



Foreign and Commonwealth Office

London SW1A 2AH

22 April 1988

Dear Charles

Prime Minister
Does this seem
on the right lines
to you?
CDP

Prime Minister's visit to Australia

Your letter of 14 April asked for revised draft itineraries to allow working stops in the Gulf, Singapore and Thailand.

22/4

The Gulf

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The enclosed itineraries (in which all times are local) include overnight stops in the Gulf and Singapore on the outward journey. For the reasons outlined in my letter of 23 March, Oman remains the preferred stop-over in the Gulf. The itinerary envisages an arrival at Muscat (or Salalah) just after 2000, if departure from London is at 0900.

Given the fairly late arrival time in Muscat/Salalah it is likely that there will be time on the evening of 30 July only for a dinner hosted by the Sultan. Guests would no doubt include senior Omani members of the Royal Family and Ministers. Time could be set aside before dinner for discussion of regional issues (including the risks of more active Soviet involvement in the region). Bilateral exchanges would focus on our future military arrangements with Oman and the future of the British Eastern Relay Station (BERS) at Masirah. The Prime Minister would also no doubt wish to take the opportunity to thank the Omanis for the help given to the Royal Navy.

If the Sultan is in Salalah, which seems probable, the best option for the morning of 31 July might be a small working breakfast with two or three Omani Ministers including Yousuf bin Alawi (Foreign Affairs) and Qais Zawawi (Economic and Financial Affairs). An alternative to this might be a drive along the spectacular coast road. If the meeting takes place in Muscat, alternatives to the working breakfast might be a visit to one of several major projects completed recently by British firms (the Stadium, Royal Hospital or University), or a helicopter visit to RN vessels in a nearby port.

We only need time for a discussion.
This is not a visit.
Could be done in London at 0900 and get there earlier so we can board the plane immediately after dinner - 17
for dinner!



Singapore

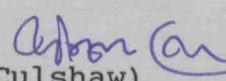
In order to have an evening meal or meeting with Lee on Sunday 31 July, it would be necessary to arrive in Singapore no later than 1900. This would involve leaving Oman at 0715 and assumes there are no delays en route to Singapore. It might be better to plan instead on either a working breakfast with Lee on 1 August or on a meeting from 0900 - 1030. An 1115 departure from Singapore would mean an arrival in Perth at 1615, allowing some rest before any evening function.

Thailand

If the Prime Minister began the return journey from Australia from Brisbane at 0900 on Saturday 6 August, she would reach Bangkok a little before 1800. The RAF advise us that it would not be possible for the VC10 to do this leg non-stop. A technical stop in Singapore would be necessary. *- Perth?*

The extent of the programme in Thailand would depend on how late the Prime Minister is willing to reach London on the evening of Sunday 7 August. A departure from Bangkok at noon that day would mean an arrival at Heathrow at 2315.

✓ In addition to talks with Prime Minister Prem, the Prime Minister might wish to pay a short visit to a refugee camp on the Thai-Cambodian border. This would be an effective way of underlining our support for Thailand and ASEAN over Cambodia as well as the assistance we provide, both bilaterally and through the UN, to the Cambodian refugees in the border camps. There would be press interest in such a visit. A short visit to the camp at Site 2, which the Foreign Secretary visited last year, should be possible on the morning of 7 August. It would involve a flight of about 1½ hours by helicopter in each direction. Assuming departure for Site 2 at 0730, and one hour at the camp, the Prime Minister could be back at Bangkok airport at 1130 in time for departure at noon. If the Prime Minister is attracted by this proposal, the talks with Prime Minister Prem would have to take place on the evening of Saturday 6 August, possibly over a working dinner.

Yours ever

 (R N Culshaw)
Private Secretary

C D Powell Esq
 PS/No 10 Downing Street

PRIME MINISTER'S VISIT TO AUSTRALIA

DRAFT ITINERARY
(AS AT 22 4 88)
USING RAF VC10

Outward Journey

Saturday 30 July

09.00 Depart London for Muscat
(8 hrs 15 min flying time)

20.15 Arrive Muscat
Overnight stop - talks with Sultan

Sunday 31 July

09.00 Depart Muscat for Singapore
(7 hrs 45 min flying time)

20.45 Arrive Singapore
Overnight stop - talks with Lee

Monday 1 August

11.15 Depart Singapore for Perth
(5 hrs flying time)

16.15 Arrive Perth

Note: Timings may vary by 5 or 10 minutes

PMAAAC

Return Journey

DRAFT ITINERARY
(AS AT 22 4 88)
USING RAF VC10

Saturday 6 August

09.00 Depart Brisbane for Singapore
(7 hrs 55 min flying time)

14.55 Arrive Singapore
Technical stop (1½ hrs)

16.25 Depart Singapore for Bangkok
(2 hrs 20 min flying time)

17.45 Arrive Bangkok
Overnight stop -
Talks with Prem

Sunday 7 August

[am Visit Cambodian border by helicopter]

12.00 Depart Bangkok for Bahrain
(8 hrs 25 mins flying time)

16.25 Arrive Bahrain
Technical stop (1 hr)

17.25 Depart Bahrain for LHR
(7 hrs 50 mins flying time)

23.15 Arrive LHR

Note: Timings might vary by 5 or 10 minutes

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File
be: PC
088

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

14 April 1988

Dear Robert,

PRIME MINISTER'S VISIT TO AUSTRALIA

The Prime Minister and the Foreign Secretary had some further discussion this evening about places which the Prime Minister might visit on her way to and from Australia (your letter of 31 March to me refers). It was agreed not to pursue the idea of a visit to Fiji and not to include either India or Pakistan in the itinerary. The Prime Minister agreed to consider a visit to Thailand either on the way to Australia or on the way back.

It would be helpful if you could now let me have a revised draft itinerary which would allow working stops in the Gulf, Singapore and Thailand. The Prime Minister's preference, if it can be done, is to stop in the Gulf and Singapore on the way out, and Thailand on the way back, preferably flying direct from Brisbane to Bangkok non-stop. She would envisage a fairly brief visit to Thailand of perhaps half a day and an overnight stop if possible. She would return direct from there to the UK with only a refuelling stop en route.

Yours sincerely,
Charles Powell

Charles Powell

Robert Culshaw, Esq., M.V.O.,
Foreign and Commonwealth Office.

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Foreign and Commonwealth Office

London SW1A 2AH

13 April 1988

Alan Charles

Prime Minister's Visit to Australia

In the final paragraph of my letter of 31 March ^{at 11.45} about the Prime Minister's visit to Australia, I promised to write again with further information on the mode of travel.

TRISTAR

The RAF have told us that to provide a Tristar for this journey might just be possible but it would be difficult and expensive. They therefore recommend against this option. The RAF have only 2 passenger Tristars. Both of them are in constant use for the Falklands and Cyprus. They would need to commit both of them to the Prime Minister's journey to Australia (one of them as a reserve aircraft), and this would necessitate the charter of two additional Tristar aircraft for the Falklands and Cyprus commitments, at a cost of around £0.8m. The RAF also have insufficient Tristar VIP crews for the extended task entailed in the Prime Minister's tour to Australia, which would call for positioning ship crews along the route. Moreover the RAF's Tristars are fitted with a standard civil configuration (18 first class seats, the balance economy class). There is no furniture available for their conversion to the type of VIP facilities normally provided for the Prime Minister on the VC10.

VC10

The RAF therefore advise the Prime Minister to use a VC10 for the trip. They have provided the enclosed suggested fit and seating plan for a VC10 for the visit. The communications compartment cannot be moved. All seats are "VIP" seats, but there would be no room for the usual foot rests.

All the proposed No 10 party and support staff can be fitted into the "officials" compartment. There is one surplus seat.

/If

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If the accompanying press are to have ample leg room, the number of press seats would have to be restricted to eight. With economy class seating, there would be room for eighteen but this would be very cramped.

Some more

A handwritten signature in blue ink, appearing to read 'R N Culshaw', with a large, sweeping flourish at the end.

(R N Culshaw)
Private Secretary

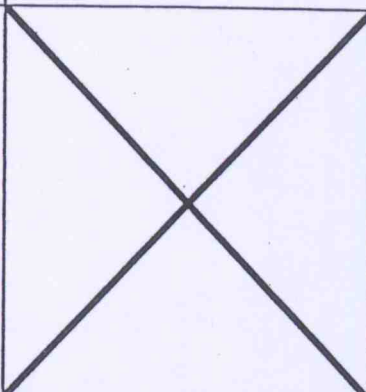
C D Powell Esq
10 Downing Street

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PMI TOURS ABROAD: Visit to
Australia Jan 88



A The National Archives

DEPARTMENT/SERIES <i>MEM 19</i> PIECE/ITEM <i>2443</i> (one piece/item number)	Date and sign
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