

Civil Aviation (Security) (Amendment) Regulations 2005

GN No. 199 of 2005

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) (Amendment) Regulations 2005**.

2. In these regulations -

"principal regulations" means the **Civil Aviation (Security) Regulations 2002**.

3. The principal regulations are amended -

(a) in regulation 11

(i) by deleting paragraph (1) and replacing it by the following paragraph -

(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.

(ii) by deleting paragraph (7); and

(b) by adding the First and Second Schedules set out in the Schedule to these regulations.

4. These regulations shall come into operation on 15th December 2005.

Made by the Minister on 12th December 2005.

FIRST SCHEDULE

(regulation 3 (b))

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.4,990m²)**, 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 (1 015 279.134mE 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 (911.00m²)** 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.

SECOND SCHEDULE

(regulation 11(1) (b))

AIRPORT OUTSTATION SECURITY ZONES

1. HF Farm, Plaisance to the extent of 38791.18m² 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 261.97m² 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 5002.51m² 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°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 9545.50m² and bounded by a line running from point A (20°00' 52.03"S) (57°36'02.84"E) to point B (20°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 341.78m² 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 26524.38m² and bounded by a line running from point A (20°26'12.22"S) (57°40'33.33"E) to point B (20°26'10.89"S) (57°40'29.49"E) to point C(20°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°26'06.67"S) (57°40'30.67"E) to point H (20°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 10178.68m² 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)