

FLEET AIR ARM

Integrated • Efficient • Assured



Fleet Air Arm and the Maritime Aircraft Operating Authority (AOA)

Integrated

- **Combines** specialist aircrew and professional seamen, linking Fleet Air Arm culture with complex operations from ships.
- **Delivers** an appreciation of the environment and understanding of the operating risks, which is critical to working safely at sea.
- **Develops** operational concepts.
- **Sustains** high alert states over long periods.
- **Provides** authority to operate for appropriately trained, often junior crews, engineers and aircraft deployed in ships and ashore.
- **Integrates** the Air Operating Authority within Navy Command HQ to ensure surface and air units work-up and operate coherently and are completely interoperable with our Allies.



- **Mitigates** associated risks to operating from sea by integrating the Royal Navy ship, air and submarine operating authorities.
- **Mandates** that Naval aviation at sea is underpinned by a proven, overarching ship and aircraft assurance policy that is compatible with deployed operations.

Efficient

- **Delivers**, as part of the Royal Navy, aviation units that operate to the same harmony guidelines as ships, thus enhancing operational capability during long deployments.
- **Generates** permanently embarked aviation assets to support contingent operations, which allows an agile response to developing situations.
- **Embeds** top class personnel, aircraft and equipment into the limited space on board ships, such that they are able to operate independently from external support.

Assured

- **Manages** the legislative framework to reflect the unique challenges of the maritime domain.
- **Ensures** that the complex boundary between ships and aircraft is managed safely, while maximising the effectiveness of both the ship and the aircraft.
- **Assures** the responsibilities of an Operational Duty Holder are executed by suitably qualified and experienced maritime aviators, ensuring the mandatory legal requirements are met and that the unique operating risks to personnel are managed.



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OUR PAST

For over a century the Fleet Air Arm has pioneered maritime aviation as an integrated component of Naval Warfare. Aircraft carriers, angled decks, catapult launches, small ship helicopter operations and the maritime Short Take Off Vertical Landing concept were all developed by the Fleet Air Arm of the Royal Navy and have since been adopted by other navies throughout the world. Proud of its history, Fleet Air Arm Battle Honours include Taranto, Bismarck, Matapan, Korea and The Falklands, while four Victoria Crosses are included in the many awards bestowed upon Fleet Air Arm personnel. The symbiotic relationship between the Navy and its maritime aircraft was recognised in 1937 when it was decided that the Admiralty should retake control of Naval Aviation:

“The Fleet Air Arm not only co-operates with the Fleet; it is an integral part of the Fleet... the air unit in a carrier, or a capital ship, is a great deal more than a passenger in a convenient vehicle. It forms part of the organisation of the ship...”

Sir Thomas Inskip, Minister for the Co-ordination of Defence, 1937



OUR PRESENT

Today's Fleet Air Arm is a highly efficient, lean manned, well oiled fighting arm of the Royal Navy operating a variety of different aircraft and deployed worldwide supporting UK defence and security interests. The Fleet

Air Arm is inherently flexible and Naval aircraft fulfil a wide range of roles from counter-piracy and counter-narcotics operations at sea, to land based operations in Afghanistan and Oman and UK Search and Rescue and contingent commitments. The Fleet Air Arm can-do culture and ethos has developed over years of experience of operating in the unique and challenging maritime environment and is underpinned by a highly efficient safety and assurance system.

OUR FUTURE

The Fleet Air Arm will remain a vital part of the ability of the UK's armed forces to act globally at a time and a place of our Government's choosing.

As part of the Future Force structure, the Fleet Air Arm will transition from an ageing fleet of Lynx and Sea King rotary wing aircraft, to operate a world leading fleet of Merlin Mk 2 and 4 to conduct Anti-Submarine Warfare and Littoral Manoeuvre respectively. Wildcat will be introduced to retain the ability to strike at sea, either for war-fighting or when engaged in maritime security.

The Fleet Air Arm will lead the introduction of the Queen Elizabeth Class Carriers into Service and, alongside the RAF, will be a key part of the Joint Combat Aircraft Force. Innovation remains a hallmark and the Fleet Air Arm will continue to develop Maritime Unmanned Air Vehicles to support future Operations.



NAVY BOARD VISION FOR THE FLEET AIR ARM OF 2020

The Fleet Air Arm will continue to be an effective, efficient and safe provider of Maritime Air Power for Defence. It will prosper as a 2 Star led structure, providing an independent 2 Star Maritime Aircraft Operating Authority and Operational Duty Holder working harmoniously within the Royal Navy and across the other Services. It will retain Full Command of maritime aviation assets including the Commando Helicopter Force, the maritime Wildcat fleet and Merlin Mk 2 and will continue to provide Royal Navy aircrew and maintainers as part of a growing Joint Combat Aircraft Force to deliver jointly the future Carrier Strike capability. Fleet Air Arm personnel will be properly qualified and possess the Core Maritime Skills that allow them to own the Ship/Air interface and provide necessary subject matter expertise throughout Defence and with allied maritime aviation operators.