Queen Elizabeth Class Carriers
Air Maritime Integration

William’s Seminar, Canberra
Wednesday 10 August 2016

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Naval Staff – Policy
Carrier Strike and Aviation

Protecting our nation’s interests
Part 1
QEC Update
Carrier Enabled Power Projection (CEPP)

An integrated and sustainable joint capability, interoperable with NATO, that enables the projection of UK Carrier Strike and Littoral Manoeuvre power as well as delivering humanitarian assistance and defence diplomacy, enabling joint effect across the maritime, land and air environments at a time and place of political choosing.

(CEPP CONEMP, Single Statement of User Need)
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QEC Capability

CARRIER STRIKE
- F35B LII
- Merlin Crowsnest
- Merlin Mk2 ASW

AIR MANOEUVRE
- Support 2 Coy Assault
- RW Air Group
- Merlin Mk3/4 + CH4
- AH-64 + WILDCAT
- Merlin Mk2 ASW
- Merlin Crowsnest
Carrier Strike (Best Effort – CEPP CONEMP)

- Full C2 suite – UK, NATO, US
- 72 Sorties per day
- C733 Ships Company - 1600 bunks
- 26+ kts
- 7000+nm range
- 45 Days Endurance
- Role 2+ Medical

- 24 Lightning
- 9 Merlin 2
- 5 Crowsnest

- Optimised Aviation Mission Planning
- Assured through life bandwidth
- Interoperability with other F35B nations
Interoperability

UK-US SOI

National - CSG: JOINT

OTHER F35B NATIONS

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Part 2
The impact on the Royal Navy
“There is a strategic requirement for a carrier-strike capability.” (SDSR 10)

“A Queen Elizabeth-class carrier, operating the most modern combat jets, will give the UK the ability to project military power over land as well as sea, from anywhere in the world. This capability will give the UK long term political flexibility to act without depending, at times of regional tension, on agreement from other countries to use of their bases for any mission we want to undertake.”

We want to operate both carriers. Both carriers will be brought into service. They will be a very big addition to British power. (PM, SDSR 15)
**Continuous Carrier Capability**

RN will introduce 2 Carriers into service to ensure “one carrier is always available, 100% of the time”

……which delivers……*Continuous Carrier Capability*

……which forms one of two RN Strategic Pillars:
- Continuous At Sea Deterrent
- Continuous Carrier Capability
  - enabling *Carrier Strike* and *Continuous Amphibious Readiness*

• National Strategic assets.
• Global and interconnected.
• Forward deployed, at high enough readiness, and at enough scale.
• They are maritime, *not* naval, forces, jointly enabled.
• Strategic partnership and common strategic responsibility.
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Maritime Effect
Flexible across the full spectrum

Soft Power
Engagement / Influence / Humanitarian

Leading Europe through NATO:
- Maritime Capability
- Maritime C2

Hard Power
Conflict Prevention / Warfighting

Delivering Effectively:
- Exploiting Technology
- Thinking Innovatively
- Promoting Prosperity

Continuous At Sea Deterrent

Continuous Carrier Capability

Continuous Amphibious Readiness

Maritime Capability & Joint Enablers

Capability Properly Delivered

The Royal Navy - International by Design
Serving today and tomorrow’s strategic security and prosperity requirements
UK Power Projection

Sea Control (Defensive)
*Traditional RN focus (for many years).*

Protect

Command

Enable

Offensive
*RN’s future focus.*

Carrier Strike

Counter Land

Deep Attack

Poise

Air Manœuvre

Withdrawal

Raid

Assault

Demo

IW

Offensive

ASuW

ASW

AAW

DCA

OCA

SEAD

EW

AI

CAS

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CSG Force Elements and Enablers

- F-35B
- T26
- T45
- MPA
- Merlin ASW
- SSN
- UAS
- Wildcat HMA
- Crowsnest
- Embarked Force
- QEC
- MITL
- FSS
- AO
- Cyber
- Strat ISTAR
Part 3
The approach to carrier air power
When a sailor learns to fly, he remains a sailor, and the air for him is merely the roof of the sea.

Sir Walter Raleigh, ‘War in the Air’ 1922.
Maritime Power (AJP 3.1)

Military, political and economic power exerted through the use of the sea, and exercised by sea, air and land resource.

Air Power (AJP 3.3)

The ability to use air capabilities to influence the behaviour of actors and the course of events.
Air power is inherently joint

because although we operate in the air, we seek to create effects and exert influence primarily in other environmental domains.

Air power is usually most influential when we integrate it with other environmental capabilities.

This will make sure that we integrate air power into the joint campaign at the outset – not add it later as an afterthought.

JDP 0-30 ‘UK Air and Space Doctrine’ 2013.
The subliminal power of terminology

4th Gen / 5th Gen vs Next Gen

Maritime and Air environments vs Information environment
Interaction across environmental seams, driven by a ‘killweb’

Demands a more connected approach between F35B and the CSG
Implications for C2 structures – mission orders vice a directive ATO
Environmental boundaries become more transparent
Future UK Requirements

Focus upon delivery of Next Gen capability:

- What does it mean for skillsets and training?
- Enhanced sensors; sharing of targeting information – interoperability with 4th Gen aircraft
- Rapid re-programming
- Exploitation of intrinsic ISR capability
- Data-link capability to all environments
  - In the future, the ‘wingman’ of an F-35 might be a Type 45 Destroyer
Thematic summary

Programme update.

Strategic direction for the Royal Navy.
- Continuous Carrier Capability (CS) forcing integrated thinking
- Management of the Air – Maritime seam
- Complexity of information management and exploitation
  All the while retaining lethality and warfighting effectiveness

Approach to carrier based air power.
- Understanding the subtleties of definitions and terminology
- Next gen integration
- Information is environmentally agnostic. Does working in the ‘information environment’ render maritime and air concepts outdated?
- Technology integration – platform and environmental
- Cross-pollination of skill sets
Concordia res parvae crescent

Work together to accomplish more

Motto of the UK Centre for Air Power Studies
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