1. **Test Dataset: 101AA00DS0015 – Dataset 015 (20221103 FINAL)**

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(**54** feature instances)

Dataset Specifications

See document located in github [S-101-Test-Datasets/S-101 Test Dataset Specification 20220725 1.0 FINAL.docx at main · iho-ohi/S-101-Test-Datasets (github.com)](https://github.com/iho-ohi/S-101-Test-Datasets/blob/main/dev/docs/S-101%20Test%20Dataset%20Specification%2020220725%201.0%20FINAL.docx)

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| **Scenario** | 15.1 | | |  |
| **Description** | | Leading, clearing and transit lines and recommended tracks | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | *15.1 details encoding information re: the Description features. Those features are included in the relevant sections below.* | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.2 | | |  |
| **Description** | | Traffic lanes | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | *15.2 details encoding information re: the Description features. Those features are included in the relevant sections below.* | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.3 | | |  |
| **Description** | | Traffic separation schemes and traffic separation scheme systems | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | *15.3 details encoding information re: the Description features. Those features are included in the relevant sections below.* | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.4 | | |  |
| **Description** | | Navigation Line (curve) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | *See 15.6, Points 1 and 2.* | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.5 | | |  |
| **Description** | | Recommended Track (curve) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Recommended Track (curve) 2. based on fixed marks = ”False” 3. measured distance = ”1.8” 4. orientation: 5. orientation value = ”115.0” 6. traffic flow = 1: inbound 7. Recommended Track (curve) 8. based on fixed marks = ”False” 9. depth range minimum value = “18.7” 10. measured distance = ”1.5” 11. orientation:   i. orientation value = ”48.0”   1. traffic flow = 4: two-way   *For another scenario (aggregation/association) see 15.6, Point 2.* | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.6 | | |  |
| **Description** | | Range System (none) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. *Range System Aggregation:*   1A) Range System - *comprising 1 transit line and 2 beacons*   1. feature name: 2. name = ”Ballas Rocks” 3. maximum permitted draught = ”20.5”   1B) Navigation Line (curve)  a. category of navigation line = 2: transit line  b. measured distance = ”2.3”  c. orientation:   1. orientation value = ”190.0”   1C) Beacon Special Purpose/General *(captured towards northern end of transit line)*   1. beacon shape = 7: buoyant beacon 2. category of special purpose mark = 17: measured distance mark 3. colour = 6: yellow 4. status = 1: permanent 5. visual prominence = 1: visually conspicuous   1D) Beacon Special Purpose/General *(captured towards southern end of transit line)*   1. beacon shape = 7: buoyant beacon 2. category of special purpose mark = 17: measured distance mark 3. colour = 1: white; 6: yellow 4. colour pattern = 1: horizontal stripes 5. status = 1: permanent 6. visual prominence = 1: visually conspicuous 7. *Range System Aggregation:*   2A) Range System, *comprising 1 leading line feature and 2 beacons in line*   1. feature name:   i. name = ”Mabuse Rocks”  b. information:  i. text = ”1.4NM between the beacons”  2B) Navigation Line (curve)   1. category of navigation line = 3: leading line bearing a recommended track   b. orientation:  i. orientation value = ”124.0”  c. status = 1: permanent  2C) Recommended Track (curve)  a. based on fixed marks = ”True”  b. orientation:  i. orientation value = ”124.0”  c. status = 1: permanent  d. traffic flow = 4: two-way  2D) Beacon Special Purpose/General *(captured towards northern end of transit line)*  a. beacon shape = 7: buoyant beacon  b. category of special purpose mark = 16: leading mark  c. colour = 6: yellow  d. status = 1: permanent  e. visual prominence = 1: visually conspicuous  2E) Beacon Special Purpose/General *(captured towards southern end of transit line)*  a. beacon shape = 7: buoyant beacon  b. category of special purpose mark = 16: leading mark  c. colour = 1: white; 6: yellow  d. colour pattern = 4: squared  e. status = 1: permanent  f. visual prominence = 1: visually conspicuous  **3. Range System - *comprising 2 Range System Aggregations,*** *totalling 2 transit lines and 3 beacons:*  a. feature name:  i. name = ”Du Beke Rocks”  b. maximum permitted draught = ”22.3”  *3.1. Range System Aggregation:*  3.1A) Range System - *comprising 1 transit line and 2 beacons (the second beacon shared with 3.2 below)*  3.1B) Navigation Line (curve)  a. category of navigation line = 2: transit line  b. measured distance = ”2.4”  c. orientation:  i. orientation value = ”120.0”  3.1C) Beacon Special Purpose/General *(captured at northwest end of transit line)*  a. beacon shape = 7: buoyant beacon  b. category of special purpose mark = 17: measured distance mark  c. colour = 6: yellow  d. visual prominence = 1: visually conspicuous  3.1D) Beacon Special Purpose/General *(captured between the 2 transit lines)*  a. beacon shape = 7: buoyant beacon  b. category of special purpose mark = 17: measured distance mark  c. colour = 1: white; 6: yellow  d. colour pattern = 1: horizontal stripes  e. visual prominence = 1: visually conspicuous  *3.2. Range System Aggregation:*  3.2A) Range System - *comprising 1 transit line and 2 beacons (the first beacon shared with 3.1 above)*  3.2B) Navigation Line (curve)  a. category of navigation line = 2: transit line  b. measured distance = ”2.6”  c. orientation:  i. orientation value = ”170.0”  3.2C) Beacon Special Purpose/General *(captured between the 2 transit lines)*  a. beacon shape = 7: buoyant beacon  b. category of special purpose mark = 17: measured distance mark  c. colour = 1: white; 6: yellow  d. colour pattern = 1: horizontal stripes  e. visual prominence = 1: visually conspicuous  3.2D) Beacon Special Purpose/General *(captured at southern end of transit line)*  a. beacon shape = 7: buoyant beacon  b. category of special purpose mark = 17: measured distance mark  c. colour = 6: yellow  d. visual prominence = 1: visually conspicuous | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.7 | | |  |
| **Description** | | Fairway (surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Fairway (surface) – no attribution 2. Fairway (surface) 3. depth range minimum value = “27.5” 4. feature name: 5. name = “Horwood Channel” 6. orientation value = “48.0” 7. status = 1: permanent 8. traffic flow = 1: inbound 9. Fairway (surface) 10. depth range minimum value = “18.6” 11. orientation value = “122.0” 12. maximum permitted draught = “16.6” 13. status = 1: permanent 14. traffic flow = 4: two-way   4. Fairway (surface)  a. depth range minimum value = “22.7”  b. orientation value = “155.0”  c. maximum permitted draught = “20.2”  d. status = 1: permanent  e. traffic flow = 4: two-way  *4A) Fairway Auxilliary – 2 port and 2 starboard buoys, captured at each end of the fairway system (assuming IALA A):*  **1. Buoy Lateral x 2**  a. buoy shape = 1: conical  b. category of lateral mark = 1: port-hand lateral mark  c. colour = 3: red  **2. Buoy Lateral x 2**  a. buoy shape = 2: can  b. category of lateral mark = 2: starboard-hand lateral mark  c. colour = 4: green | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.8 | | |  |
| **Description** | | Fairway System (none) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. *Fairway System – Aggregation – comprising 2 fairway features captured end-to-end* 2. feature name: 3. name = ”Walrus Channel Fairway” 4. information: 5. text = ”For use by vessels longer than 35m”   1A) Fairway (surface)   1. orientation value = “140.0” 2. traffic flow = 4: two-way   1B) Fairway (surface)   1. orientation value = “95.0” 2. traffic flow = 4: two-way   *2. Fairway System – Aggregation – comprising 3 fairway features captured end-to-end*  a. feature name:  i. name = ”Mermaids’ Fairway”  b. information:  i. text = ”For use by vessels longer than 40m”  2A) Fairway (surface)  a. orientation value = “55.0”  b. traffic flow = 4: two-way  2B) Fairway (surface)  a. orientation value = “355.0”  b. traffic flow = 4: two-way  2C) Fairway (surface)  a. orientation value = “70.0”  b. traffic flow = 4: two-way  *2D) Aids to Navigation Association – 4 port and 4 starboard buoys, captured at each end, and at each turning point, of the fairway system (assuming IALA A):*   1. **Buoy Lateral** **x 4** 2. buoy shape = 1: conical 3. category of lateral mark = 1: port-hand lateral mark 4. colour = 3: red 5. **Buoy Lateral x 4** 6. buoy shape = 2: can 7. category of lateral mark = 2: starboard-hand lateral mark 8. colour = 4: green | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.9 | | |  |
| **Description** | | Recommended Route Centreline (curve) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Recommended Route Centreline (curve) 2. based on fixed marks = ”False” 3. feature name: 4. name = ”Rough Seas” 5. information: 6. text = ”The area up to 0.5NM on each side of the virtual centreline is safe to use by vessels with drafts up to 9m, excluding squat effect.” 7. measured distance = ”1.8” 8. orientation: 9. orientation value = ”55.0” 10. traffic flow = 4: two-way 11. Recommended Route Centreline (curve) 12. based on fixed marks = ”False”   b. orientation:  i. orientation value = ”25.0”  c. traffic flow = 1: inbound   1. Recommended Route Centreline (curve)   a. based on fixed marks = ”False”   1. *Range System Aggregation:*   4A) Range System - *comprising 1 Recommended Route Centreline and 6 safe water beacons*   1. feature name: 2. name = ”Acosta Minefield” 3. information: 4. text = ”The area up to 0.8NM on each side of the buoyed centreline has been swept for mines.” 5. maximum permitted draught = ”14.5”   4B) Recommended Route Centreline (curve)   1. based on fixed marks = ”True” 2. depth range minimum value = “16.5” 3. orientation: 4. orientation value = ”110.0” 5. quality of vertical measurement = 6: least depth known 6. technique of vertical measurement = 9: found by electromagnetic sensor   4C to 4H) Beacon Safe Water *(6 beacons evenly spaced along the centreline)*   1. beacon shape = 7: buoyant 2. colour = 1: white; 3: red 3. colour pattern = 2: vertical stripes 4. information: 5. text = spherical shape   **Note:** the buoys listed under 4C to 4H above are not included in an ”Aids to Navigation” association, as that is not listed for a Range System Aggregation. | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.10 | | |  |
| **Description** | | Two-Way Route Part (surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Two-Way Route – Aggregation, *comprising:*   *A****s per DCEG 15.10.1, Figure 15.6*** *- an area island, with two-way Two-Way Route Parts west and east of the island, and one-way Two-Way Route Parts to the north and south of the island.*  a. feature name:  i. name = ”Fonteyn Island One-Way Traffic System”  b. information:  i. text = ”The area around the island is prone to sudden thick fog. Mariners must comply with the traffic directions indicated.”  1A) Two-Way Route Part (surface), *captured east of the island*  a. orientation:  i. orientation value = ”270.0”  b. traffic flow = 4: two-way  1B) Two-Way Route Part (surface), *captured west of the island*  a. orientation:  i. orientation value = ”270.0”  b. traffic flow = 4: two-way  1C) Two-Way Route Part (surface), *captured north of the island*  a. orientation:  i. orientation value = ”270.0”  b. traffic flow = 3: one-way  1D) Two-Way Route Part (surface), *captured south of the island*  a. orientation:  i. orientation value = 90.0”  b. traffic flow = 3: one-way | |
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| **Scenario** | 15.11 | | |  |
| **Description** | | Two-Way Route (none) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | See 15.10 (Point 1). | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.12 | | |  |
| **Description** | | Recommended Traffic Lane Part (point; surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Recommended Traffic Lane Part (point)    1. Orientation value = 90    2. Status = 1 (permanent) 2. Recommended Traffic Lane Part (surface)    1. Orientation value = 270    2. Status = 1 (permanent) | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.13 | | |  |
| **Description** | | Deep Water Route Centreline (curve) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Deep Water Route Centreline (curve)   a. based on fixed marks = ”False”  b. feature name:  i. name = ”Deep Water Approach to Hauer Port”  c. orientation:  i. orientation value = ”80.0”  d. traffic flow = 1: inbound   1. Deep Water Route Centreline (curve)   a. based on fixed marks = ”False”  b. orientation:  i. orientation value = ”115.0”  c. traffic flow = 4: two-way   1. Deep Water Route - Aggregation, *comprising 2 equal length Deep Water Route Centreline features captured end-to-end, with 5 Buoy Safe Water features:*   a. feature name:  i. name = ”Deep Water Approach to Maheshwari Port”  b. information:  i. text = ”For use by vessels longer than 36m or with drafts greater than 8m”  3A) Deep Water Route Centreline (curve)  a. based on fixed marks = ”True”  b. orientation:  i. orientation value = ”70.0”  c. traffic flow = 4: two-way  3B) Deep Water Route Centreline (curve)  a. based on fixed marks = ”True”  b. orientation:  i. orientation value = ”35.0”  c. traffic flow = 4: two-way  3C) Aids to Navigation Association – *comprising 5 buoys, the midway buoy at the change of direction captured with a topmark:*  3D and 3E) Buoy Safe Water *(2 buoys evenly spaced along the ”first” section of the centreline)*  a. buoy shape = 3: spherical  b. colour = 1: white; 3: red  c. colour pattern = 2: vertical stripes  3F) Buoy Safe Water *(”midway” buoy)*  a. buoy shape = 3: spherical  b. colour = 1: white; 3: red  c. colour pattern = 2: vertical stripes  d. topmark:  i. topmark/daymark shape = 3: sphere  ii. colour = 3: red  3G and 3H) Buoy Safe Water (2 buoys evenly spaced along the ”second” section of the centreline)  a. buoy shape = 3: spherical  b. colour = 1: white; 3: red  c. colour pattern = 2: vertical stripes  *For an additionial scenario see 15.14, Point 2.* | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.14 | | |  |
| **Description** | | Deep Water Route Part (surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Deep Water Route Part (surface) 2. depth range minimum value = 52.0 3. feature name:   i. name = ”Deep Water Approach to Mahalik Port”   1. orientation: 2. orientation value = “135.0” 3. traffic flow = 4: two-way 4. Deep Water Route – Aggregation, *comprising 3 end-to-end, equal length Deep Water Route Part features, with 3 Deep Water Route Centrelines and 4 Buoy Safe Water features:*   a. feature name:  i. name = ”Deep Water Approach to Sarabhai Port”  b. information:  i. text = ”For use by vessels longer than 42m or with drafts greater than 10m”  2A) Deep Water Route Part (surface)  a. depth range minimum value = ”36.0”  b. orientation:  i. orientation value = “60.0”  c. traffic flow = 3: one-way  2B) Deep Water Route Part (surface)  a. depth range minimum value = ”36.0”  b. orientation:  i. orientation value = “310.0”  c. traffic flow = 3: one-way  2C) Deep Water Route Part (surface)  a. depth range minimum value = ”36.0”  b. orientation:  i. orientation value = “40.0”  c. traffic flow = 3: one-way  2D) Deep Water Route Centreline (curve) *captured in the centre of 2A)*  a. based on fixed marks = ”True”  b. orientation:  i. orientation value = ”60.0”  c. traffic flow = 3: one-way  2E) Deep Water Route Centreline (curve) *captured in the centre of 2B)*  a. based on fixed marks = ”True”  b. orientation:  i. orientation value = ”310.0”  c. traffic flow = 3: one-way  2F) Deep Water Route Centreline (curve) *captured in the centre of 2C)*  a. based on fixed marks = ”True”  b. orientation:  i. orientation value = ”40.0”  c. traffic flow = 3: one-way  2G) Aids to Navigation Association – *comprising 4 buoys located on the Deep Water Route Centrelines, 1 each at the beginning and end of the whole route, and 1 each at the changes of direction*  2H to 2K) Buoy Safe Water  a. buoy shape = 3: spherical  b. colour = 1: white; 3: red  c. colour pattern = 2: vertical stripes | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.15 | | |  |
| **Description** | | Deep Water Route (none) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | See 15.13 (Point 3) and 15.14 (Point 2). | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.16 | | |  |
| **Description** | | Inshore Traffic Zone (surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Inshore Traffic Zone (surface)   a. restriction = 8: entry restricted; 27: speed restricted  b. status = 1: permanent  ***See 15.24 for Traffice Separation Scheme aggregation*** | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.17 | | |  |
| **Description** | | Precautionary Area (point; surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Precautionary Area (point)   a. feature name:  i. name = ”Clifton Port Precautionary Area”  b. information:  i. text = ”Maximum speed is 8 knots in the area up to 1NM from Clifton Port”.  c. restriction = 27: speed restricted   1. Precautionary Area (surface)   a. feature name:  i. name = ”Bussell Port Precautionary Area”  b. information:  i. text = ”Mariners should maintain a good lookout for shipping emerging suddenly from the partially obscured port area.”  c. restriction = 1: anchoring prohibited; 3: fishing prohibited; 5: trawling prohibited; 11: diving prohibited  d. status = 1: permanent  ***See 15.24 for Traffice Separation Scheme aggregation*** | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.18 | | |  |
| **Description** | | Traffic Separation Scheme Lane Part (surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | NOTE: These features represent a perpindicular intersection with a singular junction as per 15.18.1 Remark (first bullet) with 6) indicating the junction.   1. Traffic Separation Scheme Lane Part (surface)    1. Status = 1 (permanent)    2. Orientation = 270 2. Traffic Separation Scheme Lane Part (surface)    1. Status = 1 (permanent)    2. Orientation = 90 3. Traffic Separation Scheme Lane Part (surface)    1. Status = 1 (permanent)    2. Orientation = 0 4. Traffic Separation Scheme Lane Part (surface)    1. Status = 1 (permanent)    2. Orientation = 180 5. Traffic Separation Scheme Lane Part (surface)    1. Status = 1 (permanent) 6. See Section 15.24 for aggregation | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.19 | | |  |
| **Description** | | Traffic Separation Zone (surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Traffic Separation Zone (surface)    1. Status = 1 (permanent) 2. See Section 15.24 for aggregation | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.20 | | |  |
| **Description** | | Traffic Separation Line (curve) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Traffic Separation Line (curve)    1. Status = 1 (permanent) 2. See Section 15.24 for aggregation | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.21 | | |  |
| **Description** | | Traffic Separation Scheme Boundary (curve) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Traffic Separation Scheme Boundary (curve)    1. Status = 1 (permanent) 2. See Section 15.24 for aggregation | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.22 | | |  |
| **Description** | | Traffic Separation Scheme Crossing (surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Traffic Separation Scheme Crossing (Surface)    1. Status = 1 (permanent) 2. See Section 15.24 for aggregation | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.23 | | |  |
| **Description** | | Traffic Separation Scheme Roundabout (surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Traffic Separation Scheme Roundabout (surface)    1. Status = 1 (permanent) 2. See Section 15.24 for aggregation | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.24 | | |  |
| **Description** | | Traffic Separation Scheme (none) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | Note: TSS Zone, Lane Part, Boundary, Lines, Curves, Crossing, and Roundabout should be end-to-end with an intersecting Lines/Boundaryies at the crossing.   1. Traffic Separation Scheme Aggregation    1. Traffic Separation Scheme       1. Feature name          1. Name = “Traffic Separation Scheme”    2. Inshore Traffic Zone (surface)   a. restriction = 8: entry restricted; 27: speed restricted  b. status = 1: permanent   * 1. Precautionary Area      1. feature name:         1. name = ”Port Precautionary Area”      2. information:         1. text = ”Maximum speed is 8 knots in the area up to 1NM from port”.         2. restriction = 27 (speed restricted)   2. Traffic Separation Zone (surface)      1. Status = 1 (permanent)   3. Traffic Separation Zone (surface)      1. Status = 1 (permanent)   4. Traffic Separation Line (curve)      1. Status = 1 (permanent)   5. Traffic Separation Roundabout (surface)      1. Status = 1 (permanent)   6. Traffic Separation Crossing (surface)      1. Status = 1 (permanent)   7. Traffic Separation Boundary (curve)      1. Status = 1 (permanent)   8. Traffic Separation Boundary (curve)      1. Status = 1 (permanent)   9. Traffic Separation Scheme Lane Part (surface)      1. Status = 1 (permanent)      2. Orientation = 270   10. Traffic Separation Scheme Lane Part (surface)       1. Status = 1 (permanent)       2. Orientation = 90   11. Traffic Separation Scheme Lane Part (surface)       1. Status = 1 (permanent)       2. Orientation = 0   12. Traffic Separation Scheme Lane Part (surface)       1. Status = 1 (permanent)       2. Orientation = 180 | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.25 | | |  |
| **Description** | | Archipelagic Sea Lane Area (surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Archipelagic Sea Lane Area (surface) 2. nationality = ”CY” 3. Other (aggregated) examples under 15.27 (points 1 and 2) | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.26 | | |  |
| **Description** | | Archipelagic Sea Lane Axis (curve) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Archipelagic Sea Lane Axis (curve) 2. nationality = ”TH” 3. Other (aggregated) examples under 15.27 (points 1 and 2) | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.27 | | |  |
| **Description** | | Archipelagic Sea Lane (none) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. *ASL Aggregation* 2. feature name: 3. name = ” Stockholm Archipelago, northern part”   1A) Archipelagic Sea Lane Area (surface)   1. nationality = ”SE”   1B) Archipelagic Sea Lane Axis (curve)   1. nationality = ”SE” 2. *ASL Aggregation* 3. feature name: 4. name = ” Stockholm Archipelago, southern part” 5. information: 6. text = ”For use by vessels longer than 30m not stopping at Stockholm”   2A) Archipelagic Sea Lane Area (surface)   1. nationality = ”SE”   2B) Archipelagic Sea Lane Axis (curve)   1. nationality = ”SE”   *2C) Aids to Navigation Association – a port and starboard buoy captured at each end of the Archipelagic Sea Lane Area; (assuming IALA A):*   1. **Beacon Lateral** **x 2** 2. beacon shape = 7: buoyant beacon 3. category of lateral mark = 1: port-hand lateral mark 4. colour = 3: red; 6: yellow 5. colour pattern = 3: diagonal stripes 6. **Beacon Lateral x 2** 7. beacon shape = 7: buoyant beacon 8. category of lateral mark = 2: starboard-hand lateral mark 9. colour = 2: black; 4: green 10. colour pattern = 3: diagonal stripe   **Lane Axis should be contained within the Lane area** | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.28 | | |  |
| **Description** | | Radio Calling-In Point (point; curve) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Radio Calling-In Point (point) 2. feature name: 3. name = ”G1” 4. orientation value = ”158” 5. status = 1: permanent   *Association 24.1 Contact Details:*   * 1. communication channel = ”[VHF0011]”  1. Radio Calling-In Point (point) 2. feature name: 3. name = ”G2” 4. orientation value = ”90” 5. orientation value = ”145”   *Association 24.1 Contact Details:*   * 1. communication channel = ”[VHF0011]”  1. Radio Calling-In Point (point) 2. feature name: 3. name = ”G3” 4. orientation value = “85” 5. traffic flow = 4: two-way   *Association 24.1 Contact Details:*   * 1. communication channel = ”[VHF0011]”  1. Radio Calling-In Point (curve) 2. feature name: 3. name = ”G4” 4. orientation value = “157” 5. traffic flow = 3: one-way   *Association 24.1 Contact Details:*   1. communication channel = ”[VHF0011]” 2. Radio Calling-In Point (curve) – *captured as a vertical/vertically oblique line* 3. feature name: 4. name = ”G5” 5. status = 1: permanent 6. traffic flow = 4: two-way   *Association 24.1 Contact Details:*   1. communication channel = ”[VHF0011]” | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.29 | | |  |
| **Description** | | Ferry Route (curve; surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Ferry Route (curve) – *captured between two land areas* 2. category of ferry = 1: free moving ferry 3. status = 1: permanent 4. Ferry Route (curve) – *captured between two land areas* 5. category of ferry = 2: cable ferry 6. status = 1: permanent; 14: public 7. Ferry Route (surface) – *captured as narrow surface area, between two land areas* 8. category of ferry = 2: cable ferry 9. status = 1: permanent 10. Ferry Route (surface) – *captured as a large surface area,* *between two land areas* 11. category of ferry = 1: free moving ferry 12. periodic date range: 13. date end = --1031” 14. date start = --0301” 15. status = 5: periodic/intermittent | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.30 | | |  |
| **Description** | | Radar Line (curve) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | Radar Line (curve) - *see 15.32 (point 2)* | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.31 | | |  |
| **Description** | | Radar Range (surface) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | Radar Range (surface) – *see 15.32 (point 3)* | |
| **Screen Capture** | |  | | |

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| **Scenario** | 15.32 | | |  |
| **Description** | | Radar Station (point) | | |
| **Location** | | | **Description** | |
| 32°20'25.03"S 60°54'41.85"E | | | 1. Radar Station (point) - *captured on land area, very near to the coastline* 2. category of radar station = 2: coast radar station 3. communication channel = “[VHF0021]” 4. height = ”28” 5. status = 1: permanent 6. value of maximum range = “6” 7. feature name: 8. name = ”Cuckoo Spit Radar Station” 9. Radar Station (point) - *captured with a Radar Line feature, as below*   2A) Radar Station (point)   1. Category of radar station = 2: coast radar station 2. communication channel = “[VHF0022]” 3. status = 1: permanent 4. value of maximum range = “9” 5. feature name: 6. name = ”Cape Plaice Radar Station”   2B) Radar Line (curve)   1. feature name: 2. name = ”Cape Plaice Radar Assistance” 3. orientation value = ”76.0” [bearing from seaward] 4. status = 1: permanent 5. Radar Station (point) - *captured with a Radar Range feature, as below*   3A) Radar Station (point)   1. Category of radar station = 1: radar surveillance station 2. communication channel = “[VHF0023]” 3. status = 1: permanent 4. value of maximum range = “10” 5. feature name: 6. name = ”Cape Cornet Radar Station”   3B) Radar Range (surface)   1. communication channel = “[VHF0023]” 2. status = 1: permanent | |
| **Screen Capture** | |  | | |