

Chief Constables' Council (9-10 July 2025)

*S31(1)**

Session 4 – Aviation Strategy

Decisions/Actions Required – Session 4 – Aviation Strategy

The following items in this section are a verbal update/discussion only for noting – no decisions required:

NPCC Aviation Strategy

The Future of Blended Air Support
2025-35

Availability of an ageing crewed
fleet

1

Budgetary pressures on forces

2

The need to capitalise on new and
emerging technologies

3





Better Policing Outcomes



On-Call and Immediate



Agile and Flexible



Improved Value



Broadened Support



Reduced Environmental Impact



Improved Public Confidence





Better Policing Outcomes



On-Call and Immediate



Agile and Flexible



Improved Value



Broadened Support



Reduced Environmental Impact



Improved Public Confidence

By the early 2030s, we should have an effective and cost-efficient aviation support capability that contributes to improved policing outcomes in line with Policing Vision 2030 and its future updates.

Early actions:

1. Complete NPAS fleet replacement
2. Identify the optimum blend of air support across all platforms
3. Continue drone trials
4. Design a model for optimum effectiveness
5. With NSB, optimise crewed aviation
6. Utilise autonomous drones



Better Policing Outcomes



On-Call and Immediate



Agile and Flexible



Improved Value



Broadened Support



Reduced Environmental Impact



Improved Public Confidence

A largely autonomous, on-immediate-call capability supported by other technologies will be seamlessly integrated into the operational environment to provide a relevant, timely and resilient aerial picture.

Early actions:

1. DFR trials to assess benefit and value to policing
2. DFR Target Operating Model
3. Close working with the regulator
4. Appropriate FIM training
5. Alongside other emerging technologies



Better Policing Outcomes



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Reduced Environmental Impact



Improved Public Confidence

Blended aviation support will offer flexibility to local forces, which can adapt the capability mix according to their local policing needs, risk appetite and budgets.

Early actions:

1. Costed model based on data to inform design of a national, mixed fleet
2. NPCC Drone Programme to drive insights and support innovation
3. Maximise support to forces from crewed aviation
4. Best future mix of future capabilities as sustainable funding thereof
5. Future Technologies Group



Better Policing Outcomes



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Reduced Environmental Impact



Improved Public Confidence

We will provide an affordable capability financed largely from within current policing budgets.

Early actions:

1. Build an aviation operating model that allows forces to select the services they require, optimised to both their needs and their budgets
2. Ensure that governance holds operators to account
3. Re-design the NPAS funding model
4. Enable FIMs to make better informed and speedier decisions
5. Collaborate with wider emergency services and x-government
6. Foster a vibrant police aviation technology landscape



Better Policing Outcomes



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Reduced Environmental Impact



Improved Public Confidence

With new capabilities such as DFR and longer-endurance BVLOS Drones, we will broaden the range of tasks that we deploy aviation to support.

Early actions:

1. Design a model that optimises and prioritises the asset best suited to the task
2. Ensure FIM training enables most effective deployments
3. Roll-out DFR in urban areas
4. Enable FIMs to make better informed and speedier decisions
5. Empower drone experts to assist in developing tactics and procedures
6. Continue to develop a national testing and evaluation framework



Better Policing Outcomes



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Improved Value



Broadened Support



Reduced Environmental Impact



Improved Public Confidence

We will establish an aviation solution that puts sustainability at its forefront, which has considerably reduced environmental impacts including noise and carbon emissions compared to the current aviation support model.

Early actions:

1. Maximise efficiency of drone trials, speeding up roll-out of greener technologies
2. Assess the environmental impacts of new assets
3. Begin to measure and track the environmental impact of existing crewed aviation



Better Policing Outcomes



On-Call and Immediate



Agile and Flexible



Improved Value



Broadened Support



Reduced Environmental Impact

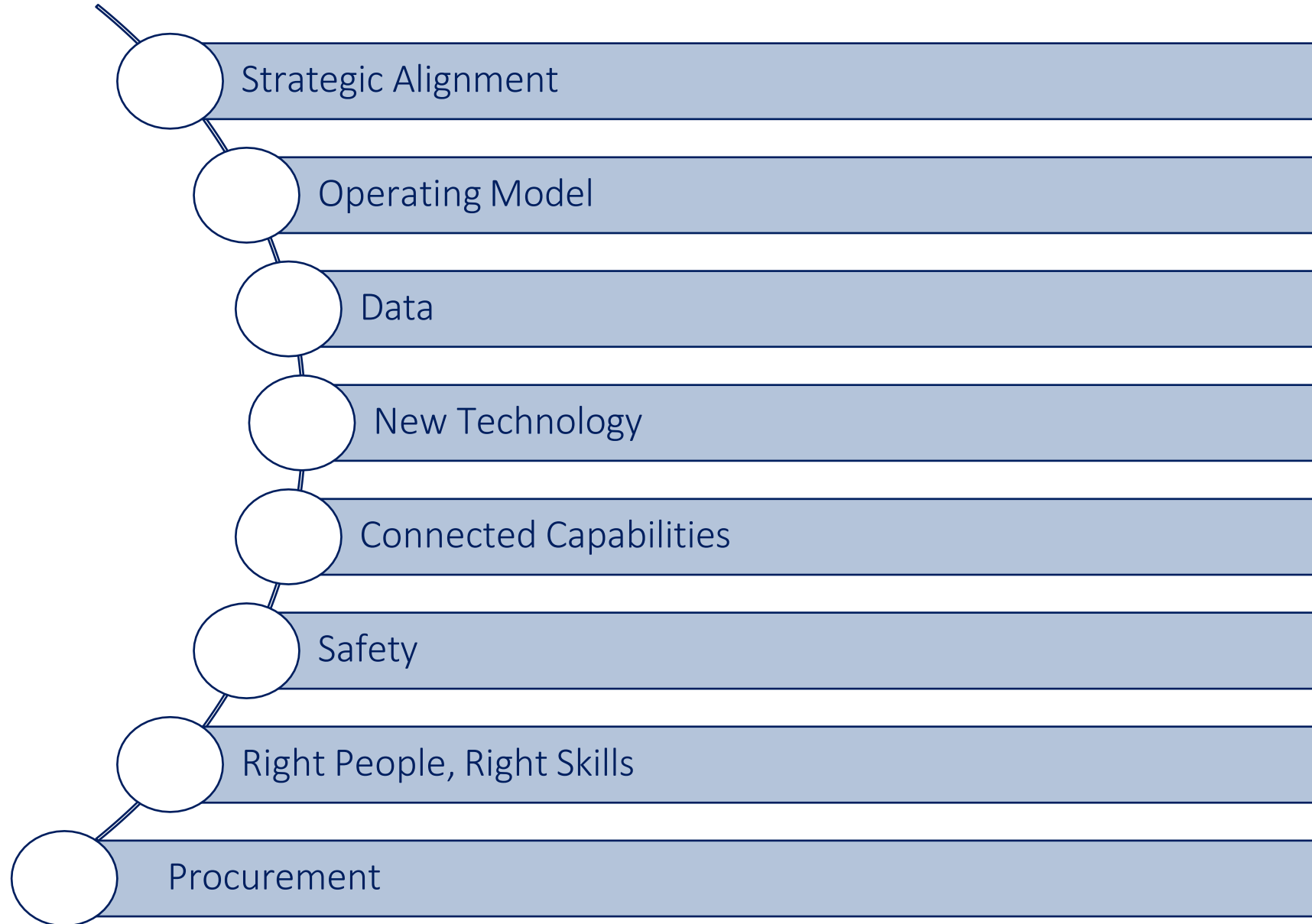


Improved Public Confidence

The blended mix of aviation support will contribute to increased public confidence in the police, keeping the public safer and reducing crime. It will also showcase the police as forward-thinking, adoptors of the latest technology.

Early actions:

1. Develop and mature safety systems and processes
2. Expand the NPCC Drones Programme communications and engagement strategy to include all the blended fleet mix
3. Utilise NPCC Comms to extend messaging to diverse platforms
4. Integration and alignment of NPAS comms to ensure support of overarching strategy
5. Communicate benefits of new blended air support to widest possible audience



Underpinned by

Professional practice
(APP, training, air
safety)

Flight & performance
data

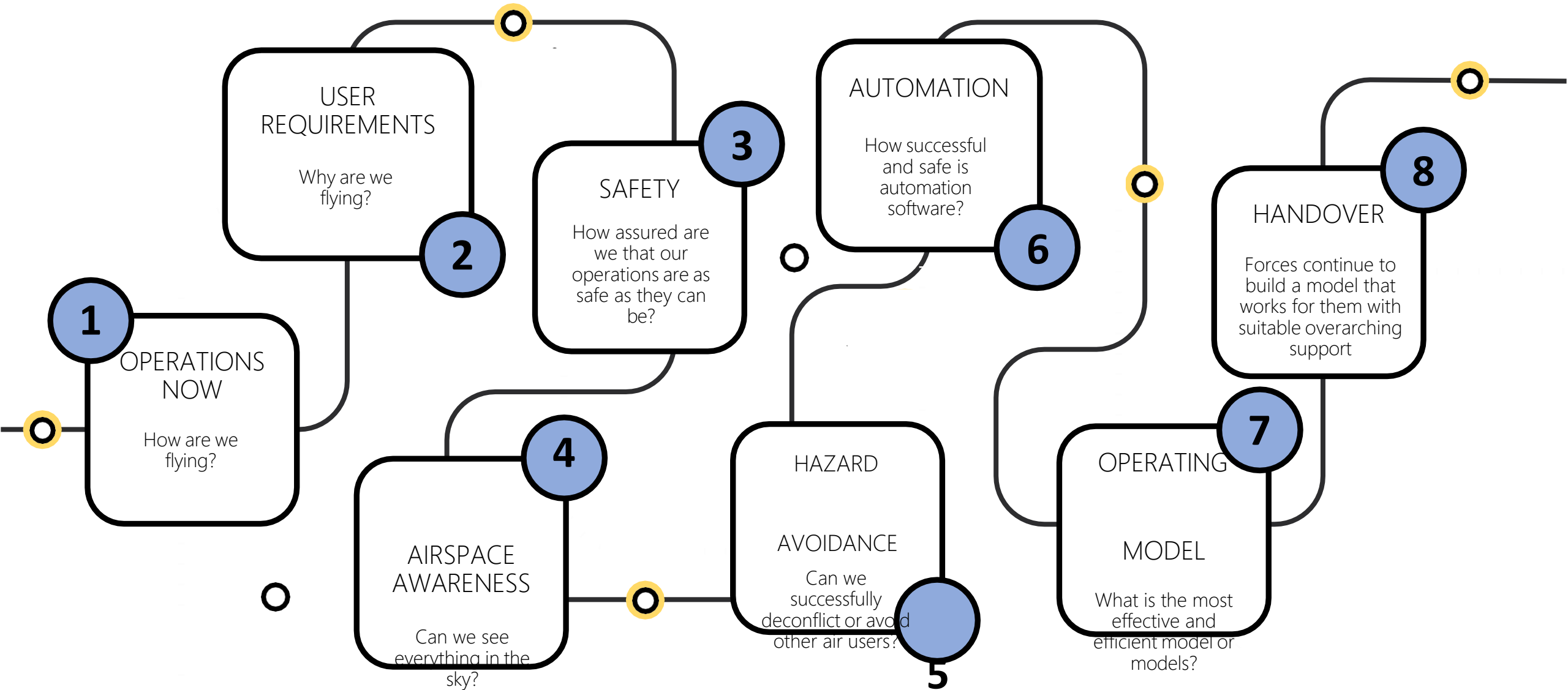
Innovative and
interoperable
supporting tech

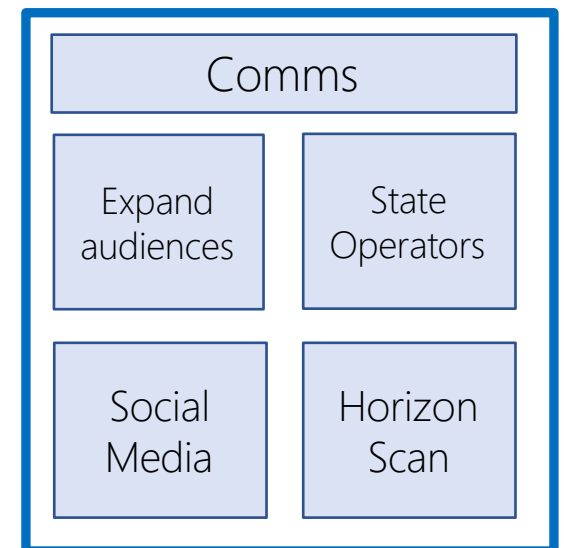
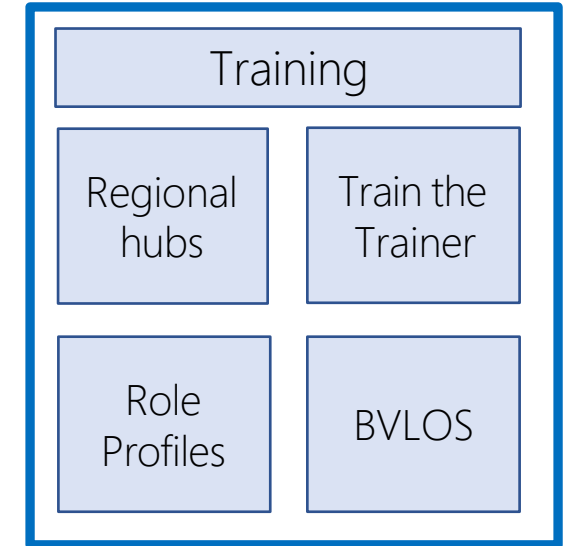
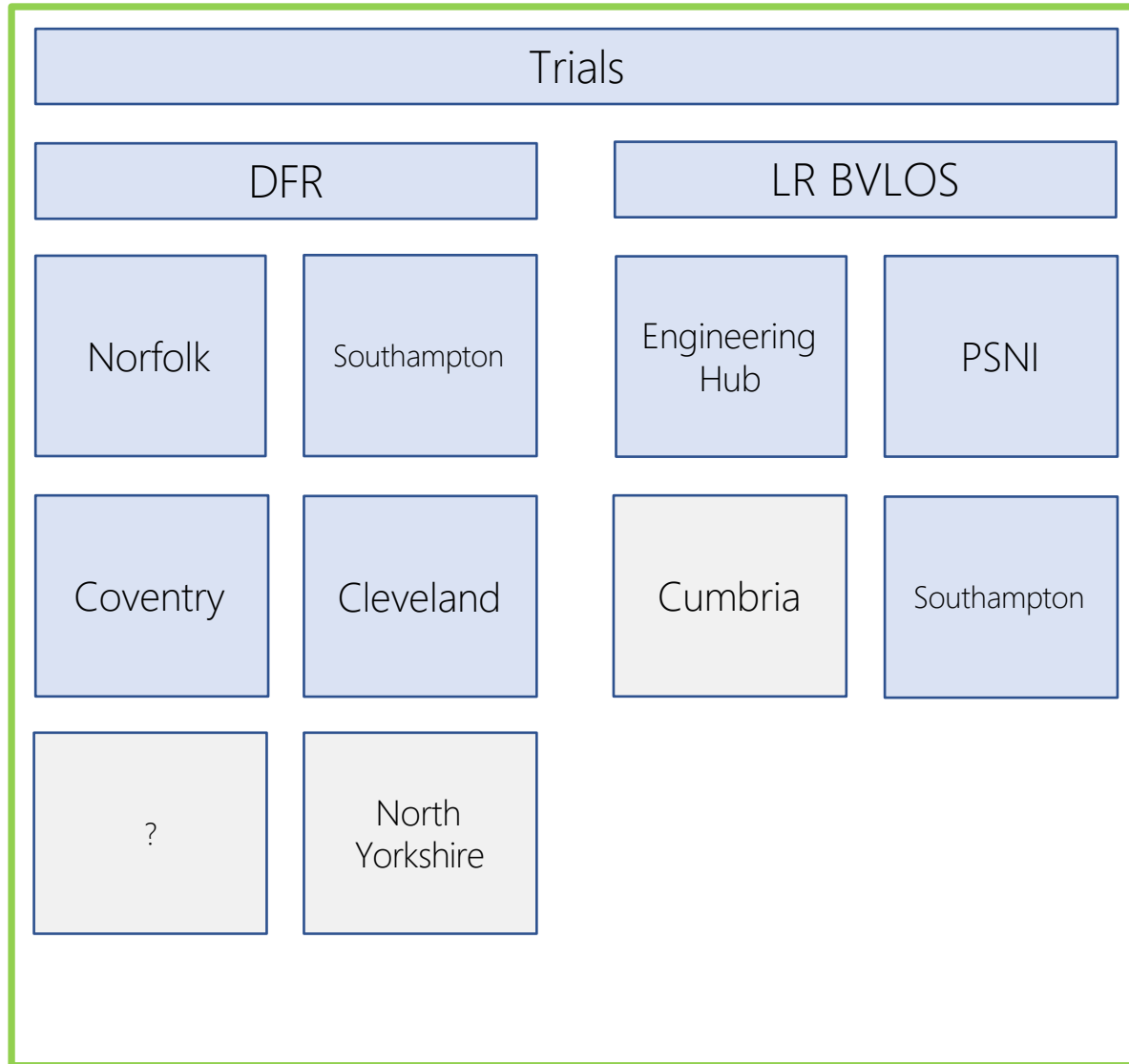
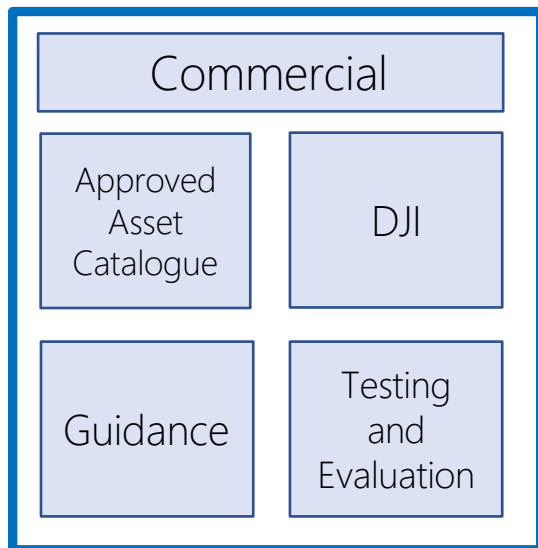
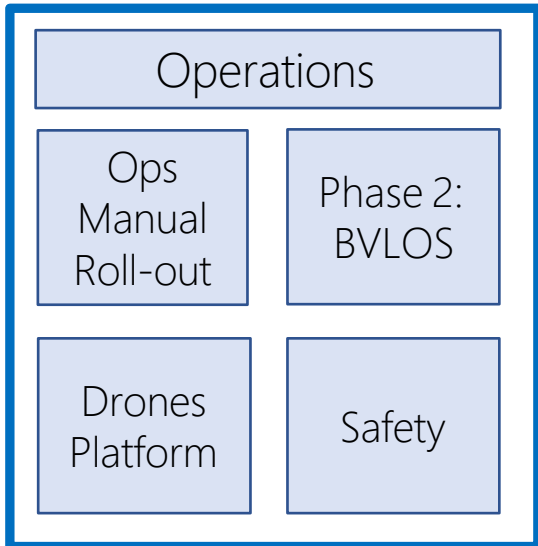
Multi-agency
collaboration

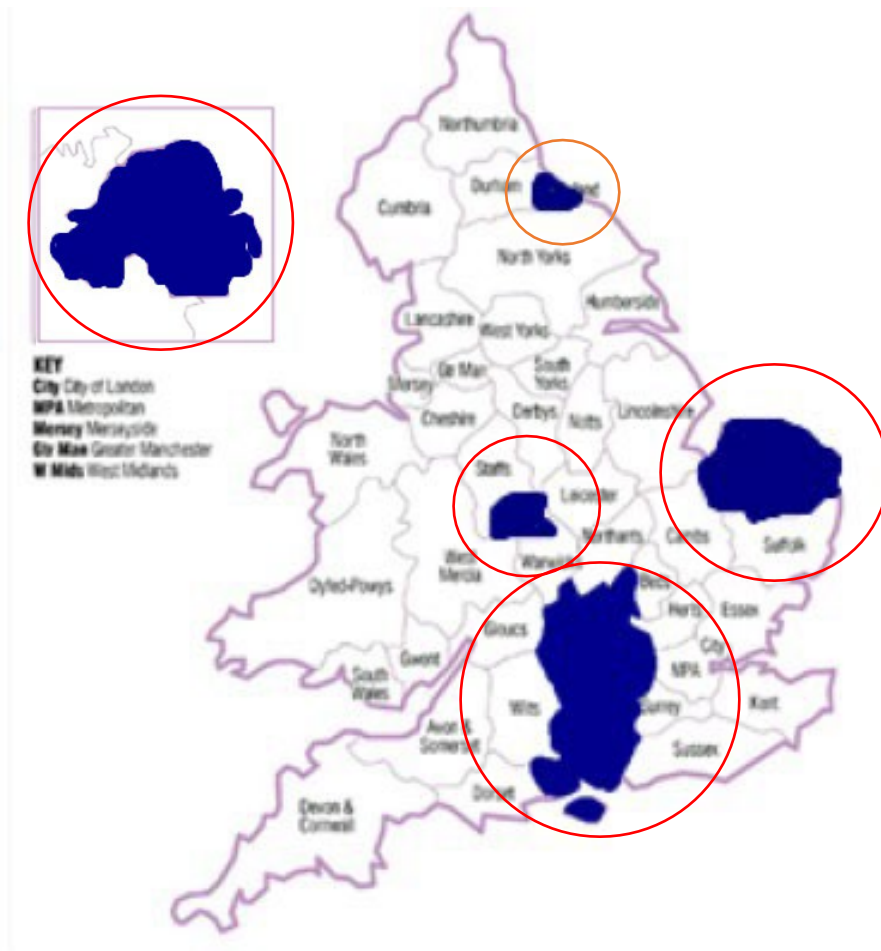
Expert engineering
support

Relationship with the
regulator









Overarching ambitions for FY 25-26

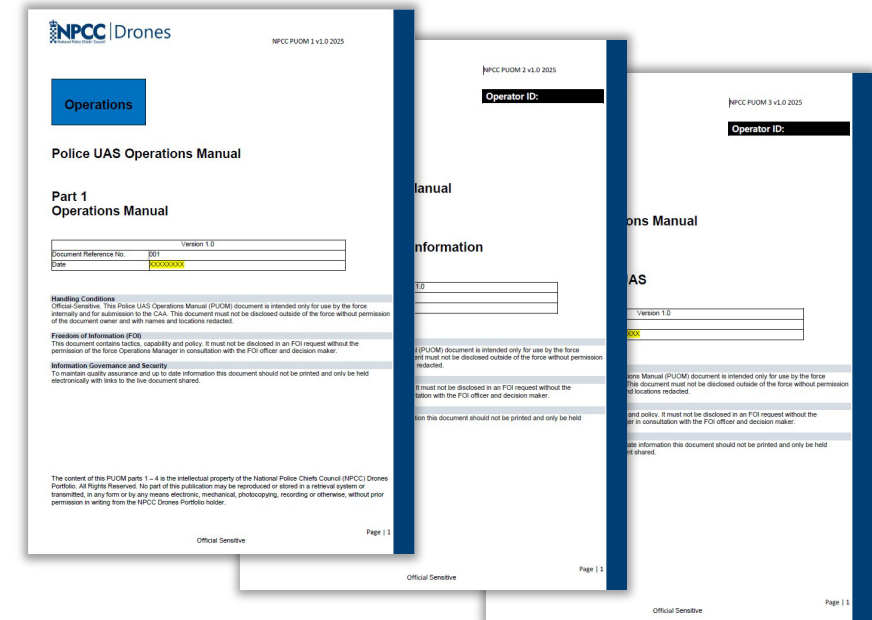
1. Operationalise DFR in these four sites, ready for an integration with the force by FY26-27.
2. Design a Target Operating Model for DFR that can be tailored to for local needs, demands and operational models.
3. Design training for BVLOS flight from a control room and integrate into the training framework.
4. Gather evidence on the effectiveness of drones, including the impact of their use on resource allocation, risk assessment, situational awareness and policing outcomes.
5. Investigate safety of longer-range BVLOS flight.
6. Test and evaluate a FW platform for endurance work, in particular open area searches and surveillance.

Operational Authorisation

Over the past seven months working with a **specialist team** within the CAA using the NPCC operational authorisation working group's work, a bespoke **'state operators'** risk model on par with crewed emergency services aviation has been created and incorporated into a **Police UAS Operations Manual**.

This **extends** the parameters of how police drones can fly and provides a governance model that **standardises** national practice. It also provides a means of **assuring** activity at the force, regional and national level.

Forces will begin to **transition** over to this, supported by APP and the new training framework. This will remove the need for forces to be directly audited by the CAA.



1.8 Flight Operations

1.8.1 State UAS Governance model

The State UAS Governance model enables a wide range of activity by proposing an Acceptable Level of Safety (ALoS) for state activity and if successfully enacted provides assurance that the associated risks *could* occur *rarely*.

Policing has defined an ALoS for police drone operations that assures the safety of other airspace users and those on the ground that is comparable with crewed aviation.

The State safety objective of zero third party casualties apply, however, in practice the safety bar must align with the safety performance of Emergency Service crewed activity to meet the sentiment of UAS IR Article 11 (3). Which states that a target level of safety shall be proposed 'which shall be equivalent to the safety level in manned aviation, in view of the specific characteristics of the operation'.

The level of safety (Safety Bar) defined for state UAS operations is calculated on the basis that state RP's will fly in such a way that, for the quantity of flying undertaken, the likelihood of a high severity incident³ per year is:

10⁻⁴/Flight Hour - equivalent to 1 per 25 years for standard risk profile flying and;

10⁻⁵/Flight Hour - 1 per 10 years for elevated risk profile flying activity

³ defined as death or serious injury/damage caused

4839

Deployments

Flights: 6352

127

Suspects Located

13.61%

103

Mispers Located

11.23%

46

Property Located

44.23%

46

Vehicles Located

25.27%

96

Hydroponics Positive

26.59%

2011:34

Time flown (HH:MM)

Avg Time 00:19:22

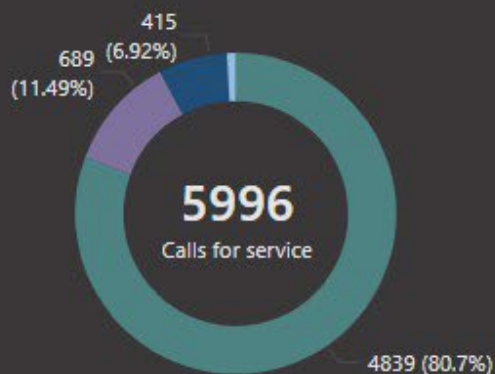
Force Drone Tasks

ROCU Map

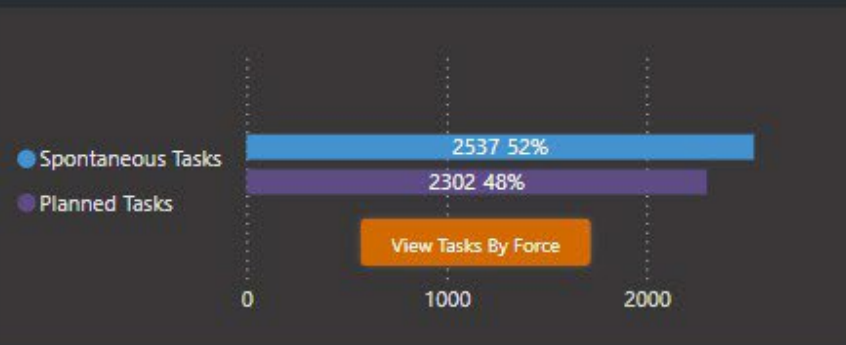
- Low
- Medium
- High
- No Data



Demand



● Deployments ● Non-Deployments ● Cancellations ● Abandoned



[View Tasks By Force](#)

Data Return Completion

92%
100%

[View Historical Data Returns](#)

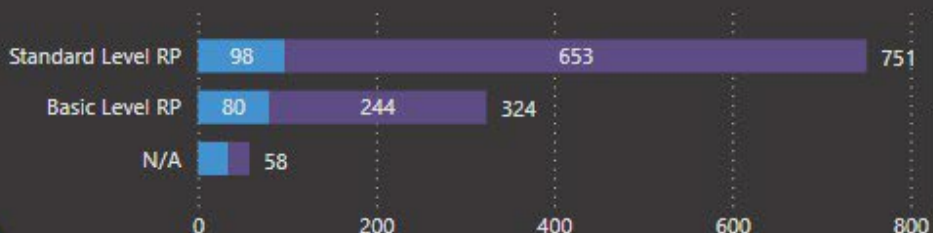
Drone Pilot 1188

(Forces most recent report)



[View Pilots By Force](#)

Is Operational ● No ● Yes



Drones Flown 769

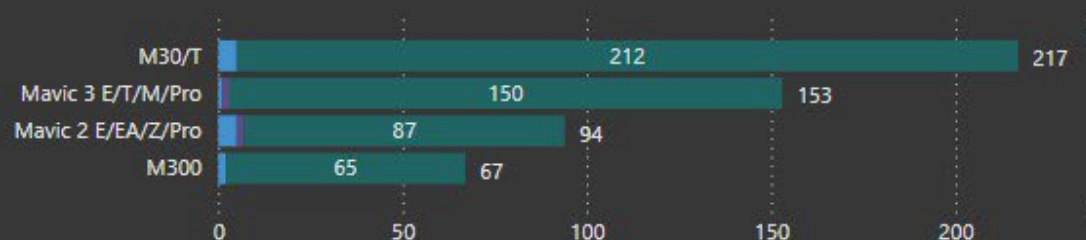
(Forces most recent report)



[View Drone Hours](#)

[View Drones By Force](#)

In Service ● No ● Training ● Yes



Filters

4839

Deployments

Flights: 6352

127

Suspects Located

13.61%

103

Mispers Located

11.23%

46

Property Located

44.23%

46

Vehicles Located

25.27%

96

Hydroponics Positive

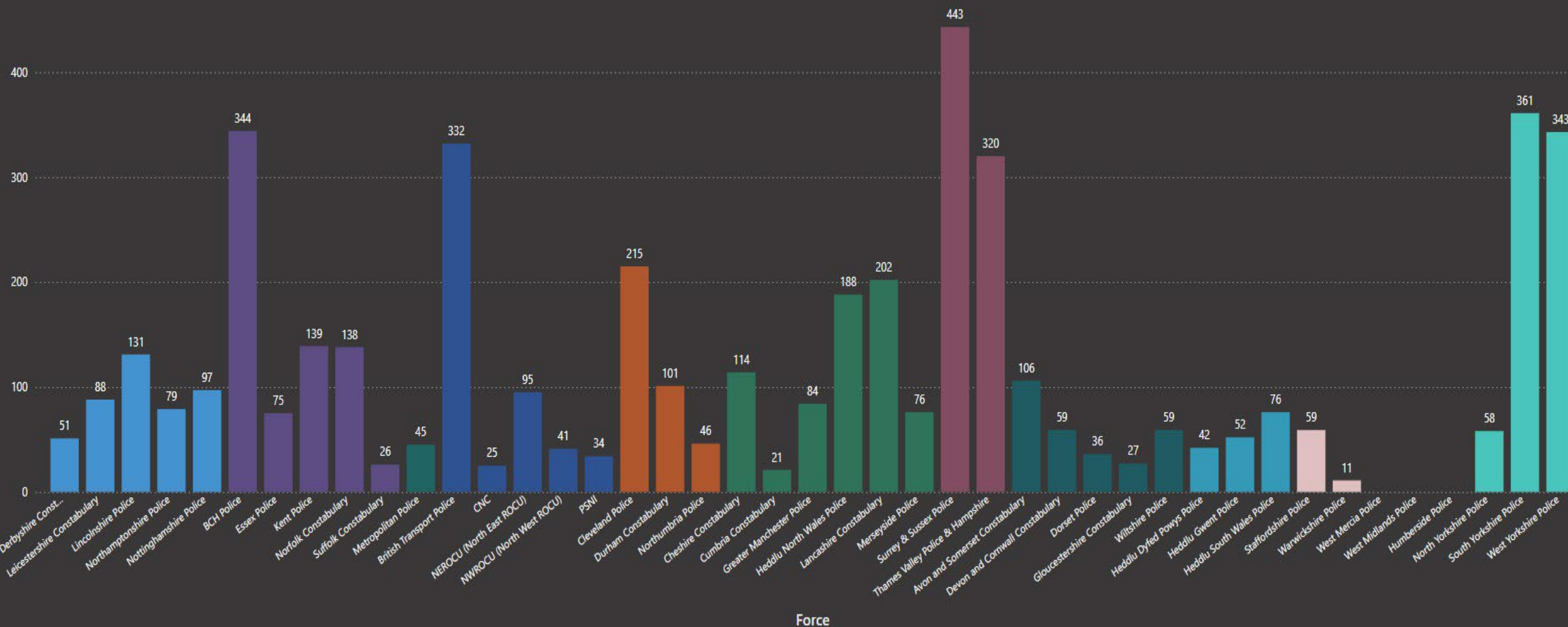
26.59%

2011:34

Time flown (HH:MM)

Avg Time 00:19:22

● East Midlands ● Eastern ● London ● National & Overseas ● North East ● North West ● South East ● South West ● Wales ● West Midlands ● Yorkshire and Humber



00:26

Avg Response Time (HH:MM)

00:25

Average Task Time

00:01

Shortest Accrued Flight Time (HH:MM)

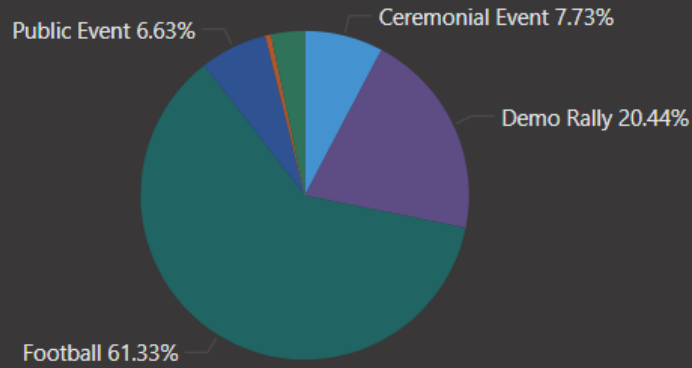
52:02

Longest Accrued Flight Time (HH:MM)

79.22%
Attendance Rate

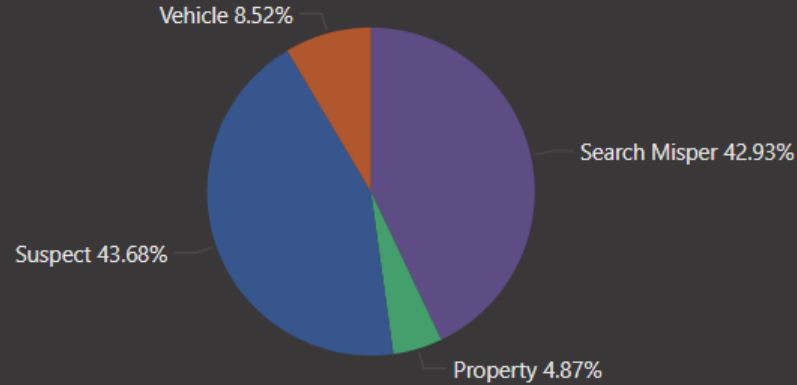
Public Order

Search Training Imagery Ops Support Local Ops



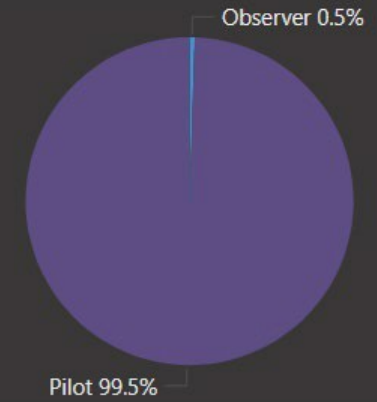
Search

Public Order Training Imagery Local Ops Ops Support



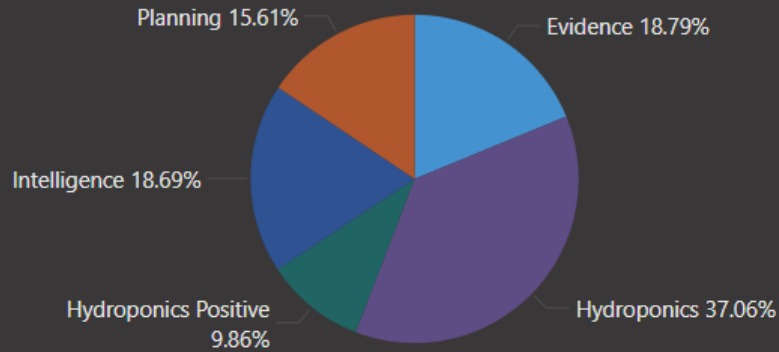
Training

Search Public Order Imagery Ops Support Local Ops



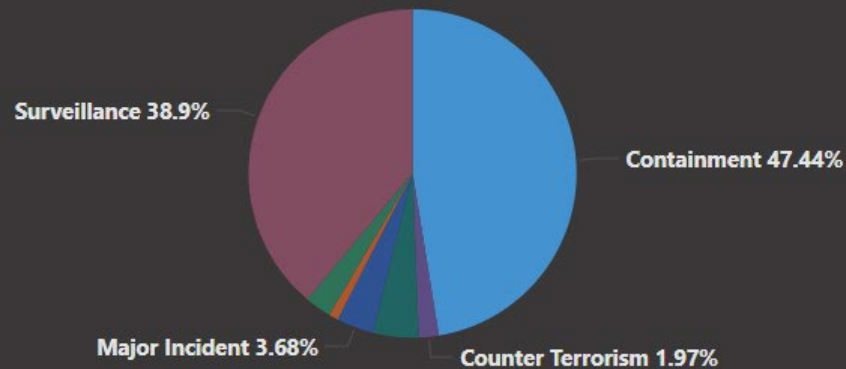
Imagery

Search Training Public Order Ops Support Local Ops



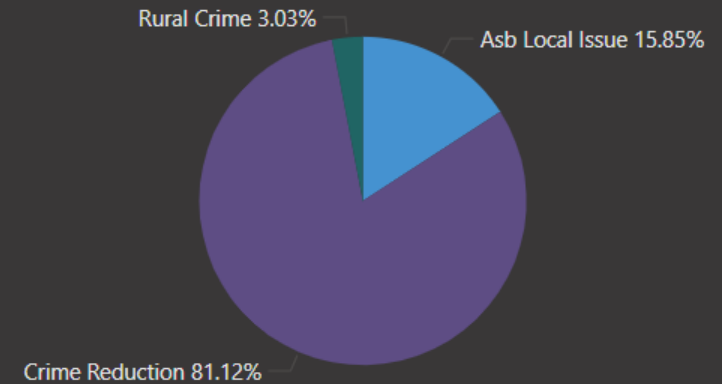
Op Support

Search Imagery Training Local Ops Public Order



Local Ops

Search Training Imagery Ops Support Public Order



20
DASOR Submissions
Includes 'closed' reports

0
Active Safety Notices

0
CAA Audits

0
NPCC Audits

0.41%
DASOR Of Deployments

23/06/2
Next NPCC Drones Safety Board

[View Flight & DASORs](#)

Force DASOR Submissions

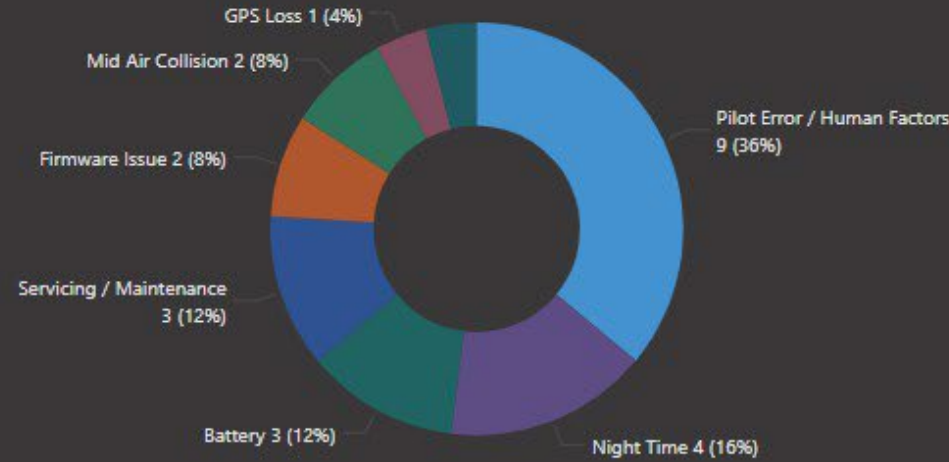
[ROCU Map](#)

- Low
- Medium
- High
- No Data



Severity: 2 High 3 Medium 15 Low

DASOR Tags

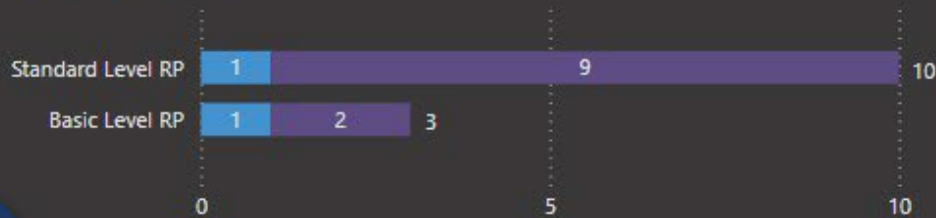


DASOR By Pilots 13



[View Pilots By Force](#)

Operational ● No ● Yes



DASOR By Drone 17



[View Drones](#)

In Service ● Yes

