

Confidential Filing

Meetings with Barry Jones MP

Prime Minister

January 1984

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10 DOWNING STREET

THE PRIME MINISTER

6 February 1984

*Mr. Jones,*

When we met on 24 January to discuss issues relating to the Broughton factory of British Aerospace, I promised to write to you about the points we discussed and those raised a few days earlier when, together with Mr. Sid Phillips, Convenor of the Shop Stewards at British Aerospace's Chester Division, you presented a petition urging that launch aid be provided for the Airbus A320.

The Government fully recognise the importance of the A320 for the British aerospace industry. I very much hope that the A320 can be a success but it has to be acknowledged as indeed British Aerospace do, that the A320, like all civil aircraft projects carries certain risks. Launch aid could involve substantial public expenditure and we therefore wish to be satisfied that the A320 can yield a financial return commensurate with the degree of risk involved. At a time when we are faced with a wide range of competing claims from other sectors for the limited funds available, it is essential that we obtain the best possible value for money in the use of public funds.

Evaluation of the British Aerospace application for launch aid is now well advanced and we expect to reach a decision shortly.

The allocation of work on the A320 among sites would be a matter for British Aerospace to determine in order to achieve the best possible return from the project.

/ More

*Bob*

More generally the Government is of course making efforts to attract other investment to the Deeside area which is a Special Development Area. You will know of recent successes including investments in Deeside by Caravell, the Co-operative Wholesale Society, Warwick International, Kimberly Clark, Optical Fibres, Shotton Paper Mills and Angus Chemical (UK) Ltd. Last year the Secretary of State for Wales designated the Delyn Enterprise Zone which now has over 60 firms within its area. The recent decision by Caravell to locate in the Zone underlines the attraction of the Zone and the job potential it could provide for the Deeside area.

Yours sincerely  
Raymond Shafter

Y SWYDDFA GYMREIG  
GWYDYR HOUSE  
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Tel. 01-233 3000 (Switsfwrdd)  
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ODDI WRTH YSGRIFENNYDD  
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FROM THE PRIVATE SECRETARY  
TO THE SECRETARY OF STATE  
FOR WALES

31 January 1984

*Dear Tim,*

Thank you for your note of 17 January enclosing a copy of your letter to Steve Nicklen and a page of the petition about the A320 Airbus project handed in by Mr Barry Jones MP and Mr Sid Phillips, Convenor of the Shop Stewards at British Aerospace, Chester Division.

In your letter of 24 January to David Saunders you asked whether the Prime Minister ought to wait until a decision has been made on the A320 before replying to Mr Jones. The meeting with Mr Jones on 24 January did cover points raised in the petition. I understand that DTI's advice is that if you can reply before launch aid for the A320 is considered then, because Mr Sid Phillips was not at the meeting on 24 January, it would be politic to do so, so that Mr Phillips is aware of the current situation. My Secretary of State would support that line.

DTI will contribute to the reply on the question related to the application for launch aid by British Aerospace. You will appreciate the importance attached to the Government's decision particularly in relation to future employment at Broughton but no doubt the Prime Minister will not wish to advance Broughton's case at the expense of other British Aerospace plants in the event of the project proceeding.

Part of the Prime Minister's reply could refer to the Deeside Area. I would suggest the following paragraph

*More generally*

The Government is of course making efforts to attract other investment to the Deeside area which is a Special Development Area. You will know of recent successes including investments in Deeside by Caravell, the Co-operative Wholesale Society, Warwick International, Kimberly Clark, Optical Fibres, Shotton Paper Mills and Angus Chemical (UK) Ltd. Last year the Secretary of State for Wales designated the Delyn Enterprise Zone which now has over 60 firms within its area. The recent decision by Caravell to locate in the Zone underlines the attraction of the Zone and the job potential it could provide for the Deeside area."

Tim Flesher Esq  
Private Secretary  
10 Downing Street



This will not mitigate directly the problems faced by British Aerospace at Broughton (Chester) and as a result of the unpopularity of Aber Chemicals of Flint in the area the investments by Warwick International and Angus Chemical (UK) Ltd, both of which manufacture chemicals, will not find favour in all quarters. There was a recent explosion at Aber Chemicals which caused some apprehension locally about its activities. The explosion is currently being investigated by the Health and Safety Executive.

/ I am copying this letter to Steve Nicklen.

*Yours usw*

*Judy Roberts*

MISS J H ROBERTS

RESTRICTED



*Barry Jones MP PPS.*

DEPARTMENT OF TRADE AND INDUSTRY  
1-19 VICTORIA STREET  
LONDON SW1H 0ET

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From the Parliamentary Under Secretary  
of State for Industry

JOHN BUTCHER MP

Timothy Flesher Esq  
Private Secretary to the  
Prime Minister  
No. 10 Downing Street  
LONDON SW1

*31* January 1984

*There is a wish for a cabinet on*

*Dear Tim*

Your letter of 24 January reporting the Prime Minister's discussion with Barry Jones MP about BAe's Chester site asks whether the Prime Minister should send an interim reply to Mr Jones noting the points discussed or wait until a decision on A320 launch aid had been reached before responding.

In addition, you wrote on 16 January to Steve Nicklen about the petition from the BAe Chester workforce which Mr Jones and Mr Sid Phillips, Convenor of Shop Stewards, had presented earlier that day. You agreed that a reply to this should be sent after the meeting with Mr Jones on 24 January.

The question of A320 launch aid is to be considered by E(A) on 2 February, but we cannot yet be certain when a decision will be reached. The points raised in the petition and the additional matters put to you when it was presented were covered by the Prime Minister when she met Mr Jones. Representatives of BAe's Chester workforce were not present on that occasion, however, and officials therefore consider that it would be useful and advisable for a brief interim reply on the lines of the attached draft to be sent before 2 February.

*Yours sincerely*

*David*

DAVID SAUNDERS  
Private Secretary

JB5ANF



DRAFT LETTER FROM THE PRIME MINISTER TO BARRY JONES MP

When we met on 24 January to discuss issues relating to the Broughton factory of British Aerospace, I promised to write to you about the points we discussed and those raised a few days earlier when, together with Mr Sid Phillips, Convenor of the Shop Stewards at British Aerospace's Chester Division, you presented a petition urging that launch aid be provided for the Airbus A320.

The Government fully recognise the importance of the A320 for the British aerospace industry. I very much hope that the A320 can be a success but it has to be acknowledged as indeed British Aerospace do, that the A320, like all civil aircraft projects carries certain risks. Launch aid could involve substantial public expenditure and we therefore wish to be satisfied that the A320 can yield a financial return commensurate with the degree of risk involved. At a time when we are faced with a wide range of competing claims from other sectors for the limited funds available, it is essential that we obtain the best possible value for money in the use of public funds.



Evaluation of the British Aerospace application for launch aid is now well advanced and we expect to reach a decision shortly.

The allocation of work on the A320 among sites would be a matter for British Aerospace to determine in order to achieve the best possible return from the project.



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Aerospace File



cc W/O  
MJ

10 DOWNING STREET

*From the Private Secretary*

24 January 1984

*Leu Sand,*

Barry Jones, M.P., saw the Prime Minister today to discuss the announcement by British Aerospace of 400 redundancies at their Broughton Works. Your Minister was also present.

Mr. Jones said that although there had been some good news for jobs in his area recently - the announcement by the Secretary of State for Wales of a new chemical plant in the Deeside Industrial Park was an example - such jobs were not coming in sufficient numbers to offset the losses over the last few years. The closure of the Shotton Works had been followed by the closure of the local office of the Welsh Water Authority and a power station. As a result there were 3,500 long term unemployed in his constituency of whom 1,000 had been unemployed for three years or more. The unemployment rate was about 20 per cent.

It was against this background that the decision as to whether or not to give launch aid to the A320 needed to be taken. Without launch aid there could be up to 9,000 redundancies nationally in British Aerospace, 1,000 or more of them out of a workforce of 4,300 at Broughton. Launch aid was also necessary if we were to preserve a civil aviation capacity within this country without which the market would be totally dominated by Boeing. The other partners in the A320 had been given launch aid. Mr. Jones went on that if launch aid were given for the A320 he hoped that a considerable part of the work resulting from the A320 should go to Broughton which had an impressive record of productivity and industrial relations. Moreover, Broughton currently provided a considerable number of apprenticeships without which skilled training in the area would be lost.

/The Prime Minister

The Prime Minister noted that the redundancies announced by British Aerospace were due to a slow down in work on the A310 for which the market had not been as great as had been hoped. The Government was considering its decision on launch aid for the A320 and a decision could be expected within the month. The Prime Minister said that she was anxious to retain for strategic reasons an aerospace capacity but the difficulty at present was that so many of the cost and revenue assumptions were "guesstimates". Mr. Butcher pointed out that no-one could yet be certain of the size of the market for the A320: if the expectations of British Aerospace were not fulfilled a substantial loss could be made. Nevertheless the Prime Minister said that she was aware of the very considerable interest in the A320 and British Aerospace had made their own position very clear. She noted however that were a decision on launch aid to be favourable she could not decide on the allocation of work within British Aerospace: that was a matter for the management. Concluding the meeting, she noted that Mr. Jones had handed in a petition some days previously and she would be replying to him as soon as possible.

BF. | I should be grateful for your advice on whether the Prime Minister ought to wait until a decision has been made on the A320 before replying to Mr. Jones or whether a brief interim reply noting the points that he raised would be preferable.

I am sending a copy of this to Colin Jones (Welsh Office).

Y  
Am ever  
Tim Flesher

Tim Flesher

Dr. David Saunders  
Department of Trade and Industry

Personal



HOUSE OF COMMONS  
LONDON SW1A 0AA

7 Bay Lane N.W.

Tuesday, 24.1.84

Dear Michael, (ALISON)

I see the P.M. @ 4.30pm > AIRBUS A320.

I shall not be coming in any representative manner. This is the basis of my approach:

- (i) We have large scale unemployment not withstanding some successes in job creation.
- (ii) But for every new job created with great effort we lose others. eg. W.W.A. produced a plan to close the local water office with 200 job losses: the C&G have closed on Povey Station with 300+ job losses: Aeromarine propose two redundancies.
- (iii) But the Aeromarine employ 4300 today. If the A320 does not take off in the U.K. - many of the 4300 (-400) will lose their jobs.

Yours sincerely,

Benny Jones.

Re. Hon. M. Allison M.P. PMS/PMS.

**Y Swyddfa Gymreig**

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*DD 24/1*

Mr Tim Flesher  
10 Downing Street  
London

Ein Cyf/Our reference

Eich Cyf/Your reference

Dyddiad/Date 23 January 1984

Dear Mr Flesher

PRIME MINISTER'S MEETING WITH MR BARRY JONES MP ON TUESDAY  
24 JANUARY RE BRITISH AEROSPACE AND LAUNCH AID FOR THE A320 AIRBUS

Mr Bolger of Department of Trade and Industry asked Welsh Office for good and bad news re the Deeside area to form part of the Prime Minister's brief for the meeting with Mr Barry Jones. In view of the timescale it was decided I should contact you directly.

The good news relates to new investment in the Deeside area. Substantial new investment has been attracted in recent months including most recently Caravell, a Danish firm that makes freezers. This project provides initially 20 jobs but there are unconfirmed newspaper reports of an eventual expansion to 150 jobs. Neither we nor DTI have any details of this. Other recent investments include the Cooperative Wholesale Society (150 jobs) Warwick International Ltd (chemical compounds - up to 200 jobs), Kimberly Clark (175 jobs - main product Kleenex tissues), BICC/Corning - the Optical Fibre development (150 jobs) and United Paper Mills - now called Shotton Paper Mills (270 jobs).

An announcement\* will be made today of a new project Angus Chemicals (UK) Ltd on the Deeside Industrial Park which will provide 250 jobs. The development of chemical works on Deeside will not be greeted with enthusiasm in all quarters because of the problems that have been caused by Aber Chemicals of Flint. There was an explosion at the plant this month which aroused some apprehension locally. The explosion is being investigated by the Health and Safety Executive.

The Delyn Enterprise Zone was designated by the Secretary of State in July last year. There are about 60 firms in the Zone and the decision by Caravell to locate in the Zone underlines the attraction of the Zone and its importance and potential for Deeside.

Yours sincerely

W P RODERICK

\* Press Notice attached.

Draft Press Release.

JOINT VENTURE PROJECT FOR NORTH WALES.

The Rt. Hon. Nicholas Edwards, MP., Secretary of State for Wales, announced in the House of Commons today that, subject to the satisfactory conclusion of negotiations, the Angus Chemical Company of Northbrook, Illinois, and Isochem of Gennevilliers, France, intend to build a specialty chemical manufacturing plant on a joint venture basis on the Deeside Industrial Park in Clwyd. The project will create 250 jobs in North Wales.

Mr. Edwards added: "I visited the Angus Chemical Company in Chicago in September and I am particularly pleased about the prospect of this development".

Mr. Edwards also said that "my Department has offered financial assistance; and I am delighted by the teamwork, co-ordinated by WINvest, which has persuaded the Angus Chemical Company and Isochem that Wales is the best location for their £8 million project. And clearly", he went on to say, "a most important element in the decision has been the availability and quality of the work force which has so impressed the two companies".

Notes for Editors.

1. Angus Chemical (UK) Ltd. is an 80/20 joint venture between Angus Chemical Company of Northbrook, Illinois, and Isochem SA, of Gennevilliers, France, a French fine

(Contd.)

chemicals manufacturer. Subject to planning approval it is expected that work will commence on the plant in April or May. When completed the Deeside facility will be capable of a wide range of complex chemical processes. Chemicals produced at the plant will be low volume, high value added organic intermediates used in the manufacture of finished pharmaceuticals and agricultural products. Angus Chemical Company is a jointly owned subsidiary of Alberta Natural Gas Company and the Pacific Gas Transmission Company. It serves a broad range of industries including pharmaceutical, automotive, metal working, water treatment, petroleum production, coating and ink. Isochem produce bulk pharmaceuticals, specialty chemicals and organic intermediates.

2. Mr. Edwards led a WINvest mission to the USA last September. During and since that visit four other companies that he met have announced their decision to locate in Wales: Parrott Corporation (450 jobs at Cwmbran); Tepco Inc. of Dallas (75 jobs in Cardiff); Shape Inc. of Maine (100 jobs at Bridgend); and Saga Systems Inc. of California (a joint venture project with Wilcox Computers of Wrexham).

(Contd.)

3. Since 1st April last when WINvest was established 16 new overseas projects have been secured for Wales promising about 1,800 new jobs; and there have also been seven expansion projects by existing overseas companies creating a further 300 new jobs.

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DEPARTMENT OF TRADE AND INDUSTRY  
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SWITCHBOARD 01-215 7877

PS/Secretary of State  
for Trade and Industry

23 January 1984

Andrew Turnbull Esq  
Private Secretary to the  
Prime Minister  
10 Downing Street  
London SW1

*Dear Andrew,*

I enclose a brief for the Prime Minister's meeting with Barry Jones MP on 24 January concerning the redundancies at BAe's Broughton site.

*Yours ever,  
Andrew*

ANDREW D LANSLEY  
Private Secretary



PRIME MINISTER'S MEETING WITH MR BARRY JONES, MP: 24 JANUARY 1984

Redundancies at British Aerospace's Broughton (Chester) Site

On 18 January British Aerospace announced 400 redundancies at their Chester site (where the Airbus wings are manufactured) in response to a slow-down in work on the current wide-bodied Airbus models - the A300 and the A310. <sup>Up to</sup> 450 redundancies were also announced at BAe Manchester as work for MOD on the Nimrod comes to an end. BAe hope the Chester redundancies can be achieved voluntarily - but those at Manchester are likely to be compulsory. These 850 redundancies are in addition to the 3,500 announced by BAe last July which are being implemented progressively.

2 Mr Jones may argue that the Government should take an early decision to back the new Airbus A320 as a means of bringing work to Chester - and avoiding redundancies. The following points can be made:

- i) The Chester redundancies do not result from the absence of a decision on A320: they directly reflect the current low level of demand for the wide-bodied Airbus aircraft. Boeing have been suffering similarly (and have laid off many more than 400 workers): But Boeing have recently been more successful than Airbus in winning the few orders that are available. It was originally hoped that the production rate for the wide-bodied Airbus models would be more than 80 per year by 1985: in practice, production will have to be cut back to 35 aircraft or less. This is a measure of the decline in demand from airlines.
- ii) The Government expects to take its decision on launch aid for BAe participation in the A320 in the near future. The Government must be satisfied that the project is commercially-viable: and it is for British Aerospace themselves to determine the most cost-effective allocation of work as between sites so as to achieve the best possible return from the project. Chester, with its well-established reputation for Airbus work, must be well-placed to win some of the A320 production. But it is up to the management and workforce at Chester to demonstrate to BAe that this would be the best solution.

3 [CONFIDENTIAL.] BAe's current thinking is that only 15-20% of the A320 production work would go to Chester. The greater part of the work would go to Bristol and to Warton (Preston). Mr Jones may contend that, as an aspect of regional policy, the Government should insist that a project like A320 (partially) assisted by Government financing, should be located in industrially-depressed areas. But any such insistence would cut across the Government's desire to encourage BAe to view the project from a purely commercial perspective - which implies locating work where it makes the most industrial sense. Part of the reason for BAe's reluctance to place too much A320 work at Chester is that they



anticipate an up-turn later in the decade in the demand for the wide-bodied Airbus models. They feel that Chester could not meet this increased demand - and do a substantial part of A320 as well. But, provided demand picks up, Chester looks to have an assured future on Airbus work.

Air Division  
Department of Trade and Industry  
20 January 1984



CONFIDENTIAL

Airbus A320: Consideration of BAe application for launch aid

The DTI's evaluation of the BAe application for 100% launch aid (£440m in outturn prices) has now been completed. There has been an initial discussion between Departments in the Official Group on Aerospace (MISC 25). The issue will be taken by E(A) on 2 February, together with Rolls-Royce's application for 50% launch aid (amounting to £113m at 1983 prices) for the new-technology V2500 engine. The Cabinet Office will be preparing a paper summarising the issues for decision. The Secretary of State for Trade and Industry and the Chief Secretary will be submitting papers of their own. The DTI's analysis shows that the V2500 engine has a good chance of achieving a healthy rate of return. By comparison, the A320 looks a more marginal project where the decision will be largely conditioned by wider political factors. BAe would nonetheless not seem to require 100% launch aid to enable them to participate.

Air Division  
Department of Trade and Industry  
20 January 1984

CONFIDENTIAL

15.8  
●  
MR. FLESHER

CF to  
meeting folder

I spoke to Barry Jones' Research Assistant and have offered him 1630 hours on Tuesday, 24 January in the Prime Minister's room at the House of Commons.

I spoke to DTI and they will supply a brief and let us know which Minister will be present.

CR.

19 January 1984

PRIME MINISTER

\* letter now  
attached

We have had a phone call from Barry Jones, MP, who is the Opposition spokesman on Wales. \* He has asked for an urgent meeting with you to discuss <sup>400</sup> redundancies announced today by British Aerospace at the Broughton works in his constituency. On Monday he handed in a petition at No. 10 supporting launch aid for the A320.

This is a rather difficult request. The number of redundancies announced by British Aerospace is a relatively small proportion of their workforce at Broughton; it is in no sense a factory closure. As you will see from the extract from Hansard attached, your commitment is to see Members in whose constituency a factory closure is about to occur. I do not think that you can enter into a commitment to see any Member in whose constituency redundancies have been announced. On the other hand, you will not want to be accused of discourtesy and Mr. Jones, from what I know of him, is likely to make that charge if you do not see him. What is more, he seemed to think that a meeting could be arranged tomorrow.

I think the risk of taking on unreasonable commitments outweighs the possibility of accusations of discourtesy and we should refer Mr. Jones to a DTI Minister.

Agree with this line?

No - I must see him

mt

1700/3 aerospace pull

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2 7 DTI on  
British aerospace  
& launch aid for  
A320 Full  
Welsh office

18 January 1984

Linwood car factory will cause to the economy of Scotland? Does she recall that when she was elected it was pointed out that her Government represented the South and the South only? Will she therefore look at what has happened in the car industry, which has been supported by the Government through British Leyland and allowed to continue at Coventry while the Scottish car industry has been smashed into the ground?

**The Prime Minister:** Scotland has a number of opportunities in connection with the oil industry which are not available elsewhere. Although I share the hon. Gentleman's concern about the closure at Linwood, I doubt very much whether the people there would begrudge their fellow car workers a reasonable future in the plant at Ryton.

**Mr. Anthony Grant:** Will my right hon. Friend find time today to consider relations between Britain and Canada? Is she aware that the Canadian Prime Minister is insisting publicly that she undertook to impose a three-line Whip to put through this House his proposals on patriation of the constitution? Will she confirm that that is not correct? Will she also confirm the view of the Select Committee on Foreign Affairs that the duty of this House is to consider the wishes of the Canadian people as a whole and not the diktat of Mr. Trudeau?

**The Prime Minister:** Three-line Whips or any other Whipping are not decided upon until some 10 days before the business of the House, when we know exactly what the position is and exactly what the request is that we may have to honour. I wholly confirm what I have said previously on this matter. We have not received any request from the Canadian Government. When we receive a request, I believe that it is our duty to deal with it as expeditiously as possible.

**Mr. Parry:** When the Prime Minister meets the Prime Minister of Mauritius later today, will she discuss with him the implications and the possible effect that the proposed closure of the Tate and Lyle factory will have upon ACP countries? Will she also reconsider her decision about meeting an all-party parliamentary delegation to discuss this matter, because we all believe that a Government initiative could save the refinery?

**The Prime Minister:** I fully expect that the Prime Minister of Mauritius will raise the question of sugar refining, although I understand that an undertaking has been given to refine most of the sugar under the ACP agreements. I believe that the hon. Gentleman represents the constituency in which the Tate and Lyle factory is found. My right hon. Friend the Minister of Agriculture, Fisheries and Food flew back from Brussels to receive a delegation. I do not think that I can duplicate his receiving that delegation. I will always see the hon. Member himself in whose constituency a factory closure is about to occur.

**Mr. Speaker:** Mr. Allan Stewart.

**Mr. Foot** rose—

**Mr. Speaker:** Order. I have already called the hon. Member for Renfrewshire, East (Mr. Stewart). I shall call the Leader of the Opposition afterwards.

**Mr. Allan Stewart:** With regard to Linwood, will my right hon. Friend confirm that the Secretary of State and Department of Industry will now do everything possible to put to Nissan-Datsun the fact that it could be in that company's best commercial interests to reconsider going to a green field site and to build on the site at Linwood, using the skilled work force there?

**The Prime Minister:** Linwood is, of course, located in my hon. Friend's constituency. I understand that Nissan is studying the feasibility of coming to a green field site in this country. I do not think that there is any possibility of dissuading it from that, because that is what it wants.

**Mr. Foot:** I thank the right hon. Lady for the generous reply which she made a few minutes ago. Will she be dealing with the correspondence herself, or will some Minister be put in charge of these requests? Will she undertake to publish each week in the *Official Report* the requests from all my hon. Friends to visit the factories that are due to close? May I straight away put in my request to her to come and look at the closures in my own constituency? Will she publish her diary in the next week?

**The Prime Minister:** As usual, the right hon. Gentleman has got it wrong. I said that I would see the Member of a constituency in which a main factory closure occurs. A large delegation must always go to the Minister concerned, just as the main delegation went to see my right hon. Friend the Minister of Agriculture, Fisheries and Food. I personally shall see the Member. I am sorry that the right hon. Gentleman greets such a courtesy in such a churlish manner.

## Royal Family (Speech References)

**Mr. David Lambie** (Central Ayrshire): On a point of order, Mr. Speaker. I recall that some years ago, when I asked a question at Prime Minister's Question Time about a speech made by the Duke of Edinburgh, you quite correctly gave a ruling that such a question was not permitted if it was critical in any way. Does that ruling still stand? Today there was a question about a speech by the Duke of Edinburgh, which brought a response from the Prime Minister. Both the question and the reply were highly complimentary, because, as it happens, what the Duke of Edinburgh said seems to agree with Tory policy. Does not that place those of us who wish to put a contrary view about a speech by the Duke of Edinburgh—which by implication would be critical—at a disadvantage, under the rules of House? Should not that point be looked at?

**Mr. Speaker:** The whole House is aware that I am its servant. I do my best to ensure that the rules of the House are observed. One of our fundamental rules is that any reference to a member of the Royal Family must be couched in courteous terms.

**Dr. M. S. Miller** (East Kilbride): On a point of order, Mr. Speaker. Is it in order for me to suggest that I could apply my medical services to the Secretary of State for Scotland, who was not present today or yesterday to answer questions—

**Mr. Speaker:** Order. I do not want to enter into a discussion on private medicine today.



HOUSE OF COMMONS  
LONDON SW1A 0AA

From Barry Jones M.P.  
18/1/84

Dear Prime Minister,

Redundancies: British Aerospace, Broughton,  
Clywd - 400  
: C.E.S.B. Connaught Quay,  
Deeside - 400.

I request a meeting to discuss the above.  
My area, as you know, still has high  
unemployment after the Shotton closure.  
You turned down my request for a meeting  
about the C.E.S.B. closure. I now ask for  
a meeting with you - Broughton has  
a strong claim for the A320 work. Should  
it go ahead.

Yours sincerely,

Barry Jones.



387i  
BARRY JONES MP

VK

spk Peter Ewing

MR. NEIL  
MS. ROBERTS  
WELSH OFFICE

I attach self-explanatory  
correspondence between this  
office and Department of  
Trade and Industry.

I should be grateful if you  
could provide any contribution  
you have by Monday 30 January.

TIM FLESHER

17 January 1984



10 DOWNING STREET

From the Private Secretary

16 January, 1984

Barry Jones, MP, called at No.10 today together with Mr. Sid Phillips, Convenor of the Shop Stewards at British Aerospace Chester Division, to present a petition about launch aid for the A320 airbus. I attach a copy of a sample page of the petition. I should be grateful if you could provide a draft reply for the Prime Minister to send to Mr. Jones covering the general questions raised by the petition and in addition the following additional points which Mr. Jones and Mr. Phillips made to me orally:-

- (i) that if launch aid for the A320 is provided the Government should seek an assurance from British Aerospace that at least part of it will be invested at Chester Division.
- (ii) the timing of a decision on launch aid.

I should be grateful if you could let me have a draft reply by Monday, 30 January.

(Timothy Flesher)

S. Nicklen, Esq.,  
Department of Trade and Industry

FILE  
Barry Jones 30/1/84  
MP. (W)  
cc Ruth Pope  
approx. 930  
signs

(W)



FILE

127

10 DOWNING STREET

*From the Private Secretary*

16 January, 1984

This is to acknowledge that we have received the petition which you and Mr. Sid Phillips handed in at No.10 today. As I said when receiving the petition, I shall ensure that the points made in the petition and by you and Mr. Phillips orally will be brought to the Prime Minister's attention. Mrs. Thatcher will be replying to you as soon as possible.

(Timothy Flesher)

B. Jones, Esq., M.P.

**END**

