

NOTE FOR THE FILE

cc Mr Wicks  
Miss Caines  
Detectives

SELLAFIELD

Contingency Programmes for Bad Weather

In discussion with Detectives, BNFL and Jean Caines we identified the following two basic fall-back itineraries in case of bad weather on Friday:-

- (a) If visibility permits the Andover to land at Hawarden, which would prevent onward movement by helicopter, but the mist seems likely to rise by midday:-
  - (i) Andover lands at Hawarden at 0930
  - (ii) By police car to Capenhurst (5 miles or so)
  - (iii) Depart Capenhurst by helicopter to agreed timetable at 1110.
  
- (b) If visibility permits Andover to land, but the mist looks like it will hamper or prevent onward helicopter movement throughout the day then:-
  - (i) Divert Andover to Warton, arrive 0935
  - (ii) By PM's car to Heysham, arrive 1035
  - (iii) Depart Heysham for Sellafield by PM's car (1300?)
  - (iv) Arrive Sellafield (1500?)
  - (v) Depart Sellafield (1700?) by PM's car for Barrow
  - (vi) Depart Barrow for London by Andover (1815?)

*Handwritten initials*

If the original itinerary is workable, but the mist comes down at dusk, we shall in any case need to travel back to Barrow from Sellafield by police car.

The Prime Minister's car will need to be positioned at Warton on Friday morning. The detectives are checking on car travelling times, and the fall-back timetables will need to be finalised once those times are known, and agreed with BNFL and CEGB.

MEA

Mark Addison

28 October 1985

Copied to: Mr E Huke, Department of Energy

# British Nuclear Fuels plc

Head Office: Risley Warrington Cheshire WA3 6AS  
Telephone: Padgate (0925) 832000 Telex: 627581  
Direct Dial (0925) 83 5004

Your ref:

Ourref: RLP/bw/CE5/1 Ext:

Mr M Addison  
Private Secretary  
10 Downing Street  
LONDON SW1

24 October 1985

*Dear Mr Addison.*

## CONTINGENCY PLANS FOR THE NOVEMBER VISIT TO BNFL SITES

Further to my letter of yesterday, we have given further consideration to alternative contingency plans.

The proposals outlined in my letter of yesterday legislates for a situation in which movement in the North is restricted to the use of cars. As alternatives, we have considered possible delays in departure times for whatever reason but the use of helicopters for transfer between Sites in the North. I append a summary of these alternatives for your information and consideration.

In brief, and on the assumptions made, up to a one hour delay can be accommodated with a reduced programme visiting four Sites, up to two hours delay would accommodate a three Site visit, up to three hours delay a two Site visit and beyond that the visit, if it went ahead, would need to be confined to one Site which, I presume in this event, would be Sellafield.

Please let me know if you require any further information.

I am available at Sellafield on Friday but can be contacted through my office.

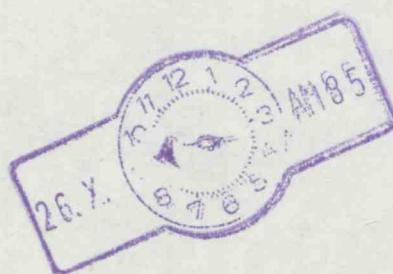
*John Emmsley*  
*Rory Pilling*

R L Pilling

*ce Delg*  
*✓* *then office.*  
*I will get in touch*  
*so that we can discuss*  
*later today.*  
*Mon 28/10*

CONTINGENCY - START DELAYED - USE OF HELICOPTERS

Up to 1 hr Delay	1-2 hr Delay	2-3 hr Delay	[ 4 hr Delay ]
4 Sites, reduced programmes	3 sites	2 sites	1 site only
Fly to 'Hawarden' - arrive 10.40	Fly to Warton - arrive 12.00	Fly to Warton - arrive 13.00	Fly to Barrow - arrive 14.30
Arrive Capenhurst 10.45 Depart Capenhurst 11.45	Arrive Springfields 12.10 Depart Springfields 13.10	Arrive Heysham 13.15 Normal programme	Arrive Sellafield 14.45 - on to
Arrive Springfields 12.10 Depart Springfields 13.10	Arrive Heysham 13.25 Depart Heysham 15.00	Sellafield on normal programme	"contingency" plan programme. (Letter of 23 Oct. refers)
Arrive Heysham 13.25 Depart Heysham 15.00	Sellafield back on normal programme		
Sellafield back on normal programme			
<u>NOTES:-</u> Omit ½ hr each at Capenhurst and Springfields  - Omit 10 minutes at Heysham	<u>NOTES:-</u> Omit Capenhurst  - Omit ½ hr on Springfields  - Omit 10 minutes at Heysham		



NOTE FOR THE RECORD

**SELLAFIELD**

Mr. Pilling rang me to say that he is providing us with alternative itineraries in case of fog etc. He has in mind that the fall-back route should involve the Prime Minister flying direct to Barrow and visiting Heysham and Sellafield by car before flying back from Barrow. Looking at the map, I said it seemed possible that this would give rather too long at Heysham, and put to him the possibility that the Prime Minister might in any case land at Hawarden, look in fairly briefly at Springfields, travelling there by car, and then going on to Heysham and Sellafield. In either case, it would be important to leave the times for Sellafield as close as possible to those in the main programme.

Mr. Pilling said he would look into this further.

I also mentioned to him the advantage of flying to Hawarden in any case. This is that, if all the evidence is that the fog is due to lift in an hour or so, the Prime Minister could travel by car to Capenhurst - a mere 5 miles or so away - then picking up the rest of the helicopter itinerary as originally planned.

No action for now. We await Mr. Pilling's advice. We shall need to consult the detectives, Press Office, and Wing Commander Coy.

*MBA*

23 October, 1985.

MEA

Copied to: Mr E Huke, Department of Energy

# British Nuclear Fuels plc

Head Office: Risley Warrington Cheshire WA3 6AS  
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Mr M Addison  
Private Secretary  
10 Downing Street  
LONDON SW1

23 October 1985

Dear Mr Addison

## CONTINGENCY PLAN PROPOSALS FOR THE NOVEMBER VISIT TO BNFL SITES

... I attach our contingency plan proposals for the above visit in the event that helicopter transport cannot be used on the day. Our main aim for the programme in these circumstances will be for the Heysham and Sellafield visits to take place and, in particular, for the opening ceremony at Sellafield to go ahead in the early afternoon. The proposal for the visit to begin at Warton, which is close to Blackpool, arises from advice from Wing Commander Barham.

Clearly there may be situations intermediate between no helicopter flights possible and all helicopter flights possible. In all cases, though, any delay at the start of the visit is likely to require us to take the Capenhurst visit off the day's agenda. I will contact you tomorrow to discuss any other options which might be acceptable to you.

I am copying this letter to Mr Huke at the Department for his information.

Yours sincerely

*Subsidiary*

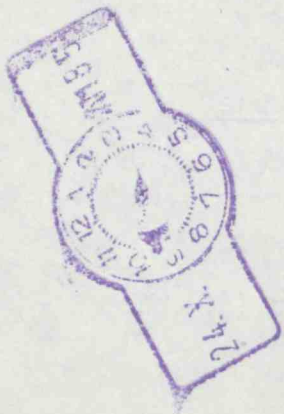
*for* R L Pilling  
(Dictated by Mr Pilling and  
signed in his absence)

**BNFL**

Regd. Number: 1002607 England Regd. Office: Risley Warrington Cheshire WA3 6AS

November visit - contingency plan outline

1. Programme reduced to take in only Heysham (in the morning) and Sellafield (in the afternoon).
2. VIP party to fly to Warton airfield (near Blackpool) to arrive at approximately 10.30. 10.00
3. Car transfer (by police) to Heysham to arrive approximately 11.00. 10.30
4. Spend 1hr 45 mins at Heysham, as per original programme.
5. Depart Heysham at ~~12.45~~<sup>13.00</sup>. Car transfer (by police) to Sellafield. Travelling time approximately 2 hours.
6. Arrive Sellafield approximately 14.45.
7. Spend 2 hours at Sellafield, as per original programme.
8. Depart Sellafield at 16.45. Car transfer (by police) to Barrow for flight back to London.



**NOTE FOR THE FILE**

**SELLAFIELD**

I confirmed with Mr. Pilling (BNFL) the wording on the plaque and that the party would consist of the Prime Minister, Mr. Wicks, Mr. Ingham, Mr. Alison, Miss Jelley, detectives.

I said there would be room in the helicopter for Lord Marshall, if he wished to accept BNFL's invitation to stay with the party when they left Heysham for Sellafield. He will come back to us when Lord Marshall has decided if he wishes to do this.

Eric Huke would be providing a very short speaking note for the Prime Minister to use at the Sellafield plan opening, by the weekend.

*MAA*

**(MARK ADDISON)**

22 October 1985

WC Coy  
218 6644.

TIM

I spoke with Wing Commander Coy at the MOD.

What he wanted to know was whether the flight from Northolt to Speke was going to be by fixed wing or by rotary wing. I mentioned the timings to him but he said these had not come from him and in any case there was not much difference between the time either craft would take. But he thought a fixed wing would be more comfortable than a helicopter. Also, they might have to stop to refuel with a helicopter.

Looking through the file I can see no mention of what aircraft would be used from Northolt to Speke.

Also WC Coy would appreciate a look at the detailed programme so he would know how much time between flights.

I said we would come back to him.

Vanessa  
30 9 85

FW MSA

BF 16/9.

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By Mr Pilling - BNFL - is certain  
that there will be room for car  
Monday in the vehicle.

MSA 13/9

Mr Pilling informed that there will  
be room for Mr Monday in the 'ceptor.

MSA 16/7

218  
Coy. 6644.



P.C.  
—

10 DOWNING STREET

Mark;

The helicopter used will be the usual Puma.

Wing Cdr. Coy at MOD advises me that 8-9 is the maximum number of passengers without the craft becoming too crowded.

S.B. have not yet decided on one or two detectives on the copter. If two go this makes the party total seven, including Mr All day (8 if DT is going).

AP 419.

MOD -

W. Cmd

Simon Roy

218 6644



BF 4.985

10 DOWNING STREET

CF

After discussing with SB,  
would you make the appropriate  
enquiries about the helicopter avail-  
ability to see if there will be room  
for Mr Andrey.

Others in the capture will

re:

MEA (News)

GRG

Detectives (1 or 2?)

Press officer

MEA 3/9

B. R.

CF  
could I see the  
S. field file p.

Maur  
This is a CF file.  
I have had nothing  
to do with this as  
yet. But I am sure  
Mr. Allday can travel.  
J 219

MRS. RICHARDS

SELLAFIELD

BNFL have asked me if there will be room for their Chairman, Mr. Allday, in the helicopter which will be transporting the party between sites.

Perhaps you would consider and then let us have a word.

MEV

30 August 1985

CF



10 DOWNING STREET

Sellefield visit.

Note for file

DEu have no objection to  
Springfield being included  
in the itinerary, if time  
permits. I informed Philip  
Evans that Wing Commander  
was arranging the sites, for  
helicopter  
landing  
purpose.  
MUEA 11/6

CONFIDENTIAL

NOTE FOR THE FILE

**SELLAFIELD**

Mr. Allday rang me today to indicate the time it might take to travel between sites. These are as below:

Liverpool (Speke) to Capenhurst - 5 minutes  
Capenhurst to Springfield - 15 minutes  
Springfield to Heysham - 15 minutes  
Heysham to Sellafield - 15 minutes  
Sellafield to Liverpool - 30 minutes

The time from Capenhurst to Heysham direct would be 20 minutes. Mr. Allday confirmed that there would be landing space at each of the sites adequate for a helicopter of 6 or 7 seats. He noted that Home Office permission would be required for landings.

The Springfield site is a new one. Mr. Allday is keen that it should be included. It deals with the "front end" of the fuel cycle. It <sup>handles</sup> ~~deals with~~ imported uranium, and chemically purifies it, going on to convert it to uranium metal for Magnox reactors, or to uranium hexafluoride, which is then enriched at Capenhurst before returning to Springfield where it leaves in fuel element form for the AGR power stations. Springfield therefore forms a logical part of a tour of the complete fuel cycle.

Mr. Allday thinks the length of each visit might be as follows:-

Capenhurst - three-quarters of an hour  
Springfield - one hour  
Heysham - one hour (plus lunch)  
Sellafield - one and half hours

We are discussing the proposed visit at Monday's meeting. I have asked Energy for advice on the inclusion of Springfield, and the question of Home Office permission for landings on the sites.

7 June, 1985.

CONFIDENTIAL

→ cc Supt Parker  
You are going to suggest wing col  
Coy jets in total direct with Mr  
Allday, to whom I spoke  
this morning.  
MWA 10/6

// CF. PL before 17/6

From the Chairman and Chief Executive

# British Nuclear Fuels plc

Head Office: Risley Warrington Cheshire WA3 6AS  
Telephone: Padgate (0925) 832000 Telex: 627581

Mr. M.E. Addison,  
Private Secretary to the Prime Minister,  
10, Downing Street,  
LONDON SW1.

7th June, 1985

Dear Mr. Addison,

This is to confirm our telephone conversation this morning, when I gave you times for helicopter journeys as follows:

- Liverpool (Speke) Airport to Capenhurst Works - 5 minutes.
- Capenhurst Works to Springfields Works - 15 minutes.
- Springfields Works to Heysham Nuclear Power Stn - 15 minutes.
- Alternatively:
- Capenhurst Works direct to Heysham - 20 minutes.
- Heysham Nuclear Power Stn/Sellafield - 15 minutes.
- Sellafield/Liverpool (Speke) Airport - 30 minutes.

I confirm that landing pads would be available within the perimeter of each site, which we are confident would be suitable but which would have to be finally checked by the pilot concerned. We would also need Home Office permission to land because all are secure areas.

I look forward to hearing from you whether arrangements are to proceed.

Yours sincerely,

C. ALLDAY



NOTE FOR THE FILE

**SELLAFIELD**

I spoke to Mr. Allday, and confirmed with him that, following his and my discussions with Mr. John Baker at the CEGB (tel. 6347039), it was confirmed that the helicopter would be able to land within the perimeter fences on all three sides - Capenhurst, Heysham and Sellafield. Mr. Allday is looking further into the time it takes to fly between sites, and will be coming back to me shortly on this.

We shall need to discuss at the meeting on the Prime Minister's engagements on Monday, and then put the proposal to the Prime Minister to confirm she is content.

MA.

(Mark Addison)

6 June 1985



10 DOWNING STREET

CF.

PL b/c 3/6.

Mr. John Baker says today  
(C&B Board Member) to

confirm that Heysham was  
a site which could be loaded  
in inside the permit zone.

He asked to be kept posted  
about any such.

B/c Monday to  
1) inform Mr. Andy  
all 3 sites ok  
2) Put a note in to  
P.M.

CONFIDENTIAL

CF file

B/F

~~1 JUNE~~

31/6/85

NOTE FOR THE FILE

**POSSIBLE VISIT TO SELLAFIELD, ETC.**

Mr Allday rang me today. He was able to confirm that landing sites could be provided inside the perimeter fences at Capenhurst and Sellafield. He was checking the position at Heysham, and would report to me next week.

(MARK ADDISON)

24 May, 1985



Pl. of  
29/5

10 DOWNING STREET

D Ebury (Neil Hirst) have  
in fact been pursuing the question  
of landing sites with BNFL. This  
Chairman is now aware of this and  
is personally seeing what can be  
done.

I spoke to Mr. Aldrey. He will  
come back to me when he has  
considered how to arrange for  
landings to be either at the sites, or  
very close. He was unaware that DEH  
were involved, but I explained  
that we had, of course, to keep in  
close touch with them.

MAA 22/5

MR. BUTLER

File KB  
LO3ABV

cc: Mr. Joce  
Supt. Parker

POSSIBLE VISIT TO SELLAFIELD, HEYSHAM AND CAPENHURST  
IN NOVEMBER

I have checked with the Department of Energy about arrangements for helicopter transport between these sites. They, in turn, have conducted a further check. It now appears that none of the three sites are suitable for helicopter landings within the perimeter fences.

The landing site at Capenhurst would have to be in the grounds of a hotel, 10/15 minutes by car from the site. At Heysham, the helicopter would land on a golf course, two minutes from the site. At Sellafield, at a BNFL hostel which is 15 minutes from the site.

These times clearly explain why the times between sites were surprisingly long when I first looked at the programme. But this fresh information does have security implications for the tour, and I think we shall need to discuss before I go back to BNFL to indicate that we can confirm the visit will be going ahead. The Prime Minister has already agreed to the tour in principle. I shall arrange for us to get together for a few minutes early next week to discuss.

16 May 1985

MARK ADDISON