Civil Aviation (Security) Regulations 2002

GN 87/2002
Repealed by [GN No. 38 of 2008]

THE CIVIL AVIATION ACT

Regulations made by the Minister under section 11 of the Civil Aviation Act

1. These regulations may be cited as the **Civil Aviation (Security) Regulations 2002**.

2. In these regulations-

"aerodrome operator" means the holder of an aerodrome licence issued pursuant to regulation 77 of the Civil Aviation Regulations 1986 or, in his absence or incapacitation, the person to whom the responsibility for the discharge of the obligations of the aerodrome operator has been duly delegated by the Minister;

"airline operator" means any operator providing air services from and to Mauritius;

"Airline Security Programme" means the written statement referred to in regulation 8;

"airport operator" means the person having legal responsibility for administration, operation and maintenance of the airport;

"Airport Outstation Security Zone"' means an off-airport station or facility designated as such under regulation 11;

"Airport Security Committee" means a Committee established under regulation 5;

"Airport Security Programme" means the written programme referred to in regulation 7;

"Airport Security Zone" means a zone in all airport, building or facility designated as such under regulation 11;

"airport service provider" means any company which is duly authorised by the airport operator to provide services at tl1e airport to air-passengers;

"air traffic services provider", means the provider of air traffic control service which has been designated as such by the Minister;

"Air Traffic Services Provider's Security Programme" means the written statement referred to in regulation 10;

"Authority" means the Director of Civil Aviation;

"AVSEC" means aviation security;

"baggage" means the personal property of a passenger or crew member carried on an aircraft by agreement with the aircraft operator;

"ICAO" means the International Civil Aviation Organisation;

"Minister" means the Minister to whom responsibility for the subject of civil aviation is assigned;

"National Civil Aviation Security Committee" means the Committee established under regulation 3;

"National Civil Aviation Security Programme" means the programme referred to in regulation 3;

"regulated agent" means an agent, freight forwarder or any other entity which conducts business with an aerodrome operator, an airport operator or an airline operator, and provides security controls that are accepted or required by the appropriate authority in respect of cargo, courier, express parcels, mail or stores or supplies for transpo11ation or use on board international or domestic passenger flights from Mauritius;

"Regulated Agent's Security Programme" means the written statement referred to in regulation 9;

"screening" means the application of technical or other means which are intended to detect weapons, explosives or other dangerous devices which may be used to commit an act of unlawful interference;

"security" means a combination of measures, including human and material resources, intended to safeguard international and domestic civil aviation against acts of unlawful interference;

"security programme" means the measures adopted to safeguard international and domestic civil aviation against acts of unlawful interference;

"security services" means the services referred to in regulation 6(1);

"vehicle" includes a bicycle.

3. (1) There shall be established a National Civil Aviation Security Committee for the purposes of-

(a) advising Government and the aviation industry on AVSEC measures required to meet threats to civil aviation and its facilities;

(b) drawing up a National Civil Aviation Security Programme which shall set out the Government's security policy in respect of civil aviation within the Republic of Mauritius and of Mauritian civil aircraft overseas, and provide, through standards and guidelines, the necessary safeguards against acts of unlawful interference;

(c) assigning responsibilities for the implementation of the National Civil Aviation Security Programme and establishing the means of ensuring coordination between Government departments and other relevant agencies for that purpose;

(d) reviewing and maintaining the effectiveness of the National Civil Aviation Security Programme, including re-evaluating security measures and procedures following an act of unlawful interference and taking such action as may be necessary to remedy weaknesses and prevent recurrence of any act of unlawful interference;

(e) considering recommendations made by the Airport Security Committee of SSR International Airport and other airports in the Republic of Mauritius and, where appropriate, recommending changes to the Authority;

(f) co-ordinating the exchange and dissemination of information on incidents, threats and appropriate counter measures relating to civil aviation;

(g) promoting security consideration in the design of new airports or the expansion of existing facilities.

(2) The National Civil Aviation Security Committee may issue directions, not inconsistent with these regulations to the Authority, and the Authority shall comply with such directions.

(3) The National Civil Aviation Security Committee shall consist of-

(a) the Secretary for Home Affairs, or his representative, as Chairman;

(b) a representative of the Prime Minister's Office, as Secretary;

(c) a Security Adviser to the Prime Minister;

(d) the Permanent Secretary of the Ministry responsible for the subject of civil aviation;

(e) the Commissioner of Police;
(f) the Commanding Officer of the Special Mobile Force;
(g) the Officer responsible for the National Security Service;
(h) the Comptroller of Customs;
(i) the Director of Civil Aviation;
(j) the Chief Executive Officer of Air Mauritius Ltd.,
(k) the Chief Executive 0fficer of every airport in the Republic of Mauritius.

(4) The Chairman may co-opt any other person with specialised knowledge of a matter under consideration by the National Civil Aviation Security Committee to be present at any meeting of the Committee.

(5) Subject to paragraph (6), the National Civil Aviation Security Committee shall regulate its meetings, in such manner as it deems fit.

(6) Six members of the National Civil Aviation Security Committee, including not less than 5 of the members referred to in sub-paragraphs (a), (b), (c), (d), (h), (i), (j) and (k) of paragraph (3), shall constitute a quorum.

4. For the purposes of these regulations, the Authority shall be the designated appropriate AVSEC agency for the development and implementation of the National Civil Aviation Security Programme of the Republic of Mauritius and shall be responsible, inter alia, for-

(a) monitoring the implementation of the National Civil Aviation Security Programme by the Government departments and bodies to which responsibilities have been assigned by the National Civil Aviation Security Committee;

(b) approving the security programmes drawn up by aerodrome operators, airline operators, regulated agents and air traffic services providers, prior to their implementation and monitoring the implementation of the security programmes;

(c) liaising with the National Civil Aviation Security Committee and the National Security Service on all matters of aviation security and taking adequate measures to respond to different levels of threats.

5. (1) There shall be established an Airport Security Committee at each airport in the Republic of Mauritius for the purposes of-

(a) co-ordinating matters of security among the various departments or organisations involved in the running of the airport;

(b) monitoring file implementation of the Airport Security Programme;

(c) making reports to the Authority on the current state of security measures and procedures in force at the airport and on any security issues which cannot be resolved at the airport level;

(d) making suggestions and recommendations likely to improve security in the field of civil aviation to the National Civil Aviation Security Committee; and

(e) ensuring that basic minimum security measures and procedures in force at the airport are adequate to meet threats and are under constant review, with regard to normal situations and contingencies for periods of heightened tension and emergency situations.

(2) The Airport Security Committee shall consist of-

(a) the Chief Executive Officer of the aerodrome operator as the Chairman;

(b) the officer-in-charge of the Airport Police;

(c) a representative of the air traffic services provider;
(d) a representative of the Customs and Excise Department;
(e) a representative of Air Mauritius Ltd.;
(f) a representative of the airline handling company;

(g) a representative of the major airlines operating at the airport, to be designated by the National Civil Aviation Security Committee;
(h) a representative of the Passport and Immigration Office;
(i) a representative of the Special Mobile Force;
(j) a representative of the aerodrome operator; and
(k) a representative of the regulated agents.

(3) Subject to paragraph (4), the Committee shall regulate its meetings in such manner as it thinks fit and shall meet at least once quarterly.

(4) Six members of the Committee shall constitute a quorum.

6. (1) Notwithstanding any other enactment, every aerodrome operator shall be responsible for the following security services -

(a) X-ray screening of hold luggage;

(b) screening of passenger and hand luggage;

(c) screening of staff;

(d) airside Security,

(e) control of access within any airport restricted zone;

(f) airport perimeter fencing control;

(g) control of inner gates;

(h) security in the terminal;

and may be assigned responsibility for any of the following security services by the Minister-

(i) screening of persons seeking access into an airport restricted zone and persons intending to embark on any departing flight;

(ii) Screening of any cargo and mail intended for uplifting by aircraft; and

(iii) screening of any person providing any service to an aircraft and any object taken on board the aircraft in connection with that service.

(2) There shall be levied such Security Charge as may be prescribed, in relation to the security services provided by the aerodrome operator.

7. (1) Every aerodrome operator shall draw up and implement all Airport Security Programme in line with the National Civil Aviation Security Programme, and ICAO Annex 17 together with the relevant guidance manual of ICAO on aviation security.

(2) The Airport Security Programme shall be a written statement of the measures to be adopted by the aerodrome operator at the aerodrome to safeguard civil aviation against acts of unlawful interference, and shall be submitted to the Authority for approval, prior to implementation.

(3) The Airport Security Programme shall include-

(a) a map identifying restricted and controlled zones at the aerodrome;

(b) a list of measures designed at preventing the introduction, by any means whatsoever, on board an aircraft or in an Airport Security Zone, of weapons, explosives, or any dangerous devices which may be used to commit an act of unlawful interference;

(c) a list of response procedures for airport security staff to occurrences and threats;

(d) a list of procedures for the screening of air passengers and their baggage, and other persons;

(e) a list of measures for the access, control and movement of persons and vehicles on the airport and contingency plans of action and emergency plans to deal with any situation which may jeopardise aviation security at the airport;

(f) appropriate coordination measures with the various organisations based at the airport on the question of airport security;

(g) arrangements for monitoring implementation of security by airport stakeholders;

(h) measures designed to ensure that architectural and infrastructure-related requirements necessary for the optimum implementation of international AVSEC measures are integrated in the design and construction of new facilities at international airports;

(i) an appropriate security training programme for the airport personnel; and

(j) such other measures as the Authority may direct, in respect of procedures for the protection of the aerodrome and its facilities.

8. (1) Every airline operator shall draw up and implement an Airline Security Programme in line with the National Civil Aviation Security Programme, and ICAO Annex 17 together with the relevant guidance manual of ICAO on aviation security.

(2) The Airline Security Programme shall be a written statement of the measures to be adopted by the airline operator to safeguard civil aviation against acts of unlawful interference and shall be submitted to the Authority for approval, prior to implementation.

(3) The Airline Security Programme shall include-

(a) a list of measures aimed at protecting checked baggage, cargo, mail and stores at the airport and preventing unauthorised access to aircraft;

(b) a list of response procedures for crew members and other staff to occurrences and threats;

(c) a list of procedures for the screening of passengers and cabin baggage, where the airline operator discharges this function;

(d) appropriate coordination measures, where technical and traffic handling on behalf of an operator are performed by any other operator or agent approved by the Authority or the airport operator, as the case may be;

(e) an appropriate security training programme for the airline personnel; and

(f) such other measures as the Authority may direct, in respect of procedures for the protection of aircraft and their baggage, cargo, mail, stores, crew members and passengers.

9. (1) Every regulated agent shall draw up and implement a Regulated Agent's Security Programme in line with the National Civil Aviation Security Programme, and ICAO Annex 17 together with the relevant guidance manual of ICAO on aviation security.

(2) The Regulated Agent's Security Programme shall be a written statement of the measures to be adopted by the regulated agent to safeguard civil aviation against acts of unlawful interference and shall be submitted to the Authority for its approval, prior to implementation.

(3) The Regulated Agent's Security Programme shall include-

(a) a list of measures for the security clearance of the cargo, mail, stores or supplies

(b) a list of measures for the protection of the cargo, mail, stores or supplies from unlawful interference;

(c) provision of a secure environment for the preparation, storage and conveyance of the cargo, mail, stores or supplies to the aircraft operator;

(d) an appropriate security training programme for the regulated agent's personnel;

(e) such other measures as tile Authority may direct in respect of procedures for the protection of cargo, mail, stores or supplies intended for use on board aircraft; and

(f) a list of response procedures for the regulated agent to occurrences and threats.

10. (1) The air traffic services provider shall draw up and implement an Air Traffic Services Provider's Security Programme in line with the National. Civil Aviation Security Programme, and ICAO Annex 17 together with the relevant guidance manual of ICAO on aviation security.

(2) The Air Traffic Services Provider's Security Programme shall be a written statement of measures to be adopted by the air traffic services provider to safeguard against acts of unlawful interference and shall be submitted to the Authority for approval, prior to implementation.

(3) The Air Traffic Services Provider's Security Programme shall include-

(a) a list of procedures for the provision of air traffic services and alerting service for aircraft which is the subject of an unlawful interference;

(b) a list of procedures for the collection and transmission of information on aircraft which is the subject of an unlawful interference and notification to States concerned and the ICAO;

(c) a list of procedures for the provision of assistance to an aircraft subjected to an act of unlawful seizure;

(d) an appropriate security training programme for the air traffic services personnel; and

(e) such other measures as the Authority may direct, in respect of procedures for the protection of air navigation facilities.

11. (1) (a) The demarcated zones as specified in the First Schedule are designated as Airport Security Zones.

(b) The demarcated zones as specified in the Second Schedule are designated as Airport Outstation Security Zones.

(2) The Airport Security Zone may be subdivided into distinct areas, according to the nature of the activities carried out in such areas.

(3) (a) Subject to sub-paragraph (b), no person shall be given access to, or shall enter into, an Airport Security Zone unless-

(i) he conspicuously displays a valid Airport Pass; or

(ii) he is a bona.fide passenger or crew member whose presence in certain designated areas within the Airport Security Zone is necessary.

(b) No Police Officer posted at the Central Investigation Department, the Anti Drug Smuggling Unit or the National Security Service shall be required to display conspicuously his Airport Pass whilst on duty in an Airport Security Zone.

(c) No person in charge of a vehicle shall drive, or otherwise bring, the vehicle into an Airport Security Zone unless there has been issued in respect of that vehicle a valid airport pass.

(4) No person shall be given access to, shall enter into, or shall bring any vehicle into, an Airport Outstation Security Zone unless he, or the vehicle, is duly authorised by the Authority.

(5) (a) The Airport Pass specified in paragraph (3) (a) (i) shall be issued by such person or body as may be designated by the Minister, upon payment of such fee as may be approved by the Authority and shall contain such particulars as may be required by the Authority.

(b) The issue of Airport Passes may require prior security vetting by relevant law enforcement agencies- .

(c) Any employer providing services at the airport shall, prior to applying for an Airport Pass on behalf of his or its employee, or on behalf of any contractor providing him with services at the airport, carry out such preliminary checking of the employee or contractor, as may be specified in the National Civil Aviation Security Programme.

(6) (a) The person or body designated under paragraph 5(a) shall issue circulars and notices, setting out the administrative provisions and procedures governing the issue and renewal of Airport Passes, together with the applicable charges.

(b) The procedures mentioned in sub-paragraph (a) shall include a foolproof recording system approved by the Authority and capable of storing information for a maximum period of 3 years or such other period as the National Civil Aviation Security Committee may direct.

(7) **Deleted by [GN No. 199 of 2005]**

Amended by [GN No. 199 of 2005]

12. (1) No person shall obstruct or impede any public officer or other person acting in the exercise of his powers, or in performance of his duties, under these regulations.

(2) No person shall, without lawful excuse or justification, fail to comply with any directive or instruction given to him under these regulations.

(3) Where, in relation to any aerodrome, all offence under paragraph (2) or regulation 11 is committed by any person -

(a) the employer of that person; or

(b) the owner of the vehicle, baggage, moveable property, or animal, as the case may be, which has been involved in that offence, shall also commit the like offence unless he proves that the offence was committed without his knowledge or consent and that he took all necessary steps to prevent the commission of the offence.

13. (1) Where any person having a valid excuse to be within a controlled or restricted zone is prosecuted for having contravened a special direction made under regulation 14(2), the aerodrome operator may deny him access to the controlled or restricted zone, for such period as he considers necessary, pending the outcome of the case.

(2) Where the aerodrome operator, having evidence of multiple safety or security infringements committed by any airport service provider, or its employees, or any other person, considers that the airport service provider, any of its employees or the person concerned represents a security risk to the airport and aircraft, he may, within 6 months of receiving the evidence and after serving due notice, deny access to, and revoke any authorisation or licence issued to, the airport service provider in connection with a service or business on or within airport premises, or in relation to air transportation.

(3) Where a person holds a valid air travel ticket or other acceptable valid document, or intends to purchase the same inside the Terminal for a departing flight, and the aerodrome operator is satisfied that a security risk is associated with that person, the aerodrome operator may deny access to that person to an Airport Passenger Terminal.

(4) Nothing in this regulation shall be construed as conferring or delegating any authority held by the Commissioner of Police for law and order under the Police Act or any other relevant legislation onto the aerodrome operator.

14. (1) The Authority shall, by aeronautical information publication, aeronautical information circular, airport circular or notice to aerodrome operators, issue special directions, not inconsistent with these regulations, relating to the operation, maintenance and security of any aerodrome in Mauritius.

(2) (a) Subject to sub-paragraph (b), the aerodrome operator shall, by Circular, Airport Security Notice, Aircraft Movement Notice and Airport Operator's Notice, issue special directions, not inconsistent with these regulations, relating to the management, operation, maintenance, safety and security of the aerodrome for which he holds a licence

(b) The aerodrome operator shall not issue any directions which shall be the responsibility of the Authority to issue under paragraph (1).

(3) No aerodrome operator shall refuse to comply with any direction intended to enforce safety of aircraft operations or the security of aircraft and their passengers, unless he has satisfied the National Civil Aviation Security Committee that alternative measures implemented or proposed have secured, or will secure, the desired objectives of the direction.

(4) (a) Subject to subparagraph (b), the aerodrome operator shall, in compliance with the terms and conditions of the aerodrome operator's licence issued to him and pursuant to any directions issued by the Authority, take such measures, not inconsistent with these regulations, as he deems fit and expedient, towards ensuring that the aerodrome, to which the licence relates, has developed and tested contingency plans and procedures for responding to airport and aircraft related emergencies appropriate for the nature and scale of operations at the airport of which the aerodrome forms part.

(b) Any guidance, directive, or direction, which may be addressed by the aerodrome operator to airport service providers, passengers, mail and Cargo handling agencies, aircraft owners and operators, air travellers, and the public, including visitors, relating to general security and safety of the airport, may relate to -

(i) the administrative arrangements for granting access into any part of the airport;

(ii) the delimitation and definition of restricted and controlled security zones;

(iii) the conduct of persons, and presence of motor vehicles and animals, within the airport;

(iv) the nature of security measures applicable to persons seeking entry with intent to board a departing aircraft or for any other purpose, and their baggage or other property carried into an airport security zone, whether intended for carriage by air or not;

(v) the nature of security measures applicable to any vehicle, movable property, machinery, goods, packages, entering and moving within the airport, whether consigned for transportation by air or brought into the airport in relation to any authorized purpose.

(5) Notwithstanding anything to the contrary in these regulations, the Minister may issue such directions as he deems fit on matters related to aviation security.

15. Regulation 107 of the Civil Aviation Regulations 1986 is amended by deleting paragraph (b).

16. These regulations shall come into operation on 15 July 2002.

FIRST SCHEDULE

(regulation 11 (a))

AIRPORT SECURITY ZONE

Zone A to the extent of **two hundred and forty two hectares four thousand nine hundred and ninety square metres (242Ha.4,990m^2),** being part of the limit of the Airport premises and the external wall at ground floor level of the "New Terminal Building", and is bounded as follows:-

By a line running from point **S1 (1 015 392.963mE and 974 136.588mN)** in a north westerly direction to point **S2 (1 015 379.925mE and 974 143.224mN)**; then to point **S3 (1 015 376.767mE and 974 145.464mN)**; these lines follow the alignment of the external wall of the "New Terminal Building" at ground floor level;

From the previous point **S3** in a south westerly direction to point **S4 (1 015 373.723mE and 974 143.950mN)**; from the previous point **S4** in a westerly direction to point **S5 (1 015 369.718mE and 974 143.667mN)**; then to point **S6 (1 015 361.549mE and 974 143.971mN)**; - the points between **S3 to S6** following the alignment of a masonry wall;

From the previous point **S6** in a southerly direction to point **S7 (1 015 361.466mE and 974 142.110mN).** From the previous point **S7** in a westerly direction to point **S8 (1 015 349.589mE and 974 142.699mN)** - this line following the alignment of a masonry wall;

From the previous point **S8** in a southerly direction to point **S9 (1 015 349.508mE and 974 141.063mN)**. From the previous point **S9** in a westerly direction to point **S10 (1 015 339.412mE and 974 141.507mN).** From the previous point **S10** in a north westerly direction to point **S11 (1 015 328.930mE and 974 160.444mN)** - the points between **S9** to **S11** following the alignment of a masonry wall.

From the previous point **S11** in a north easterly direction to point **S12 (1 015 334.339mE and 974 171.079mN)**; from the previous point **S12** in a north westerly direction to point **S13 (1 015 332.694mE and 974 176.119mN)**; from the previous point **S13** in a north easterly direction to point **S14 (1 015 342.752mE and 974 195.256mN)**; from the previous point **S14** in an easterly direction to point **S15 (1 015 349.780mE and 974 197.708mN)**; from the previous point **S15** in a south easterly direction to point **S16 (1 015 367.863mE and 974 188.672mN)**; then to point **S17 (1 015 372.111mE and 974 187.521mN)**; then to point **S18 (1 015 376.504mE and 974 187.780mN)**; from the previous point **S18** in a south easterly direction to point **S19 (1 015 384 791mE and 974 183.626mN)** - the points between **S12** to **S19** follow the alignment of a masonry wall.

From the previous point **S19** in a north easterly direction to point **S20 (1 015 385.876mE and 974 185.842mN)**; from the previous point **S20** in a north westerly direction to point **S21 (1 015 380.514mE and 974 188.466mN)**; from the

previous point **S21** in a north easterly direction to point **S22 (1 015 385.756mE and 974 201.966mN)** - the points between **S20** to **S22** following the alignment of the external wall of a concrete building (V.I.P Lounge and la terrasse).

From the previous point **S22** in a north westerly direction to point **S23 (1 015 383.477mE and 974 202.967mN)**; then to point **S24 (1 015 346.501mE and 974 221.517mN)** - these lines following the alignment of a security fence, intersected by a gate;

From the previous point **S24** in a northerly direction to point **S25 (1 015 345.783mE and 974 224.418mN)**; from the previous point **S25** in a north westerly direction to point **S26 (1 015 328.063mE and 974 233.643mN)** - these points between **S24** to **S26** following the alignment of a wire fence supported by galvanised pipes;

From the previous point **S26** in a Westerly direction to point **S27 (1 015 326.067mE and 974 233.369mN)**; from the previous point **S27** in a South Westerly direction to point **S28 (1 015 324.940mE and 974 231.415mN)** - these points between **S26** to **S28** follow the alignment of a concrete wall fifteen centimetres (0.15m) thick;

From the previous point **S28** in a South Westerly direction to point **S29 (1 015 320.399mE and 974 222.678mN)**; from the previous point **S29** in a South Westerly direction to point **S30 (1 015 319.993mE and 974 219.841mN)** - these points between **S28** to **S30** following a wire fence supported by galvanised pipes;

From the previous point **S30** in a South Westerly direction to point **SC31 (1 015 314.823mE and 974 209.448mN)** - this line following the alignment of the external wall of a concrete building (NAV Shelter);

From the previous point **SC31** in a North Westerly direction to point **SC32 (1 015 310.638mE and 974 211.530mN)**; this line following the alignment of the external wall of the said concrete building (NAV Shelter);

From the previous point **SC32** in a North Easterly direction to point **SC33 (1 015 316.690mE and 974 223.697mN)** - this line following part of the alignment of the common wall of the said concrete building (NAV Shelter) and another concrete building (Technical Block);

From the previous point **SC33** in a North Westerly direction to point **SC34 (1 015313.109mE and 974 225.478mN)** - this line following the alignment of the external wall of the said concrete building (Technical Block);

From the previous point **SC34** in a North Easterly direction to point **SC35 (1 015 315.051mE and 974 229.382mN)**; from the previous point **SC35** in a South Easterly direction to point **SC36 (1 015 315.498mE and 974 229.159mN)**; from the previous point **SC36** in a North Easterly direction to point **SC37 (1 015 315.921mE and 974 230.010mN)**; from the previous point **SC37** in a South Easterly direction to point **SC38 (1 015 316.772mE and 974 229.587mN)**; from the previous point **SC38** in a North Easterly direction to point **SC39 (1 015 317.195mE and 974 230.437mN)**; from the previous point **SC39** in a South Easterly direction to point **SC40 (1 015 318.046mE and 974 230.014mN)**; from the previous point **SC40** in a North Easterly direction to point **SC41 (1 015 320.219mE and 974 233.724mN)** - the points between **SC34** to **SC41** following the alignment of the external wall of a concrete building (Control Tower).

From the previous point **SC41** in a South Easterly direction to point **SC42 (1 015 321.187mE and 974 233.200mN)**; from the previous point **SC42** in a North Easterly direction to point **SC43 (1 015 322.566mE and 974 235.751mN)**; from the previous point **SC43** in a North Westerly direction to point **SC44 (1 015 312.231mE and 974 241.339mN)**; from the previous point **SC44** in a South Westerly direction to point **SC45 (1 015 310.937mE and 974 238.857mN)**; from the previous point **SC45** in a North Westerly direction to point **SC46 (1 015 302.600mE and 974 243.198mN)**; from the previous point **SC46** in a South Westerly direction to point **SC47 (1 0.15 279.134mE and 974 195.821mN)**; from the previous point **SC47** in a North Westerly direction to point **SC48 (1 015 276.380mE and 974 197.234mN)** - the points between **SC41** to **SC48** following the alignment of a wire fence supported by galvanised pipes;

From the previous point **SC48** in a South Westerly direction to point **SC49 (1 015 255.295mE and 974 156.213mN)**; this line follows partly the alignment of the external wall of a concrete building (Ramp Equipment Workshop) and partly the alignment of a wire fence supported by galvanised pipes;

From the previous point **SC49** in a North Westerly direction to point **SC50 (1 015 208.339mE and 974 181.472mN)**; from the previous point **SC50** in a Northerly direction to point **SC51 (1 015 204.138mE and 974 193.744mN)**; from the previous point **SC51** in a North Easterly direction to point **SC52 (1 015 211.998mE and 974 209.283mN)** - the points between **SC49** to **SC52** following the alignment of a wire fence supported by galvanised pipes;

From the previous point **SC52** in a North Westerly direction to point **SC53 (1 015 202.060mE and 974 214.472mN)** - this line following the alignment of a wire fence supported by galvanised pipes, intersected by a gate;

From the previous point **SC53** in a North Easterly direction to point **SC54 (1 015 203.427mE and 974 217.142mN)** - this line following the alignment of a wire fence supported by galvanised pipes;

From the previous point **SC54** in a North Westerly direction to point **SC55 (1 015 198.908mE and 974 219.404mN)** - this line following partly the alignment of a wire fence supported by galvanised pipes, intersected by a gate, and partly the alignment of the external wall of a concrete building (Gate Post);

From the previous point **SC55** in a North Easterly direction to point **SC56 (1 015 203.672mE and 974 228.657mN)** - this line following partly the alignment of the external wall of a concrete building (Shelter Fuel);

From the previous point **SC56** in a North Westerly direction to point **SC57 (1 015 158.307mE and 974 252.008mN)** - this line following partly the alignment of the external wall of the said concrete building (Shelter Fuel) and partly a wire fence supported by galvanised pipes;

From the previous point **SC57** in a South Westerly direction to point **SC58 (1 015 145.751mE and 974 227.701mN)**; from the previous point **SC58** in a North Westerly direction to point **SC59 (1 015 133.575mE and 974 234.028mN);** then to point **SC60 (1 015 115.286mE and 974 252.583mN)** - these points between **SC57** to **SC60** follow the alignment of a wire fence supported by galvanised pipes;

From the previous point **SC60** in a South Westerly direction to point **SC61 (1 015 113.706mE and 974 249.519mN)**; from the previous point **SC61** in a North Westerly direction to point **SC62 (1 015 112.525mE and 974 250.127mN)**; from the previous point **SC62** in a South Westerly direction to point **SC63 (1 015 107.584mE and 974 240.541mN)**; from the previous point **SC63** in a North Westerly direction to point **SC64 (1 015 052.430mE and 974 268.970mN)** - the points between **SC60** to **SC64** following the alignment of the external wall of a two storey concrete building at ground floor level (Air Mauritius Flight Operation - Administrative Block).

From the previous point **SC64** in a North Easterly direction to point **SC65 (1 015 055.866mE and 974 275.637mN)** - the line following the internal wall of a concrete staircase of the said two storey concrete building at ground floor level (Air Mauritius Flight Operation - Administrative Block).

From the previous point **SC65** in a North Westerly direction to point **SC66 (1 015 051.982mE and 974 277.639mN)** - the line following the width of the internal wall of the said concrete staircase.

From the previous point **SC66** in a South Westerly direction to point **SC67 (1 015 048.539mE and 974 270.959mN)** - the line following the alignment of the internal wall of the said concrete staircase.

From the previous point **SC67** in a North Westerly direction to point **SC68 (1 015 031.506mE and 974 279.734mN)** - the line following the alignment of the external wall of the said two storey concrete building at ground floor level (Air Mauritius Flight Operation - Administrative Block)

From the previous point **SC68** in a South Westerly direction to point **SC69 (1 015 027.269mE and 974 271.312mN)**; from the previous point **SC69** in a North Westerly direction to point **SC70 (1 014 999.225mE and 974 288.205mN)**; then to point **SC71 (1 014 975.891mE and 974 301.230mN)**; from the previous point **SC71** in a Northerly direction to point **SC72 (1 014 981.416mE and 974 318.231mN)**; from the previous point **SC72** in a North Easterly direction to point **SC73 (1 015 009.466mE and 974 333.664mN)**; then to point **SC74(1 015 011.404mE and 974 335.494mN)** - the points between **SC68** to **SC74** follow the alignment of a wire fence supported by galvanised pipes.

From the previous point **SC74** in a North Westerly direction to point **SC75 (1 015 007.134mE and 974 342.854mN)** - the line following the alignment of a wire fence supported by galvanised pipes, intersected by a gate.

From the previous point **SC75** in a North Easterly direction to point **SC76 (1 015 008.917mE and 974 343.808mN)** - the line following the alignment of a wire fence supported by galvanised pipes;

From the previous point **SC76** in a North Westerly direction to point **SC77 (1 015 006.558mE and 974 347.931mN)** - the line following the alignment of the said wire fence supported by galvanised pipes, intersected by a gate;

From the previous point **SC77** in a South Westerly direction to point **SC78 (1 015 000.027mE and 974 344.305mN)** - the line following partly the alignment of a wire fence supported by galvanised pipes and partly the alignment of the external wall of a concrete building (Gate Post);

From the previous point **SC78** in a North Westerly direction to point **SC79 (1 014 998 707mE and 974 347.221mN);** from the previous point **SC79** in a South Westerly direction to point **SC80 (1 014 993.629mE and 974 342.926mN)**; from the previous point **SC80** in a North Westerly direction to point **SC81 (1 014 976.242mE and 974 351.747mN)**;

From the previous point **SC81** in a South Westerly direction to point **SC82 (1 014 975.709mE and 974 350.910mN)**; from the previous point **SC82** in a North Westerly direction to point **SC83 (1 014 961.437mE and 974 358.255mN)**; from the previous point **SC83** in a North Easterly direction to point **SC84 (1 014 973.898mE and 974 382.580mN);** from the previous point **SC84** in a Northerly direction to point **SC85 (1 014 961.842mE and 974 399.249mN)**; then to point **SC86 (1 014 958.807mE and 974 404.645mN)**; then to point **SC87 (1 014 956.186mE and 974 410.083mN)**; then to point **SC88 (1 014 950.602mE and 974 427.203mN)**; from the previous point **SC88** in a North Easterly direction to point **SC89 (1 014 953.531mE and 974 435.596mN)**; from the previous point **SC89** in a Northerly direction to point **SC90 (1 014 963.114mE and 974 481.999mN)**; then to point **SC91 (1 014 964.989mE and 974 490.654mN)**; then to point **SC92 (1 014 973.454mE and 974 520.144mN);** from the previous point **SC92** in a North Easterly direction to point **SC93 (1 015 002.388mE and 974 535.918mN)**; from the previous point **SC93** in an Easterly direction to point **SC94 (1 015 035.355mE and 974 526.471mN)**; from the previous point **SC94** in a North Easterly direction to point **SC95 (1 015 066. 718mE and 974 524.890mN)** - the points between **SC78** to **SC95** following the alignment of a wire fence supported by galvanised pipes.

From the previous point **SC95** in a North Easterly direction to point **S96 (1 015 160.387mE and 974 575.858mN);** from the previous point **S96** in a North Westerly direction to point **S97 (1 015 133.354mE and 974 625.446mN)**; from the previous point **S97** in a Westerly direction to point **S98 (1 015 121.777mE and 974 625.181mN)**; from the previous point **S98** in a North Westerly direction to point **S99 (1 015113.610mE and 974 634.442mN)** - the points between **SC95**, **S96** to **S99** following the alignment of a concrete wall.

From the previous point **S99** in a North Westerly direction to point **S100 (1 015 108.109mE and 974 635.790mN)** - the line following the alignment of the external wall of a concrete building.

From the previous point **S100** in a South Westerly direction to point **S101 (1 015 106.291mE and 974 628.576mN)** - the line following the alignment of the external wall of the said concrete building;

From the previous point **S101** in a North Westerly direction to point **S102 (1 015 086.073mE and 974 656.811mN)**; from the previous point **S102** in a North Westerly direction to point **S103 (1 015 063.673mE and 974 667.674mN)**; from the previous point **S103** in a Westerly direction to point **S104 (1 015 046.999mE and 974 671.589mN)** - the points between **S101** to **S104** following the alignment of a concrete wall;

From the previous point **S104** in a Westerly direction to point **S105 (1 015 042.976mE and 974 672.790mN)**; from the previous point **S105** in a North Westerly direction to point **S106 (1 014 667.129mE and 974 865.917mN)**; then to point **S107 (1 014 591.926mE and 974 902.007mN)**; then to point **S108 (1 014 543.189mE and 974 923.838mN)**; from the previous point **S108** in a Westerly direction to point **S109 (1 014 531.347mE and 974 926.234mN)**; then to point **S110 (1 014 518.723mE and 974 927.782mN)**; from the previous point **S110** in a North Westerly direction to point **S111 (1 014 500.924mE and 974 951.957mN)**; from the previous point **S111** in a North Easterly direction to point **S112 (1 014**

508.778mE and 974 963.714mN); from the previous point **S112** in a North Westerly direction to point **S113 (1 014 481.407mE and 974 984.709mN)**; then to point **S114 (1 014 454.705mE and 975 003.660mN)**; then to point **S115 (1 014 443.077mE and 975 013.137mN)**; then to point **S116 (1 014 430.465mE and 975 025.953mN)**; then to point **S117 (1 014 327.714mE and 975 177.144mN)**;

From the previous point **S117** in a North Easterly direction to point **S118 (1 014 368.555mE and 975 257.102mN)**; from the previous point **S118** in a South Easterly direction to point **S119 (1 014 565.255mE and 975 155.673mN)**; from the previous point **S119** in a North Easterly direction to point **S120 (1 014 645.586mE and 975 201.266mN)**; then to point **S121 (1 014 670.470mE and 975 237.897mN)**; then to point **S122 (1 014 676.355mE and 975 246.615mN)**; from the previous point **S122** in a South Easterly direction to point **S123 (1 014 884.191mE and 975 130.110mN)**; then to point **S124 (1 017 187.362mE and 973 950.691mN)**; then to point **S125 (1 017 441.586mE and 973 820.831mN)**; then to point **S126 (1 017 766.467mE and 973 652.790mN)**; from the previous point **S126** in a South Easterly direction to point **S127 (1 017 902.805mE and 973 432.156mN)**; then to point **S128 (1 017 906.671mE and 973 416.754mN)**; from the previous point **S128** in a South Easterly direction to point **S129 (1 017 940.480mE and 973 399.322mN)**; from the previous point **S129** in a South Westerly direction to point **S130 (1 017 926.849mE and 973 370.717mN)**;

From the previous point **S130** in a Westerly direction to point **S131 (1 017 921.118mE and 973 370.001mN)**; from the previous point **S131** in a North Westerly direction to point **S132 (1 017 906.608mE and 973 375.872mN)**; from the previous point **S132** in a South Westerly direction to point **S133 (1 017 903.036mE and 973 367.887mN)**; from the previous point **S133** in a Westerly direction to point **S134 (1 017 709.462mE and 973 345.746mN)**; from the previous point **S134** in a Westerly direction to point **S135 (1 017 309.828mE and 973 514.968mN)**; then to point **S136 (1 017 229.992mE and 973 553.906mN)**; from the previous point **S136** in a Southerly direction to point **S137 (1 017 262.923mE and 973 279.440mN)**; from the previous point **S137** in a South Westerly direction to point **S138 (1 017 253.271mE and 973 213.388mN)**; from the previous point **S138** in a South Westerly direction to point **S 139 (1 017 212.007mE and 973 157.367mN)**; from the previous point **S139** in a South Westerly direction to point **S140 (1 017 152.556mE and 973 124.169mN)**;

From the previous point **S140** in a Westerly direction to point **S141 (1 016 820.710mE and 973 042.660mN);** from the previous point **S141** in a North Westerly direction to point **S142 (1 016 761.850mE and 973 275.779mN)**; from the previous point **S142** in a North Westerly direction to point **S143 (1 016 450.594mE and 973 421.000mN)**; then to point **S144 (1 016 287.260mE and 973 499.498mN)**; then to point **S145 (1 016 086.031mE and 973 609.789mN)**; from the previous point **S145** in a North Westerly direction to point **S146 (1 015 831.816mE and 973 675.787mN)**; from the previous point **S146** in a Westerly direction to point **S147 (1 015 777.558mE and 973 671.268mN)**; then to point **S148 (1 015 733.292mE and 973 679.644mN)**; from the previous point **S148** in a North Westerly direction to point **S149 (1 015 669.424mE and 973 717.942mN)**; from the previous point **S149** in a Westerly direction to point **S150 (1 015 418.438mE and 973 783.022mN)** - the points between **S104** to **S150** following the alignment of a wire fence supported by concrete poles;

From the previous point **S150** in a North Westerly direction to point **S151 (1 015 406.896mE and 973 791.294mN)** - the line following the alignment of a wire fence, supported by concrete poles, intersected by a gate (F Gate);

From the previous point **S151** in a North Easterly direction to point **S152 (1 015 482.705mE and 973 953.162mN)** - this line follows the alignment of a wire fence, supported by concrete poles;

From the previous point **S152** in a North Easterly direction to point **S153 (1 015 484.584mE and 973 957.624mN)** - this line crosses a concrete building;

From the previous point **S153** in a North Easterly direction to point **S154 (1 015 510.317mE and 973 993.870mN)** - this line following the alignment of a wire fence supported by concrete poles;

From the previous point **S154** in a North Westerly direction to point **S155 (1 015 505.226mE and 973 996.428mN)** - this line following a wire fence supported by concrete poles, intersected by a gate (Police Gate); then to point **S156 (1 015 499.641mE and 973 999.277mN)** - this line following the external alignment of a concrete ramp;

From the previous point **S156** in a North Easterly direction to point **S157 (1 015 512.149mE and 974 023.894mN)** - this line following the external alignment of the said concrete ramp;

From the previous point **S157** in a Northerly direction to point **S158 (1 015 520.138mE and 974 043.855mN)** - this line follows the external alignment of a concrete building at basement level;

From the previous point **S158** in a North Westerly direction to point **S159 (1 015 510.372mE and 974 066.064mN);** then to point **S160 (1 015 493.384mE and 974 074.710mN)** - the points between **S158** to **S160** following the alignment of the external wall of the said concrete building at basement level.

From the previous point **S160** in a North Easterly direction to point **S161 (1 015 496.557mE and 974 080.944mN);** from the previous point **S161** in a North Westerly direction to point **S162 (1 015 466.403mE and 974 096.291mE);** from the previous point **S162** in a North Westerly direction to point **S163 (1 015 465.910mE and 974 095.324mN);** from the previous point **S163** in a North Westerly direction to point **S164 (1 015 436.104mE and 974 110.494mN);** from the previous point **S164** in a South Westerly direction to point **S165 (1 015 434.756mE and 974 107.847mN);** from the previous point **S165** in a Westerly direction to point **S166 (1 015 429.376mE and 974 106.014mN);** from the previous point **S166** in a North Westerly direction to point **S167 (1 015 412.884mE and 974 114.408mN);** from the previous point **S167** in a South Westerly direction to point **S168 (1 015 412.671mE and 974 113.989mN).**

From the previous point **S168** in a North Westerly direction to point **S169 (1 015 395.631mE and 974 122.661mN)**; from the previous point **S169** in a South Westerly direction to point **S170 (1 015 395.427mE and 974 122.260mN)** - the points between **S160** to **S170** following the alignment of the external wall of the said "New Terminal Building" at basement level (welcomer's area).

From the previous point **S170** in a North Westerly direction to point **S171 (1 015 392.000mE and 974 124.004mN)** - this line follows partly the alignment of the external wall of the said "New Terminal Building" at basement level (welcomer's area) and partly the internal wall of a concrete staircase.

From the previous point **S171** in a South Westerly direction to point **S172 (1 015 391.686mE and 974 123.384mN)**; from the previous point **S172** in a North Westerly direction to point **S173 (1 015 387.274mE and 974125.615mN)** - the points between **S171** to **S173** following the internal wall of the said concrete staircase.

From the previous point **S173** in a North Easterly direction to the starting point **S1** at first floor level - the line following partly the internal wall of the said concrete staircase,

but excluding

(i) the first floor level of the two storey concrete building, being the administrative block of Air Mauritius and having an extent of **nine hundred and eleven square metres (911.00m^2)** and is bounded within the coordinates as follows:-

By a line running from point **C212 (1 015 114.564mE and 974 274.537mN)** in a South Easterly direction to point **C211 (1 015 124.075mE and 974 269.634mN);** this line follows the alignment of the internal wall of a two storey concrete building at first floor level (Air Mauritius Flight Operation - Administrative Block); from the previous point **C211** in a South Westerly direction to point **SC60 (1 015 115.286mE and 974 252.583mN)**; then to point **SC61 (1 015 113.706mE and 974 249.519mN)**; from the previous point **SC61** in a North Westerly direction to point **SC62 (1 015 112.525mE and 974 250.127mN)**; from the previous point **SC62** in a South Westerly direction to point **SC63 (1 015 107.584mE and 974 240.541mN)**; from the previous point **SC63** in a North Westerly direction to point **SC64 (1 015 052.430mE and 974 268.970mN)** - the points between **C211** to **SC64** following the alignment of the said external wall of the two storey concrete building at first floor level (Air Mauritius Flight Operation - Administrative Block);

From the previous point **SC64** in a North Easterly direction to point **SC65 (1015 055.866mE and 974 275.637mN)**; then to point **C214 (1 015 057.371mE and 974 278.556mN)**; this line follows the alignment of the internal wall of a concrete staircase and partly the alignment of the external wall of the said two storey concrete building at first floor level (Air Mauritius Flight Operation - Administrative Block); from the previous point **C214** in a South Easterly direction to point **C213 (1 015 104.196mE and 974 254.422mN)**; finally, from the previous point **C213** in a North Easterly direction to the starting point **C212** - the points between **C214** to **C212** following the alignment of the internal wall of the said two storey concrete building at first floor level (Air Mauritius Flight Operation - Administrative Block).

(ii) Part of the first floor level of the "New Terminal Building" being the departure hall, having an extent of **two thousand four hundred and sixty two square metres (2,462.00m2)**, and is bounded within the coordinates as follows:-

By a line running from point **S1 (1 015 392.963mE and 974 136.588mN)** in South Easterly direction to point **S210 (1 015 462.376mE and 974 101.281mN)**; this line follows the alignment of the external wall of the said "New Terminal Building" at first floor level (Departure Hall).

From the previous point **S210** in a North Westerly direction to point **S209 (1 015 470.178mE and 974 116.610mN)**; from the previous point **S209** in a South Easterly direction to point **S208 (1 015 470.383mE and 974 116.506mN)**; from the previous point **S208** in a North Easterly direction to point **S207 (1 015 474.011mE and 974 123.536mN)**; from the previous point **S207** in a South Easterly direction to point **S206 (1 015 479.204mE and 974 120.892mN)**;

From the previous point **S206** in a South Westerly direction to point **S205 (1 015 478.388mE and 974 119.288mN)**; from the previous point **S205** in a South Easterly direction to point **S204 (1 015 483.559mE and 974 116.656mN)**; from the previous point **S204** in a South Westerly direction to point **S203 (1 015 482.529mE and 974 114.633mN)**;

From the previous point **S203** in a South Easterly direction to point **S202 (1 015 491.816mE and 974 109.906mN)**; from the previous point **S202** in a South Westerly direction to point **S201 (1 015 490.074mE and 974 106.484mN)**; from the previous point **S201** in a South Easterly direction to point **S200 (1 015 495.893mE and 974 103.522mN)**; from the previous point **S200** in a North Easterly direction to point **S199 (1 015 496.805mE and 974 105.313mN)**; from the previous point **S199** in a South Easterly direction to point **S198 (1 015 501.030mE and 974 103.163mN)**; from the previous point **S198** in a South Westerly direction to point **S197 (1 015 499.533mE and 974 100.222mN)**; from the previous point **S197** in a South Easterly direction to point **S196 (1 015 500. 734mE and 974 199.611mN)**;

From the previous point **S196** in a North Easterly direction to point **S195 (1 015 502.947mE and 974 103.960mN)**; from the previous point **S195** in a South Easterly direction to point **S194 (1 015 503.864mE and 974 103.493mN)**; from the previous point **S194** in a North Easterly direction to point **S193 (1 015 505.094mE and 974 105.909mN)**; from the previous point **S193** in a South Easterly direction to point **S192 (1 015 509.701mE and 974 103.563mN)**; from the previous point **S192** in a South Westerly direction to point **S191 (1 015 508.472mE and 974 101.148mN)**; from the previous point **S191** in a South Easterly direction to point **S190 (1 015 510.329mE and 974 .102.203mN)**; from the previous point **S190** in a North Easterly direction to point **S189 (1 015 511.558mE and 974.102.619mN)**;

From the previous point **S189** in a South Easterly direction to point **S188 (1 015 516.306mE and 974 100.202mN)**; from the previous point **S188** in a South Westerly direction to point **S187 (1 015 515.077mE and 974 097.787mN)**; from the previous point **S187** in a South Easterly direction to point **S186 (1 015 515. 799mE and 974 097.419mN)**; from the previous point **S186** in a South Westerly direction to point **S185 (1 015 508.941mE and 974 083.697mN)**; from the previous point **S185** in a North Westerly direction to point **S184 (1 015 502.658mE and 974 086.895mN)**; from the previous point **S184** in a South Westerly direction to point **S183 (1 015 500.186mE and 974 082.038mN)**; the points between **S210** to **S183** following the alignment of the internal wall of the "New Terminal Building" at first floor level (Departure Hall).

From the previous point **S183** in a South Easterly direction to point **S182 (1 015 506.439mE and 974 078.855mN)**; from the previous point **S182** in a South Westerly direction to point **S181 (1 015 505.626mE and 974 077.259mN)**; from the previous point **S181** in a South Easterly direction to point **S180 (1 015 514.275mE and 974 072.857mN)**; from the previous point **S180** in a South Westerly direction to point **S179 (1 015 514.187mE and 974 072.683mN)**;

from the previous point **S179** in a South Easterly direction to point **S178 (1 015 517.859mE and 974 070.814mN)**; the points between **S183** to **S178** following the alignment of the external wall of a concrete building at first floor level.

From the previous point **S178** in a South Westerly direction to point **S177 (1 015 517.510mE and 974 070.128mN)** - this line following the alignment of the external wall of a concrete building.

From the previous point **S177** in a South Westerly direction to point **S176 (1 015 525.689mE and 974 057.339mN);** from the previous point **S176** in a Southerly direction to point **S175 (1 015 526.190mE and 974 042.166mN);** from the previous point **S175** in a South Westerly direction to point **S174 (1 015 517.754mE and 974 021.068mN);** then to point **S155 (1 015 505.226mE and 973 996.428mN)** - the points between **S177 to S155** following the alignment of a wire fence supported by concrete poles.

From the previous point **S155** in a North Westerly direction to point **S156 (1 015 499.641mE and 973 999.277mN)** - the line following the external alignment of a concrete ramp;

From the previous point **S156** in a North Easterly direction to point **S157 (1 015 512.149mE and 974 023.894mN)** - the line following the external alignment of the said concrete ramp;

From the previous point **S157** in a Northerly direction to point **S158 (1 015 520.138mE and 974 043.855mN)**; this line follows the external alignment of a concrete building at basement level.

From the previous point **S158** in a North Westerly direction to point **S159 (1 015 510.372mE and 974 066.064mN);** then to point **S160 (1 015 493.384mE and 974 074.710mN)** - the points between **S158 to S160** following the alignment of the external wall of the said concrete building at basement level;

From the previous point **S160** in a North Easterly direction to point **S161 (1 015 496.557mE and 974 080.944mN)**; from the previous point **S161** in a North Westerly direction to point **S162 (1 015 466.403mE and 974 096.291mE)**; from the previous point **S162** in a North Westerly direction to point **S163 (1 015 465.910mE and 974 095.324mN)**; from the previous point **S163** in a North Westerly direction to point **S164 (1 015 436.104mE and 974 110.494mN)**; from the previous point **S164** in a South Westerly direction to point **S165 (1 015 434.756mE and 974 107.847mN)**; from the previous point **S165** in a Westerly direction to point **S166 (1 015 429.376mE and 974 106.014mN)**.

From the previous point **S166** in a North Westerly direction to point **S167 (1 015 412.884mE and 974 114.408mN)**; from the previous point **S167** in a South Westerly direction to point **S168 (1 015 412.671mE and 974 113.989mN)**; from the previous point **S168** in a North Westerly direction to point **S169 (1 015 395.631mE and 974 122.661mN)**; from the previous point **S169** in a South Westerly direction to point **S170 (1 015 395.427mE and 974 122.260mN)** - the points between S160 to S170 following the alignment of the external wall of the said "New Terminal Building" at basement level (welcomer's area).

From the previous point **S170** in a North Westerly direction to point **S171 (1 015 392.000mE and 974 124.004mN)** - the line following partly the alignment of the external wall of the said "New Terminal Building" at basement level (welcomer's area) and partly the internal wall of a concrete staircase.

From the previous point **S171** in a South Westerly direction to point **S172 (1 015 391.686mE and 974 123.384mN)**; from the previous point **S172** in a North Westerly direction to point **S173 (1 015 387.274mE and 974 125.615mN)** - the points between **S171** to **S173** follow the internal wall of the said concrete staircase.

From the previous point **S173** in a North Easterly direction to the starting point S1 at first floor level - this line following partly the internal wall of the said concrete staircase.

Added by [GN No. 199 of 2005]

SECOND SCHEDULE

(regulation 11(1) (b))

AIRPORT OUTSTATION SECURITY ZONES

1. HF Farm, Plaisance to the extent of 38791.18m^2 and bounded by a line running from point A (20°26' 31.58"S) (57°40'31.89"E) to point B (20°26'27.41"S) (57°40'34.75"E) to point C (20°26'31.83"S) (57°40'42.05"E) to point D (20°26'36.08"S) (57°40'39.16"E) to point A (20°26' 31.58"S) (57°40'31.89"E).

2. Fan Marker, Blue Bay to the extent of 261.97m^2 and bounded by a line running from point A (20°26'35.91 "S) (57°42'38.93"E) to point B (20°26'36.39"S) (57°42'38.90"E) to Point C (20°26'36.51"S) (57°42'39.64"E) to Point D (20°26'36.31"S) (57°42'39.78"E) to Point A (20°26' 35.91"S) (57°42'38.93"E)

3. Non Directional Beacon, Flic en Flac to the extent of 5002.51m^2 and bounded by a line running from point A (20°16'53.30"S) (57°22'19.86"E) to point B (20°16'53.18"S) (57°22'19.76"E) to Point C (20°16'52.78"S) (57°22'17.39"E) to Point D (20^{o}16'55.02S) (57°22'16.97"E) to point E (20°16'55.41"S) (57°22'19.34"E) to point A (20°16' 53.30"S) (57°22'19.86"E)

4. DVOR/DME, Grand Bay to the extent of 9545.50m^2 and bounded by a line running from point A (20°00' 52.03"S) (57°36'02.84"E) to point B (20^{o}00.54.86"S) (57°36'03.95"E) to Point C (20°00'54.95"S) (57°36'04.22"E) to Point D (20°00'53.87"S) (57°36'07.17"E) to Point E (20°00'50.91"S) (57°36'05.97"E) to Point A (20°00'52.03"S) (57°36'02.84"E)

5. Outer Marker, Rose Belle to the extent of 341.78m^2 and bounded by a line running from point A (20°23' 39.00"S) (57°36'32.09"E) to point B (20°23'39.44"S) (57°36'31.85"E) to point C (20°23'39.15"S) (57°36'31.25"E) to point D (20°23'38.58"S) (57°36'31.56"E) to point A (20°23'39.00"S) (57°36'32.09"E).

6. Area Control Centre, Plaisance to the extent of 26524.38m^2 and bounded by a line running from point A (20°26'12.22"S) (57°40'33.33"E) to point B (20^{o}26'10.89"S) (57°40'29.49"E) to point C(20^{o}26'10.48"S) (57°40'29.60"E) to point D (20°26'09.63"S) (57°40'26.28"E) to point E (20°26'06.51"S) (57°40'27.14"E) to point F (20°26'07.36"S) (57°40'30.47"E) to point G (20^{o}26'06.67"S) (57°40'30.67"E) to point H (20^{o}26'07.59S) (57°40'34.64"E) to point A (20°26'12.22"S) (57°40'33.33"E)

7. DVOR/DME Ruisseau Copeaux, Plaisance to the extent of 10178.68m^2 and bounded by a line running from point A (20°25'12.90"S) (57°39'47.09"E) to point B (20°25'12.60"S) (57°39'46.49"E) to point C (20°25' 11.44"S) (57°39'47.11"E) to point D (20° 25'09.96"S) (57°39'44.05"E) to point E (20°25' 12.71"S) (57°39' 42.60"E) to point F (20°25'12.95"S) (57°39'42.78"E) to point G (20°25'14.30"S) (57°39'45.56"E) to point H (20°25'13.17"S) (57°39'46.17"E) to point I (20°25'13.47"S) (57°39'46.78"E) to point A (20°25'12.90"S) (57°39'47.09"E)

Added by [GN No. 199 of 2005]