

GR

Broadgate file please.

MSK 16/6

PRIME MINISTER

BROADGATE OPENING

I have had Peter Davenport the
outline. He will contact Chris Well,
about the detailed arrangements for Friday's
session.

I am sorry to come back to you again on Broadgate.

MEA 17/6

Mr. Bradman knows you do not wish to arrive by helicopter.
But he would like his brochure for the day to stick with a
helicopter theme. Peter Davenport, who is doing the
publicity for him and who is as you know coming to No.10 to
take photographs for the brochure on Friday 20 June, has
asked if you would be willing to wear a shiny hat which
could catch the reflection of a helicopter model he would
bring along for the session.

A slightly odd request, though one can see the reason for
it. This is very much something for you to decide on.

Agree to this suggestion, or prefer to stick with a
straightforward hard hat?

I really don't want
"feminides" to apply to
me. An ordinary
hard hat.
not

Prime Minister

I would stick to the
✓ straightforward hard hat.

The shiny one could give a
very odd photo, and what
we would have as context.

N.L.W

(MARK ADDISON)

13 June 1986

N.L.W.

13.6

not

PRIME MINISTER

I have informed GB. He will submit
programme for a photograph & brochure.
MSEA 2/6

BROADGATE OPENING: 11 JULY

Godfrey Bradman, as always, has ambitious plans for this event. He has in mind something rather like last year's launch and inauguration ceremony, though there would be more people (about 2000) and, of course, a very good start has now been made on the first two phases of the building.

For the opening itself, Mr Bradman is proposing that after your arrival (at 1245) and introduction to the key people concerned in the development, you look briefly at an exhibition of pictures and models, and then go down to the site itself to operate a crane (with help!) and fit the symbolic last piece to one of the buildings. You would then return to the covered area (set up in the "core" of one of the completed buildings) and give a short opening address before lunch. You would leave by car at 1430 and probably go straight on to the Finchley carnival. You depart for Vancouver in the evening.

We shall need to sort out the details with the Detectives, but in general terms this programme seems fine. Agree? Yes *nr*

The key outstanding question, however, is your method of arrival. Godfrey Bradman is very keen that you should arrive by helicopter and land on the site. This is in part because he hopes the brochure to commemorate the opening will have a helicopter theme, with aerial shots of the work going on. But, more importantly, Mr Bradman thinks that your arrival on the site by helicopter in front of the 2000 guests who would be overlooking the landing area would be a marvellous spectacle and create much excitement. Mr Bradman would make all the arrangements and suggests you use the helicopter he himself flies in. The helicopter is a twin engined Squirrel (French made).

*and visit
or check*

I have spoken to the RAF and Department of Transport about

this. They have confirmed that the Squirrel is a very sound aircraft for the general purpose Mr Bradman has in mind. No enquiries have yet been made about the operating company but the Department do not not anticipate any particular difficulties there. However, flying a helicopter through the City off normal routes and landing on a site bang in the middle of it would require special permission from the CAA. Whether this was granted would depend on whether, on inspection, the landing area was thought to offer a safe approach. There might be noise difficulties too. Permission might also need to be sought under another count because of the 2000 people who would be gathered to watch the event.

Mr Bradman is understandably keen on his idea. But having seen the site my own feeling is that it is not an appropriate place to land a helicopter, even if you decided that on this occasion you were willing to travel that way when there were no operational reasons for doing so. The site is dusty, there are obstructions on it, and there would be an element of gimmickery involved.

Enquiries of DTp have only been couched in general terms at present. If you would like the possibility of arriving by helicopter examined further we shall need to ask the CAA to make the necessary site inspections.

Would you like me to ask the Department of Transport to set in hand obtaining formal clearance? Or would you prefer simply to arrive by car as you did last year?

Mark Addison

MARK ADDISON
30 May 1986

CJ2AAW

It is recommended for me to go by helicopter.

It would look like (ok)

Unpleasantly embarrassing and

I should be criticized nearly not

MARCH

BROADGATE

Wait CB's preference or
photo call.
(Mrs Gek 0127 81510
40210706)

Mike Barham rang back re your query about the helicopter. He has made various discreet enquiries and "is not entirely happy". He feels it would be prudent for us to check with the S/S Transport about this.

The CAA, with whom he has also been in touch, think the company concerned should be checked with regard to the safety and presentational aspects.

On balance, I think we should leave the suggestion alone and go for the car.

I don't anyway think our own Special Branch would be very happy.



JR

28 5 86

- SS (CD?) to check
- (i) noise registers re flying off piste in the City
 - (ii) safety in relation to landings at Broadgate
 - (iii) check Cab-Air and Squirrel.

Then commission building DOE.
Mo w