THE FUTURE OF UK AIR POWER
The Maritime Dimension

LONDON / MONDAY 19 NOVEMBER 2018

08.30 Registration and Refreshments

09.00 WELCOME & OPENING REMARKS
Rear Adm Simon Henley CEng FRAeS, President, Royal Aeronautical Society

09.15 1) WHAT DOES IT TAKE TO BE A TIER 1 MILITARY POWER – HOW MUCH MIGHT IT COST AND DOES IT MATTER FOR THE UK?
Much has been made about current UK Defence spending and the alleged gaps in Defence Capability and budgets. One of the main arguments made by the Ministry of Defence in the initial negotiations of the Modernising Defence Programme has been the need to remain a Tier 1 military power. So what does it take to be a Tier 1 power, what might that cost and why might it be a justifiable imperative for the UK?

Air Marshal (retd) Greg Bagwell, President, Air Power Association

10.00 2) WHAT PRICE OPERATIONAL SOVEREIGNTY?
An examination of the politico-industrial interface in complex air systems and why the creation of Team Tempest and the Combat Air strategy strikes a new note.

Air Chief Marshal (retd) Sir Brian Burridge FRAeS, Chair, UK Defence Solutions Centre and CEO, Royal Aeronautical Society

10.45 Networking Break sponsored by Lockheed Martin

11.05 3) UK AIR POWER IN HIGH INTENSITY OPERATIONS
After many years of low intensity operations, UK forces could face adversaries with considerably greater capabilities than those of insurgent groups. Having become accustomed to air superiority and operating in relatively benign conditions, UK (and Western) air power might have to contest the control of the air against near peer or even peer nations. The proliferation of advanced counter air systems offers significant levels of threat to our asymmetric edge.

Justin Bronk, Research Fellow Air Power, Royal United Services Institute

11.50 4) LONG RANGE MARITIME STRIKE: THE FUTURE IS NOW
Modern war at sea includes missile systems ranging hundreds of miles and navigating autonomously to the target. Yet the basic principle remains of engaging your opponent while staying outside of his maximum weapons range. Survivability against defensive systems and lethality on target are also essential qualities of an effective weapon system in the maritime domain. The Lockheed Martin AGM-158C Long Range Anti-ship Missile (LRASM) possesses just these qualities. LRASM is designed to interdict the full scope of surface threats at very long range by penetrating hostile integrated air- and missile-defense environments, self-navigating to the target, and delivering a precise and lethal payload from safe standoff range. LRASM will soon attain early operational capability on B-1 and F-18. Additionally, testing has been successfully conducted to launch LRASM from a surface combatant. Whether air- or surface-launched, LRASM will revolutionize long range maritime strike both now and for decades to come.

Capt (retd) Dom DeScisciolo, Missiles and Fire Control Business Development Senior Manager, Surface Navy Programs, Lockheed Martin

12.10 Q & A Discussion

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5) FUTURE MARITIME AIRPOWER
The future of UK maritime airpower is extremely positive with the arrival of the first F-35 earlier this year and P-8 next year. The world has changed significantly since both programmes began; we live in an ever more connected world and the perceived threats to UK interests are increasing as well. When considering future maritime airpower, it is important to understand the concept itself, its operational context, and what near-term acquisitions provide for future capability development.

Rear Admiral Keith Blount FRAeS, Asst Chief of Naval Staff Aviation, Amphibious Capability & Carriers, Royal Navy
Air Commodore Jules Ball, Asst Chief of Staff Capability Development, Royal Air Force

6) KEEPING BRITAIN’S AEROSPACE INDUSTRY RELEVANT
The speaker will pose key questions about the real dilemma which faces the British aerospace industry and its future - even without Brexit.

Paul Beaver FRAeS, Aviation Historian & Advisor, BWL

7) AIR POWER IN BRITISH POPULAR CULTURE
Except for the minority of air professionals and enthusiasts fascinated by aerial technology and tactics, the British public has focused much more on the human traumas associated with the exercise of airpower. This enduring preoccupation with human trauma has taken significantly different forms over the past century. There are growing signs that the pattern of public attitudes to air power which has become familiar over the past few decades may now be shifting yet again, with great potential significance for the political environment within which British airpower will have to operate in its second century of existence.

Philip Sabin, Professor of Strategic Studies, Department of War Studies, King’s College London

8) RUSSIAN AND CHINESE AIR COMBAT PROGRESS
The presentation will consider force structure, aircraft and weapons developments in China and Russia, and their implications.

Douglas Barrie MRAeS, Senior Fellow for Military Aerospace and Henry Boyd, Research Fellow for Defence and Military Analysis, International Institute for Strategic Studies

Panel Discussion on “The Future: Challenges and Choices”
- Can the UK continue as a Tier One military power?
- In what circumstances could the UK project maritime air power without an ally?
- Should the UK focus its defence budget primarily on being an air-maritime power?

Air Marshal (retd) Iain McNicoll FRAeS, Air Power Group, Royal Aeronautical Society

Closing Address
Rear Adm Simon Henley CEng FRAeS, President, Royal Aeronautical Society, UK