

REPUBLIC OF MAURITIUS

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AVIATION SECURITY DIRECTIVE

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VALIDITY: With effect from Wednesday 01 March 2023 and until further notice, this Aviation Security Directive repeals and replaces Aviation Security Directive ASD 04 of 2008 and ASD 06 of 2013.	Directive No: ASD 01 of 2023
	Issue Date: 23 January 2023

Subject: Access Control and Sub-Division of the Airside and Security Restricted Area at Airports in the Republic of Mauritius

1.0 Purpose of the Aviation Security Directive

- 1.1 This Aviation Security Directive (ASD) is issued, pursuant to the provisions of regulations 26 and 42(1) of the Civil Aviation (Security) Regulations 2019, for guidance and necessary actions to be taken in respect of access control. The ASD also describes the sub-division of the airside and Security Restricted Area (SRA), into distinct zones at airports in the Republic of Mauritius. The ASD includes the requirements and responsibilities of organisations and persons seeking access to the airside and Security Restricted Areas at SSR International Airport (SSRIA) and Plaine Corail Airport (PCA).

2.0 General

- 2.1 "Airside" means the movement area of an airport, adjacent terrain and buildings or portions thereof access to which is controlled. The airside areas are described in the First Schedule and Second Schedule of the Civil Aviation (Security) Regulations 2019 for SSRIA and PCA respectively. Police is responsible to control access from landside to airside areas.
- 2.2 "Security restricted areas" are those areas of the airside of an airport which are identified as priority risk areas where in addition to access control, other security controls are applied. For the purpose of this ASD, SRAs are described in the Third Schedule and Fourth Schedule of the Civil Aviation (Security) Regulations 2019 for SSRIA and PCA respectively.

- 2.3 “Aviation Security Identification Card (ASIC)” is a permit in the form of cards or other documentation issued to individual persons employed at airports or who otherwise have a need for authorised access to the Airside or SRAs. Its purpose is to identify the individuals who have been authorised access. Vehicle ASICs are issued and used for similar purposes to allow vehicular access.
- 2.4 “An authorised signatory” is a person, designated to the Appropriate Authority by his/her organisation, who is responsible for requesting ASICs (individual and vehicles) in favour of employees of his/her organization and for visitors/contractors/concessionaires/tenants for access to airside and/or SRA.
- 2.5 “Background check” check of a person’s identity and previous experience, including criminal history and any other security related information relevant for assessing the person’s suitability, in accordance with national legislation.
- 2.6 “Access Control Points” are access control points to the Airside and are controlled by Airport Police. The access control points are described at paragraph 4.3.
- 2.7 “Vulnerable point” means any facility on or connected with an airport, found within the areas described in the Fifth and Sixth Schedules (of the Civil Aviation Security Regulations 2019), which, if damaged or destroyed, would seriously impair the functioning of the airport.
- 2.8 “Security Check Points” are access control points to SRAs where, in addition to access control, other security controls are applied, including screening. The security check points are described at paragraph 4.3.
- 2.9 The Director of Civil Aviation is responsible for issuance of ASICs (individual and vehicles).
- 2.10 This ASD describes:
- (a) the ASIC System used to control access to airside and SRAs;
 - (b) access control measures and procedures applicable to persons seeking entry into an airside and SRAs;
 - (c) the division of the airside and SRA into distinct zones, with regard to the nature of the activities carried out in the airside and SRA;
 - (d) the doors giving access to zones in the passenger terminal building which are equipped with an electronic access control capability; and
 - (e) the aviation security responsibilities of organisations and ASIC holders with respect to use of ASICs.

3.0 Aviation Security Identification Card System

- 3.1 The Director of Civil Aviation is responsible for controlling and administering the ASIC system within the Republic of Mauritius. For this purpose, the Department of Civil Aviation (DCA) Permit Office is responsible for the processing of all applications, verifications and issuance of ASIC in Mauritius and Rodrigues. The types of ASIC issued by the DCA Permit Office shall be described in an Aviation Security Circular issued by the Director of Civil Aviation.

- 3.2 Access to the airside and SRA at SSRIA and PCA shall be controlled by using the ASIC.
- 3.3 The airside and SRA are divided into zones for better access control and each zone is annotated by means of alphabetical coding. The zones and annotated codes are described at Paragraph 4.1 of this directive.
- 3.4 ASICs, both individual and vehicle, shall indicate, by means of the annotated codes and colour coding, the zones/gates a particular person or vehicle is authorised access.
- 3.5 Where an electronic access control system is in place, an electronic ASIC will be issued.
- 3.6 The employer shall submit applications for ASICs through their authorised signatories to the Director of Civil Aviation, supplying full personal details and job descriptions, as well as reasons for the employees' need for access. The mode of application for ASICs shall be described in an Aviation Security Circular issued by the Director of Civil Aviation.
- 3.7 Authorised signatories requesting access for their staff/visitors/contractors and vehicles to the airside/SRA must ensure that access is granted only to those with an operational need or other legitimate reason to be there. Any authorised signatory who does not abide to the procedures may be subject to sanctions such as removal of his/her name from the authorised signatory list and/or cancellation or revocation of his/her ASIC after enquiry.
- 3.8 Authorised signatories requesting unescorted access to the airside and/or SRAs for their staff, contractors or other persons, shall ensure that their staff, contractors, or such other persons are holders of a clean Certificate of Character (CoC) issued not more than one year from the date of application of ASIC, confirming that the staff, contractors and/or other persons concerned have not been convicted of any crime or misdemeanor in Mauritius. This shall not apply to persons applying for provisional ASICs. Such persons, if granted provisional ASIC shall be under escort of the requesting organisation at all time while in the airside and/or SRA.
- 3.9 Authorised signatories requesting unescorted access to the airside and/or SRAs, for foreigners shall ensure that they are holders of a clean Certificate of Character (CoC) issued not more than one year from the date of application of ASIC, confirming that they have not been convicted of any crime or misdemeanor in their respective countries. In addition, work permit or occupational permit of the foreigners must be submitted.
- 3.10 ASICs shall have defined periods of validity that does not exceed two years. To prevent administrative difficulties in issuance and renewal of ASICs, staggered periods of validity may be established. ASICs shall clearly display the essential information required to establish the bona fides of the ASIC holder, including but not limited to, expiry date, zones where access are authorised, name of holder, name of employer/sponsor, permit's serial number, etc.
- 3.11 An ASIC is issued for identification purposes only and does not confer right of entry. Each time access is sought, the holder is required to substantiate, to the officer controlling access to each area/premise, on the needs and right for entry.
- 3.12 ASIC holders must conspicuously display their ASICs, at chest level on outer garment at all times when within the airside and/or SRAs and the ASIC should be shown on demand to any authorised officer such as security staff, police, customs and passport and immigration officers.

- 3.13 Where it is incompatible with the nature of the duty to be performed, or where it is impractical or otherwise undesirable, to conspicuously display the ASIC, the Director of Civil Aviation may grant exemptions from the conspicuous wearing of the ASIC in such specific security zones and during such period of time corresponding to specific phases of activity, as it may determine, to selected holders of ASICs.
- 3.14 Notwithstanding that an exemption has been granted under paragraph 3.13, an exempted holder shall always carry his/her ASIC and make it readily available for inspection by an authorised officer when seeking access or while inside the airside/SRA.
- 3.15 The ASIC does not convey authority to board an aircraft, except for authorised personnel.

4.0 Zoning and Access Control

4.1 Zoning of Airside and SRA

4.1.1 The area within the airport perimeter fence are divided into low risk and priority risk areas which are the airside and SRA respectively. In order to exercise better control over the movement of persons and vehicles, the airside and SRAs at the airports in the Republic of Mauritius are divided into distinct zones, based on the functions carried out in those zones. Each zone shall be annotated by numerical and/or alphabetical coding (including codes for combined zones), as described below. Airports of Mauritius Co Ltd (AML) and Airport of Rodrigues Ltd (ARL) shall ensure that each zone is indicated by a marking or sign affixed at the point of entry to the zones.

(i) Alphabetical codes for zones and combined zones for SSRIA:

Table A: Alphabetical codes for zones and combined zones, for persons:

	Zones	Alphabetical Code for each zone	Alphabetical code for combined zones
SRA	Departure Waiting Area (Sterile area)	D	
	Baggage Make up Area	B	
	Tarmac/Active Apron	T	
	VIP Processing Area	V	
	Hangar Areas/Airside Road	H	
	Arrival Customs Area	M	} A
	Arrival Immigration Area	I	
Airside (excluding SRA)	North West Region	N	} X
	South East Region	S	
	Tour Operators Hall	O	

Table B: Alphabetical, numerical and colour codes, for vehicles:

	Zones	Alphabetical Code for each zone	Alphabetical /colour code for combined zones	Security Check Point/ Gate
SRAs	Tarmac/Active Apron	T	Dark Pink	2 (for SCP No 2)
	Hangar Areas/Airside-Road	H		4 (for SCP No 4)

Region	Gate	Colour Code	Alphabetical Code
North West Region	Main Gate (Entry and Exit)	Yellow	G
	Qantas Gate		Q
South East Region	E-Gate		E
	D-Gate		F

(ii) Alphabetical codes for zones for PCA:

Table C: Alphabetical codes for zones, for persons:

Sn	Zone	Annotated Code
Airside:		
01	North Region	N
Security Restricted Area:		
01	Departure Waiting Area (Sterile area)	D
02	Baggage Make up Area	B
03	Tarmac/Active Apron	T
04	Arrival Hall	A

Table D: Alphabetical and colour codes for vehicles:

Region	Zone	Colour Code	Alphabetical Code
Security Restricted Area	North Zone	Pale Yellow	N
	Tarmac/ Active Apron	Bluish Green	NT

4.2 Access Control

4.2.1 Access to the airside and SRAs shall be restricted to persons with clear operational need to enter by virtue of their duties. No person shall be given access to, or enter, or remain inside the airside or SRA unless he/she:

- (a) is a bona fide passenger in possession of legitimate travel documents and proof of travel on a commercial or general aviation aircraft for the date; or

- (b) is the holder of and conspicuously displays a valid ASIC for unescorted access, on the outer garment, at chest level, during the time of stay inside the airside or security restricted area or vulnerable point;
- (c) is the holder of a valid ASIC for unescorted access and, by virtue of his/her profession, is exempted to conspicuously display his/her ASIC but shall show his/her ASIC on demand to any authorised officer;
- (d) is a crew of commercial air transport operators;
- (e) is a crew of general aviation aircraft;
- (f) is a bona fide approved essential service personnel responding to a known or verified full emergency alert;
- (g) is a visitor or contractor in possession of a provisional pass or special non-electronic ASIC (“with escort”) and is escorted by a representative (holding a valid ASIC without escort) of the organisation that requested the ASIC;
- (h) has been otherwise permitted by the Director of Civil Aviation and is accompanied by the holder of a valid ASIC for the SRA/Airside, as the case may be; and
- (i) In the case of a vehicle, the driver is in the possession of a valid ASIC in respect of the vehicle or, in the absence of an ASIC, access in the airside and/or SRA has been otherwise permitted by the Director of Civil Aviation.

4.2.2 Meeters and greeters shall be allowed access to:

- (a) the VIP Lounge and State Lounge as per the list issued by Airport Terminal Operations Ltd in coordination with the Prime Minister’s Office for SSRIA;
- (b) Jet Prime Terminal (airside, excluding SRA) as per the list issued by Airport Terminal Operations Ltd;
- (c) the VIP Lounge as per the list issued by Airport of Rodrigues Ltd, as provided by the Rodrigues Regional Assembly, for PCA; and
- (d) The list issued under section 4.2.2 above shall be deemed to be approved by the Director of Civil Aviation for access control purposes.

4.2.3 Depending on the nature of activity for which the holder of an ASIC is allowed access by the Director of Civil Aviation, access may be granted to the airside/SRA either electronically or upon visual checks of ASICs by Airport Police personnel. Where access is allowed electronically, Airport Police shall ensure that only the person(s) who presented their ASIC get access to that zone and that there is no tailgating.

4.2.4 Access to SRAs is controlled by AML and ARL at designated Security Check Points. All persons (other than Police Officers in uniform on official duty) together with carry-on items and vehicles, seeking access to the SRAs through the Security Check Points shall be

subjected to security controls which include screening. AML and ARL will also supervise the movement of persons and vehicles in the SRAs.

- 4.2.5 Police officers in uniform attending to official duties and seeking access to the SRAs shall be subjected to access control measures, including screening by Police officers who have been certified as screener by the Authority. Items carried by Police (other than tools of trade) and police vehicle shall be screened by AML and ARL at SSRIA and PCA respectively.
- 4.2.6 Where an electronic access control system is installed, access to and/or between zones in the SRA shall be controlled electronically. The doors giving access to the distinct zones in the passenger terminal, as listed at Annex A, are equipped with an electronic access control capability.
- 4.2.7 AML shall ensure that the electronic access control doors giving access to and/or between zones in the SRA are under camera surveillance to ensure the proper functioning and smooth operation of the system.
- 4.2.8 In addition to the implementation of the Security Access Control System (SACS), AML security personnel may visually check ASICs as required.
- 4.2.9 Holders of an electronic ASIC will be allowed access through the electronic access control doors on the basis of the allotted zones and by virtue of their duties.
- 4.2.10 In case of malfunctioning of the electronic doors, access shall be controlled manually by conducting visual checks on ASICs.
- 4.2.11 Airport based medical team responding to cases of emergencies may not be subjected to screening.
- 4.2.12 During cordoned site visits, a collective permit may be issued to a group leader provided the members of the group keep together with the applicant during their stay inside the airside/SRA.
- 4.2.13 A means of identification should be carried by the persons seeking access to the SRA.
- 4.2.14 Helicopter passengers shall be allowed access to the SRA as per the list provided by Mauritius Helicopter Ltd and Corail Helicopter. The helicopter passengers shall be under escort of the personnel of the respective helicopter operator. The list of helicopter passengers shall be deemed to be approved by the Director of Civil Aviation for access control purposes.

4.3 Access Control Points

4.3.1 Access Control Points to the Airside

- 4.3.1.1 Access to the airside at SSRIA is controlled by Police personnel at the following access control points:
 - (a) Air Mauritius export cargo warehouse;
 - (b) Qantas Gate;
 - (c) Main Gate (entry) in the North West Sub Zone;
 - (d) Main Gate exit (for access by pedestrians) in the North West Sub Zone;

- (e) D Gate;
- (f) E Gate;
- (g) Tour Operators Hall;
- (h) Domestic Departure Hall;
- (i) VIP Lounges;
- (j) State Lounge;
- (k) Arrival Hall;
- (l) Departure Sterile Area; and
- (m) Out of Gauge Area.

4.3.1.2 Access to the airside and SRA at PCA is controlled by Police personnel at the following access control points:

- (a) Arrival Hall;
- (b) Departure Sterile Area; and
- (c) Main Gate (Gate F).

4.3.1.3 Movement of the public will be allowed to the Check-in Hall at SSRIA and PCA. However, control may be exercised within an area in front of the Check-in counters and passport and Immigration counters as demarcated by movable barriers and identifiable by sign posts.

4.3.2 Access Points to Security Restricted Areas

4.3.2.1 Access to SRAs at SSRIA is controlled by AML at designated Security Check Points as follows:

- (a) SCP No 01;
- (b) SCP No 02;
- (c) SCPs No 04 (A), (B) and (C);
- (d) SCP at Domestic Departure Sterile Area;
- (e) SCP at staff passage Arrival Hall;
- (f) SCP at Out of Gauge Area;
- (g) SCP at staff passage at International Departure Sterile Area;
- (h) SCP at staff passage Inbound Area;
- (i) SCP at Cabin Baggage Screening (for screening of passengers and crew and carry-on items);
- (j) SCP at Premium Access Lounge;
- (k) SCP at VIP Lounge;
- (l) SCP at State Lounge;
- (m) SCP at Jet Prime Terminal; and
- (n) SCP at Domestic to International Departure Sterile Area.

4.3.2.2 Access to SRAs at PCA is controlled by ARL at designated Security Check Points as follows:

- (a) Main Gate (Gate F);
- (b) SCP at Staff Passage and Cabin Baggage Screening; and
- (c) SCP at Staff Passage Arrival Hall.

4.3.2.3 As and when required, other access control points may be published for use for specific purposes after coordination with concerned stakeholders.

5.0 Stop List and list of stolen or otherwise unaccountable ASICs

5.1 In order to prevent the possibility of misuse of ASICs and to improve access control measures, the DCA Permit Office shall:

- (a) Issue Stop List of personnel who have retired, transferred or who otherwise no longer require access to the airside/SRAs in performance of their duties; and
- (b) Inform Police, AML and/or ARL, as applicable, in writing on stolen or otherwise unaccountable ASICs and to notify them that the ASIC is no longer valid.

5.2 Police, AML and ARL shall ensure that Stop Lists and lists of stolen or otherwise unaccountable ASICs are available to security staff at access control points for verification and access control purposes.

6.0 Responsibility of Organisations

6.1 All organisations recommending issue of an ASIC to its personnel shall vouch for the valid requirement of each permit prior to its issuance to an employee. Organisations should complete adequate pre-employment checks or other inquiries to ensure that the individual concerned does not pose a potential threat to the airport.

6.2 Heads of organisations are responsible for ASICs issued to their staff. In case of transfer, dismissal or resignation of the bearer, the head of the department or agency concerned shall inform the Director of Civil Aviation immediately by phone (6374741) followed by an email and collect and return the ASIC to the Department of Civil Aviation without delay.

6.3 The ASIC holder or its Head of organization as applicable shall return any broken or defaced ASIC to the DCA Permit Office for rectification, against cost, if applicable.

6.4 ASIC holder should be given a briefing on airport safety and security and use of ASICs before deployment for duties in the airside and/or SRAs. Records of safety and security awareness briefings to their personnel at induction shall be kept and made available upon demand. Refresher briefing sessions should be conducted on an annual basis.

6.5 Where it is considered necessary to wear special clothing (such as overalls) or high visibility jackets for safety purposes, for cases where it is hazardous to display the ASIC at chest level, head of organisations are required to ensure that the outer garment is designed with a transparent pouch into which the ASIC can be placed and thus be securely displayed.

Nevertheless, considering the nature of works to be undertaken, where it is considered hazardous to display the ASIC on the outer garment, approval of the Director of Civil Aviation shall be sought for exemptions from display of ASICs during performance of specific works. Where the Director of Civil Aviation has granted an exemption to display an ASIC during performance of specific works, the person shall always carry his ASIC and make it readily available for inspection by an authorised officer. Otherwise the ASIC shall be displayed as described at Paragraph 7.1 of this directive.

6.6 Authorised signatory/signatories of organisations shall apply for the issue of replacement (duplicate) ASIC for their staff/employee in cases of reported loss of ASIC (individual and/or vehicle). Application(s) shall be accompanied by a Police memo stating the loss and the appropriate fee.

6.7 The ASIC is the property of the Department of Civil Aviation and should be surrendered to the DCA Permit Office when its validity has expired or the need for access no longer exist. Head of organisations/sponsors are required, within a reasonable period of time (normally within two weeks) to collect and return ASICs which have expired or where the holder no longer need access in the performance of his/her official duties, to the DCA Permit Office.

7.0 Responsibilities of ASIC Holders

7.1 Except when exempted, the ASIC holder must conspicuously display the ASIC, at chest level on outer garment at all times when within the airside or security restricted areas or vulnerable point and the ASIC should be shown on demand to any authorised officer.

7.2 Holders of provisional passes must conspicuously display the badge issued by the DCA Permit Office at chest level on outer garment at all times when within the airside or security restricted areas or vulnerable point and the access pass (provisional pass) should be shown on demand to any authorised officer.

7.3 While wearing a high visibility jacket for safety reasons, holders of ASICs are required to ensure that the ASICs are properly displayed to meet the above requirement.

7.4 Holders of ASIC are required to use the ASIC for approved official purposes only and they must ensure no undue interference with the flow of inbound and outbound passenger movement in the Passenger Terminal.

7.5 Holders of ASIC are required to safeguard the ASIC and are accountable for its use.

7.6 The ASIC is the property of the Department of Civil Aviation and should be surrendered to the DCA Permit Office when its validity has expired or the need for access no longer exists. Holders of ASIC are required to return the ASIC to their respective organisation/sponsor.

7.7 The ASIC (electronic or non-electronic) is valid only in respect of the person to whom it is issued- **it is not transferable.**

7.8 Abuse or misuse of ASIC will be subject to investigation and may entail legal proceedings.

7.9 Where an electronic access control system is in place, the following measures apply:

(a) Each time the holder of an electronic ASIC seeks authorisation for access, he/she shall hold his/her respective ASICs in close proximity to the reader. The person opening

the door shall ensure that the red light appearing on the reader is turned green for authorised access and, conversely, if the light remains red access is not authorised and the person shall not access the area. Where access is denied the person shall report to the DCA Permit Office where the cause of denial will be established and remedied, as the case may be;

- (b) Each time access is sought, holders of an electronic ASIC shall ensure that the door is completely closed after access is allowed so as to prevent unauthorised entry;
- (c) If there are two or more persons accessing the door at the same time, after the first person has been granted access, the other persons shall wait for the door to be completely closed. After the door is closed the second person can seek access using his/her electronic ASIC;
- (d) Where a group of holders of electronic ASICs are accessing a door equipped with an electronic access control mechanism, the first person opening the door shall ensure that the rest of the group seek authorisation for access by holding their respective ASICs in close proximity to the reader. The person opening the door shall also ensure that the red light appearing on the reader is turned green for authorised access and, conversely, if the light remains red the person(s) shall not be allowed access;
- (e) Notwithstanding the provisions of paragraph (d) above, the first person opening the electronic door may decide to allow others of the group to have access before the door is closed or may decide otherwise, in which case the other persons of the group shall wait for the door to close and seek access after the door is closed;
- (f) All vehicle ASIC must at all time be affixed on the windscreen of the vehicle;
- (g) To the extent practicable, apron vehicles must be dedicated to movements on the apron. In cases where movement outside the apron is necessary, the designated gates must be used both for ingress and egress, except for movements during emergencies; and
- (h) Any person who does not abide to the procedures may entail to cancellation or revocation of their ASIC after enquiry.

8.0 Escort

- 8.1 In the following instances, personnel from Police or AML or ARL, as the case may be, will escort non-airport-based personnel granted access to SRAs:
 - (a) Security and safety inspections team comprising of foreign-based counterparts;
 - (b) Approved photography and film shooting crew; and
 - (c) Visitors, as required by the Authority.
- 8.2 The airport-based organisation will supply escort to persons granted access to their premises and who have been issued with a provisional pass under escort.
- 8.3 Only holders of an unescorted ASIC shall escort visitors. The holder of an unescorted ASIC can normally escort a maximum of six visitors into the airside/SRA.

9.0 The Loss, Damage, Malfunctioning and/or Defacing of ASIC

9.1 In case of loss of ASIC, holders are required to:

- (a) Report the loss immediately to the Permit Office of the Department of Civil Aviation by telephone (telephone Nos. 6374741 or 6032000 Extn 2202/2203/2214);
- (b) Report the loss to Airport Police and obtain a Police memo to that effect; and
- (c) Inform the employer/sponsoring organisation of the loss. A replacement (duplicate) ASIC shall be issued upon the recommendation of the organisation/sponsor and submission of the original Police memo, against payment of the appropriate fee. To facilitate access, holders of ASICs shall be required to channel a copy of the Police memo to the DCA Permit Office, following which a provisional pass will be issued to them.

9.2 Damaged, malfunctioning or defaced ASIC shall be reported to the DCA Permit Office. A replacement ASIC will be issued, as applicable. In case the damage is due to misuse the replacement will be at cost.

10.0 Transitional Provisions

10.1 Valid vehicle ASICs, indicating the **zone(s)** on the airside/SRA to which a vehicle can have access, which were issued under the provisions of ASD 04 of 2008, by the Permit Office of the Department of Civil Aviation shall remain valid until the **30th of April 2023**. Accordingly, Airport Police shall allow access to vehicles at access control points to the Airside (as listed at Section 4.3.1.1), as appropriate, based on the allotted zones on vehicle ASICs.

10.2 Valid individual ASICs, indicating the **zone(s)** on the airside/SRA to which an ASIC holder can have access, which were issued under the provisions of ASD 04 of 2008 and ASD 06 of 2013, by the Permit Office of the Department of Civil Aviation shall remain valid until its expiry.

11.0 Penalties

11.1 Appropriate action as per the Civil Aviation (Security) Regulations 2019 will be taken against any person who contravenes provisions of this Aviation Security Directive.

The collaboration of everyone is sought for the enhancement of aviation security.



I POKHUN
Director of Civil Aviation

Annex A

Sir Seewoosagur Ramgoolam International Airport

NEW TERMINAL BUILDING SACS LEVEL 1			
No.	Door No.	Internal Area	External Area
1	L1-01a	CORRIDOR	CORRIDOR
2	L1-01d	CORRIDOR	CORRIDOR
3	L1-02b	CORRIDOR	CORRIDOR
4	L1-02e	CORRIDOR	CORRIDOR
5	L1-03a	ESCAPE CORRIDOR	CORRIDOR
6	L1-03d	CORRIDOR	CORRIDOR
7	L1-04b	CORRIDOR	CORRIDOR
8	L1-04e	CORRIDOR	CORRIDOR
9	L1-05a	CORRIDOR	CORRIDOR
10	L1-05b	INT.DEP.GALLERY	CORRIDOR
11	L1-05c	INT.DEP.GALLERY	CORRIDOR
12	L1-05d	INT.DEP.GALLERY	CORRIDOR
13	L1-05e	GALLERY	CORRIDOR
14	L1-06a	L1AI06 INT.DEP.GALLERY	CORRIDOR
15	L1-06b	INT.DEP.GALLERY	CORRIDOR
16	L1-06c	INT.DEP.GALLERY	CORRIDOR
17	L1-07a	L1AI06 INT.DEP.GALLERY	CORRIDOR
18	L1-07b	INT.DEP.GALLERY	CORRIDOR
19	L1-07c	INT.DEP.GALLERY	CORRIDOR
20	L1-07d	INT.DEP.GALLERY	CORRIDOR
21	L1-08a	ESCAPE CORRIDOR	CORRIDOR
22	L1-08b	INT.DEP.GALLERY	CORRIDOR
23	L1-08c	INT.DEP.GALLERY	CORRIDOR
24	L1-08d	INT.DEP.GALLERY	CORRIDOR
25	L1-09a	ESCAPE CORRIDOR	L1AI 09 INT.DEP.GALLERY
26	L1-09b	INT.DEP.GALLERY	CORRIDOR
27	L1-09c	INT.DEP.GALLERY	CORRIDOR
28	L1-13b	L1 BH13 BHS	L1CH 31 CHECK IN AREA
29	L1-13c	L1 BH 14 BHS CONTROL	L1 CH 31 BHS
30	L1-14a	L1 BH 14 BHS CONTROL	CHECK IN AREA
31	L1-15a	L1BH15 BHS CONTROL	L1CI 36 GOODS ACCESS
32	L1-15f	L1BH15 BHS CONTROL	L1CH30 CHECK IN AREA
33	L1-20	BOARDING AREA	L1 BI 20 TRASNFER DOM/ INT
34	L1-36a	L1CI 36 GOODS ACCESS	CORRIDOR
35	L1-36e	BHS CORRIDOR	BHS SERVER ROOM

36	L1-44a	CHECK IN HALL A	AIRLINE CORRIDOR
37	L1-44c	INT. DEPARTURE AREA	STAFF DEPARTURE EXIT
38	L1-44d	INT. DEPARTURE AREA	STAFF DEPARTURE EXIT
39	L1-46a	BOARDING LOUNGE	WASTE CORRIDOR
40	L1-46b	WASTE CORRIDOR	Access Lift to Ground Floor
41	L1-47A	L1CL47 PASSPORT CONTROL	L1CL47 PASSPORT CONTROL
42	L1-47B	L1CL47 PASSPORT CONTROL	L1CL47 PASSPORT CONTROL

43	L1-47C	L1CL47 PASSPORT CONTROL	L1CL47 PASSPORT CONTROL
44	L1-47D	L1CL47 PASSPORT CONTROL	L1CL47 PASSPORT CONTROL
45	L1-47E	L1CL47 PASSPORT CONTROL	L1CL47 PASSPORT CONTROL
46	L1-49c	AIRLINE CORRIDOR	STAFF SCREENING DEP
47	L1-49d	STAFF DEPARTURE EXIT	AIRLINE CORRIDOR
48	L1-54b	CHECK IN HALL B	CCO
49	L1-56	L1 OF 56 FCC	CORRIDOR
50	L1-106a	L1TR 106 A.O.C	CORRIDOR
51	L1-107	L1 TR 107 FD	CORRIDOR
52	L1-108	L1TR108 SDB	CORRIDOR
53	L1-110a	L1TR110 TR HVAC	CORRIDOR
54	L1-111	L1TR111 SDB	CORRIDOR
55	L1-112	L1 TR 112 SDB	L1 CL 49 STAFF ACCESS
56	L1-113	L1 TR 113 SDB	L1 CL 48 SECURITY CONTROLS
57	L1-114	L1 TR 114 SDB	L1 CI 44 CORRIDOR
58	L1-115	L1TR 115 FD	CORRIDOR
59	L1-116	L1TR116 SDB	CORRIDOR
60	L1-117	L1TR 117 SDB	LIFT LOBBY
61	L1-118	L1TR 118 SDB	CORRIDOR
62	L1-119	CONNECTING BRIDGE	CONNECTING BRIDGE
63	L1-SCS3a	ESCAPE CORRIDOR	L1 CL 48 SECURITY CONTROLS
64	L1-SCS3b	Passport Control	Escape Corridor
65	L1-SCS4b	ESCAPE CORRIDOR	CORRIDOR
66	L1-SCS4c	ESCAPE CORRIDOR	CORRIDOR
67	L1-SSS14	ESCAPE CORRIDOR	CORRIDOR
68	L1-SSS15	ESCAPE CORRIDOR	CORRIDOR
69	L1-SSS30	ESCAPE CORRIDOR	CORRIDOR
70	L1-SSS31	ESCAPE CORRIDOR	CORRIDOR
71	L1-PAL-01B	PREMIUM ACC LOUNGE	PREMIUM ACC LOUNGE
72	L1-PAL-01D	PREMIUM ACC LOUNGE	PREMIUM ACC LOUNGE

73	008-02	PBB 11	TARMAC
74	007-07	PBB 12	TARMAC
75	006-08	PBB 13	TARMAC
76	005-10	PBB 14	TARMAC
77	004-12	PBB 15A	TARMAC
78	004-13	PBB 15B	TARMAC

OLD TERMINAL BUILDING DOORS				
Item	Floor No.	Door Name.	Internal Area	External Area
1	GF	OPT-GF-01	Vertical Shaft	Tarmac
2	GF	OPT-GF-02	Electrical MV Room	Vertical Shaft
3	GF	LAB-GF-01	AIRPORT HEALTH LAB	TARMAC
4	L1	OPT-L1-01a	Pre-PBB 10	Staircase to Tarmac
5	L1	OPT-L1-01b	Corridor Boarding Gate 18	Pre-PBB 10
6	L1	OPT-L1-01c	Corridor Boarding Gate 18	Vertical Shaft
7	L1	OPT-L1-01d	Corridor Boarding Gate 18	Boarding Gate 18
8	L1	OPT-L1-01e	Corridor Boarding Gate 18	Corridor Boarding Gate 18
9	L1	OPT-L1-02	Vertical Shaft	Boarding Gate 18
10	L1	OPT-L1-03	Storage Room	Boarding Gate 18
11	L1	OPT-L1-04	Boarding Gate 18	Connecting Bridge Level 1
12	L1	OPT-L1-05	Boarding Gate 18 Lounge	Service Corridor
13	L1	OPT-L1-06	Service Corridor	Electrical Technical Room
14	L1	OPT-L1-07	Service Corridor	IT Technical Room
15	L1	OPT-L1-08	Female Disabled Toilet	Toilet Entrance
16	L1	OPT-L1-09	Male Disabled Toilet	Toilet Entrance
17	L1	OPT-L1-10	Boarding Lounge Gate 17 & 18	Arrival Corridor
18	L1	OPT-L1-11a	Pre-PBB 9 Boarding Gate 17	Staircase to Tarmac
19	L1	OPT-L1-11b	Corridor Boarding Gate 17	Pre-PBB 9
20	L1	OPT-L1-11c	Corridor Boarding Gate 17	Corridor Boarding Gate 17
21	L1	OPT-L1-11d	Corridor Boarding Gate 17	Boarding Gate 17
22	L1	OPT-L1-11e	Corridor Boarding Gate 17	Corridor Boarding Gate 17
23	L1	OPT-L1-12a	Corridor Boarding Gate 16	Corridor Boarding Gate 16
24	L1	OPT-L1-12b	Boarding Gate 16	Corridor Boarding Gate 16
25	L1	OPT-L1-13a	Boarding Gate 16 Lounge	Service Corridor
26	L1	OPT-L1-13b	Service Corridor	IT Technical Room
27	L1	OPT-L1-13c	Service Corridor	Electrical Technical Room
28	L1	OPT-L1-14	Corridor Boarding Gate 16	Corridor Boarding Gate 16
29	L1	OPT-L1-15	VIP Lounge	Corridor Boarding Gate 16
30	L1	OPT-L1-16	State Lounge	Corridor Boarding Gate 16
31	L1	OPT-L1-17a	Pre-PBB 8	Staircase to Tarmac
32	L1	OPT-L1-17b	Pre-PBB 8	Corridor Boarding Gate 16
33	L1	OPT-L1-18	Corridor Boarding Gate 16	Tarmac
34	L1	OPT-L1-19	MK Lounge Access Door	Boarding Gate 16
35	L2	OPT-L2-01	Vertical Shaft	Connecting Bridge Level 2

NEW TERMINAL BUILDING SACS BASEMENT			
No.	Door No.	Internal Area	External Area
1	BA1c	BA BH01 BAGGAGE GALLERY	CORRIDOR
2	BA1h	BA BH01 BAGGAGE GALLERY	CORRIDOR
3	BA1l	BA BH01 BAGGAGE GALLERY	BA TR17 TECHNICAL GALLERY
4	BA5	BA C105 ESCAPE CORRIDOR	BA TR17 TECHNICAL GALLERY
5	BA6	BAC106 EMERGENCY EXIT	BA TR17 TECHNICAL GALLERY
6	BA7b	BA C107 ESCAPE CORRIDOR	CORRIDOR
7	BA8b	BA C107 ESCAPE CORRIDOR	CORRIDOR
8	BA10	BA TR 10 HVAC	BA C107 ESCAPE CORRIDOR
9	BA11	BA TR 10 HVAC	BA C107 ESCAPE CORRIDOR
10	BA12	BA TR12 PUMP ROOM	BA TR17 TECHNICAL GALLERY
11	BA13	BAC106 EMERGENCY EXIT	BA TR13 PUMP ROOM SPRINKLAGE
12	BA14a	BA TR14 PUMP ROOM	BA BH01 BAGGAGE GALLERY
13	BA17c	ESCAPE CORRIDOR	BA TR17 TECHNICAL GALLERY
14	BA17B	ESCAPE CORRIDOR	BA TR17 TECHNICAL GALLERY

NEW TERMINAL BUILDING SACS GROUND FLOOR

No.	Door No.	Internal Area	External Area
1	GF-01a	GF AI01 INT.ARR.REMOTE	OUTSIDE
2	GF-02a	Public Gallery	Tour Operator Hall
3	GF-02d	Public Gallery	Tour Operator Hall
4	GF-03	GF A1 03 INT.ARR.REMOTE	OUTSIDE
5	GF-04	GFBD04 DOM.BOARDING LOUNGE	OUTSIDE
6	GF-05a	BAGGAGE TRANSMISSION	GFBG 05 INT.BAGGAGES CLAIM
7	GF-05b	BAGGAGE TRANSMISSION	GFBG 05 INT.BAGGAGES CLAIM
8	GF-05c	BAGGAGE TRANSMISSION	GFBG 05 INT.BAGGAGES CLAIM
9	GF-05d	BAGGAGE TRANSMISSION	GFBG 05 INT.BAGGAGES CLAIM
10	GF-07b	GFBH07 BHS	GFCH 18 DOMESTIC CHECK IN
11	GF-19a	GFCH 19 VIP CHECK IN VIP	OUTSIDE
12	GF-19b	BAGGAGE TRANSMISSION	GFCH 19 VIP CHECK IN VIP
13	GF-26	CORRIDOR	OUTSIDE
14	GF-27a	DOM.DEP.CONTROL	DOM BOARDING LOUNGE
15	GF-27b	DOM.DEP.CONTROL	DOM BOARDING LOUNGE
16	GF-27c	DOM.DEP.CONTROL	GFBH 05 BAGGAGE HANDING SYSTEM
17	GF-27d	DOM.DEP.CONTROL	DOM.DEP.CONTROL
18	GF-28d	GFCL 28 STAFF ACCESS	GFPA 93 PUBLIC HALL
19	GF-30a	INT.DEP.REMOTE	OUTSIDE
20	GF-31a	GF DI31 INT.ARR.REMOTE	OUTSIDE
21	GF-32a	GF DI 32 INT.DEP.REMOTE	OUTSIDE
22	GF-33	GFDI TRANSFER DOMESTIC/INTERNATIONAL	GFDI TRANSFER DOMESTIC/INTERNATIONAL
23	GF-104	GFTR104 BD	GFCL24 CORRIDOR
24	GF-105	GFTR105 BD	GFCL144 GOODS ACCESS CORRIDOR
25	GF-108	GFTR 108 FD	GFCL 28 STAFF ACCESS
26	GF-111	GFTR111 SDB	GFPA 93 PUBLIC HALL
27	GF-114	GFTR114 TR HVAC	GFCL144 GOODS ACCESS CORRIDOR
28	GF-115a	GFTR115 TR HVAC	OUTSIDE
29	GF-116	GFTR116 TR PV	
30	GF-117	GFTR117 UPS	GFCL144 GOODS ACCESS CORRIDOR
31	GF-118a	GFTR118 FD	CORRIDOR
32	GF-119a	GFTR119 FD	CORRIDOR
33	GF-120a	GFTR120 FD	CORRIDOR
34	GF-121a	ROOM	OUTSIDE
35	GF-121b	Stand12	OUTSIDE
36	GF-122a	GFTR 122 FD	CORRIDOR

37	GF-123	GFTR123 HVAC	GF DI 31 INT.DEP.REMOTE
38	GF-123b	GFCL TROLLEY ACCESS	BAGGAGE CLAIM
39	GF-124	GFTR 124 HVAC	CORRIDOR
40	GF-125a	GFTR 125 HVAC	GF DI 32 INT.DEP.REMOTE
41	GF-126	GFTR126	ADSU OFFICE
42	GF-127	GFTR 127 SDB	GFBH 08 BHS CONTROL
43	GF-128	TECHNIC ROOM	GFBH09 OVERSIZE BAGGAGE
44	GF-129	GFTR129	DOMESTIC ARRIVAL
45	GF-130	GFTR 130 TR	GFAI01 INT.ARR.REMOTE
46	GF-131	GFTR 131 TR PV	GFPA 92 PUBLIC HALL
47	GF-132	GFTR 132 TR PV	GFCI 24 CORRIDOR
48	GF-133	GFTR 133 UPS	GFCI 24 CORRIDOR

49	GF-136a	GFVP 136 VIP ARR.LOUNGE	OUTSIDE
50	GF-136b	GFVP 136 VIP ARR.LOUNGE	DOMESTIC CHECK IN
51	GF-143b	CORRIDOR	GFCI143 GOODS ACCESS CORRIDOR
52	GF-143c	GFCI143 GOODS ACCESS CORRIDOOR	GFCI22 GOODS ACCESS
53	GF-143F	GOODS ACCESS CORRIDOR LIFT	LIFT
54	GF-144b	GFCI144 GOODS ACCESS CORRIDOR	GFCI144 GOODS ACCESS CORRIDOR
55	GF-144c	GFCI144 GOODS ACCESS CORRIDOR	GFCI144 GOODS ACCESS CORRIDOR
56	GF-144d	GFBG05 INT.BAGGAGAES CLAIM	GFCI144 GOODS ACCESS CORRIDOR
57	GF-144e	GFCI144 GOODS ACCESS CORRIDOOR	GFCI22 GOODS ACCESS
58	GF-151	GFTR151 TR SST2 MV PANEL ROOM	OUTSIDE
59	GF-154b	GFTR154 TR SST3 LA PANEL ROOM	GFCI22 GOODS ACCESS
60	GF-155a	GFCI 155 TR SST3 TRANSFORMER ROOM	OUTSIDE
61	GF-155b	GFTR155 TR SST3 TRANSFORMER ROOM	OUTSIDE
62	GF-SCS3b	ESCAPE CORRIDOR	OUTSIDE
63	GF-SCS4a	ESCAPE CORRIDOR	GFBG 05 INT.BAGGAGES CLAIM
64	GF-Cooling Plant	Cooling Plant	MDB Room

NEW TERMINAL BUILDING SACS LEVEL 2

No.	Door No.	Internal Area	External Area
1	L2-12a	L2 CI12 ESCAPE CORRIDOR	L2PA60 PUBLIC VIEWING GALLERY
2	L2-12b	ESCAPE CORRIDOR	L2 CI 12 ESCAPE CORRIDOR
3	L2-12c	L2 CI12 ESCAPE CORRIDOR	L2 CI 14 STAFF ACCESS
4	L2-12d	L2CI 12 ESCAPE CORRIDOR	L2CI 14 STAFF ACCESS
5	L2-13a	L2CI13 ESCAPE CORRIDOR	L2CL16 HEALTH CONTROLS
6	L2-13b	L2CI13 ESCAPE CORRIDOR	L2PA 61 PUBLIC VIEWING GALLERY
7	L2-58b	L2 PA58 PUBLIC TERRACE	CORRIDOR
8	L2-59b	L2 PA59 PUBLIC TERRACE	CORRIDOR
9	L2-65	L2 TR65 FD	L2CI14 STAFF ACCESS
10	L2-66	L2 TR 66 SDB	CORRIDOR
11	L2-69a	INT ARRIVAL CORRIDOR	VIP ARRIVAL CORRIDOR
12	L2-SSS14	SSS314 ESCAPE CORRIDOR	CORRIDOR
13	L2-SSS15	SSS15 ESCAPE CORRIDOR	CORRIDOR
14	L2-SSS30	SSS3a ESCAPE CORRIDOR	CORRIDOR
15	L2-SSS31	SSS31 ESCAPE CORRIDOR	CORRIDOR
16	L2-SSS9	CONNECTING BRIDGE	CONNECTING BRIDGE
17	L2-70	PIO	Health Control
18	L2-71	PIO	Health Control
19	L2-20	ATOL Offices	ATOL Offices
20	L2-21	ATOL Offices	ATOL Offices
21	L2-24	ATOL Offices	ATOL Offices
22	L2-25	ATOL Offices	ATOL Offices
23	L2-PAL-01A	PAL LIFT AREA	PAL SCREENING AREA
24	L2-PAL-01B	PAL SCREENING AREA	PAL LIFT AREA
25	L2-PAL-01C	PAL SCREENING AREA	PAL LIFT AREA
26	L2-PAL-01D	PAL SCREENING AREA	ATOL BOARDROOM
27	L2-PAL-01E	PAL SCREENING AREA	ATOL LOUNGE

Plaine Corail Airport

Door Code	SACS Designation
AC01	Staircase to Basement / First Floor
AC02	Arrival SCP
AC03	Arrival Door (Airside)
AC04	Boarding Gate 1
AC05	Boarding Gate 2
AC06	HBS Landside Door
AC08	VIP Corridor / BHS Room
AC09	Departure Staff Exit (Landside)
AC10	Arrival Emergency Landside
AC11	Basement (Toilet)
AC12	PSO Office (First Floor)
AC13	CCTV Viewing Room
AC14	Control Room
AC15	Server Room (First Floor)
AC16	ARL Technical Room CBS Area
AC17	Staff passage - PIO/CBS Area
AC18	Basement Store