implemented)
  - fi** Chairs the Transformation Board
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**D** The Transformation Programme develops the Police Air Support Operating Model (PASOM):

- fi** Supports the Aviation Lead in eliciting the operational requirement, scenarios, outcomes and required benefits
  - fi** Consults widely to understand the issues, concerns, priorities and SWOT for the development of the PASOM
  - fi** Designs the operating model and develops options for the most efficient and effective way to deliver the operational requirement at the specified level of performance
  - fi** Develops cost model, business case and implementation plan for the PASOM
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**D** The NSB approves the business case, allocates resources, and monitors progress:

- fi** Allocates the budget for the Transformation Programme team
  - fi** Approves the business case for the implementation of the PASOM for the delivery of Police Air Support capabilities
  - fi** Approves the charging model for the PASOM
  - fi** Escalates budget/funding issues to the Home Office for reconciliation
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# Proposed Aviation Structure to deliver Service Led Transformation



## NPCC Aviation Lead

Air Support User Requirement  
 Future air support demand analysis  
 NPCC Police Aviation Strategy



## NPAS NSB

## NPAS Transformation Board

## NPAS Transition Board

## NPAS Fleet Replacement Board

Jeg;; | Drones

## BVLOS Pathway Programme Board

## Transformation Programme

## Fleet Replacement Project

### BVLOS Pathway Projects

### NPAS Innovation & Futures

### Transformation Projects

Alignment Phase

2023/24



Centre of Excellence



Drone Operations



Safety & Regulation

People & Engagement



Drone Governance

#### National BVLOS drones

NPAS I&F work forms one of the workstreams within the NPCC drones BVLOS pathway and should work to the BVLOS Pathway Programme Board.



TBC



TBC



TBC

Projects and workstreams required to deliver a transformed future NPAS.



#### Fleet Replacement

Fleet Replacement to meet requirements defined as part of the transformation work and support the future NPAS



# Ask for Chief Constables



Operational independence



Transition & Transformation timescales



Reality and risk



Engagement

