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MR POWELL

Thank you for your minute of 11 December about the Prime Minister's possible trip to Vancouver.

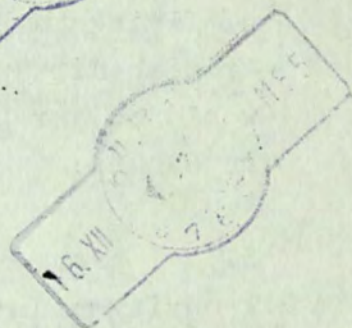
2. As to the question of cost, I am inclined to think that it would be prudent not to accept an offer of Concorde free of charge. I suggest that we should pay British Airways the cost of chartering a subsonic aircraft (eg a Tristar), or the cost of flying via Royal Air Force VC10, whichever is less, and allow British Airways to carry the excess cost of using Concorde: that would be a reasonable promotional expense to show Concorde off in Canada.
3. I assume that there would be no special communication or security equipment on Concorde. I think that that would be a risk that could reasonably be run for a trip to Canada; but it might be wise to get expert advice.
4. Concorde could not, I think, make Vancouver without having to stop to refuel. I do not know where they would refuel: perhaps Gander. But that would slightly diminish the time advantage.
5. It would be necessary to get the permission of the Canadian Government to land Concorde in Canada and to overfly the Canadian mainland at supersonic speeds. The overflight would presumably be across largely uninhabited tundra, and would trouble only very few people.
6. I hope that we shall not overlook the possibility of using Concorde for the flight to Tokyo. I think that it could be done with one stopover, at Anchorage; both legs of the flight would be almost entirely over the sea (or over the frozen moonscape of Alaska), so that virtually the whole journey could be supersonic without any problems; and the time gain (and reduction of jet-lag) would be maximised.

16 December 1985

RCA

ROBERT ARMSTRONG

Expo '86 : CANADA July '81.



COMPTON