

Appendix 2: Presentation Library for Inland ECDIS

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1. LOOKUP TABLES

The up-to-date Look-up Tables for areas, lines and points are published at <https://ienc.openecdis.org>.

2. CONDITIONAL SYMBOLOGY PROCEDURES

2.1. Top marks

The CS (TOPMAR01) of S-52 has to be modified because in this CS it is checked on which structure the top mark is fixed. Since the ENC feature BOYLAT was copied, in the CS the feature boylat has to be added to the list of floating structures. If the top mark is located on a boylat the symbols TOPMA1* have to be drawn according to the top shape and colour.

2.2. Daymarks

A new CS DAYMAR01 has to be introduced. This CS is similar to the CS TOPMAR01 (see clause 2.1) with the exception that there is no need for the distinction of floating and fixed structures, because daymarks exist only for beacons, i.e. fixed structures.

2.3. Restricted areas

Since the ENC feature RESARE and the attribute RESTRN were copied the CS (RESARE03) of S-52 has to be modified because in this CS the values of the attribute RESTRN are checked. That means that in the case that RESTRN is not given it has to be checked for the copied attribute restrn instead.

2.4. Lights

The CS for LIGHTS (LIGHTS05) of S-52 is affected because in this CS there is a check whether a light is located on a floating object or on a fixed object. The list of floating platforms must be extended by the new feature "boylat". To avoid a copy of this CS which would lead to a copy of the official feature LIGHTS, the Inland ECDIS manufacturers have to extend the official CS for LIGHTS as described above.

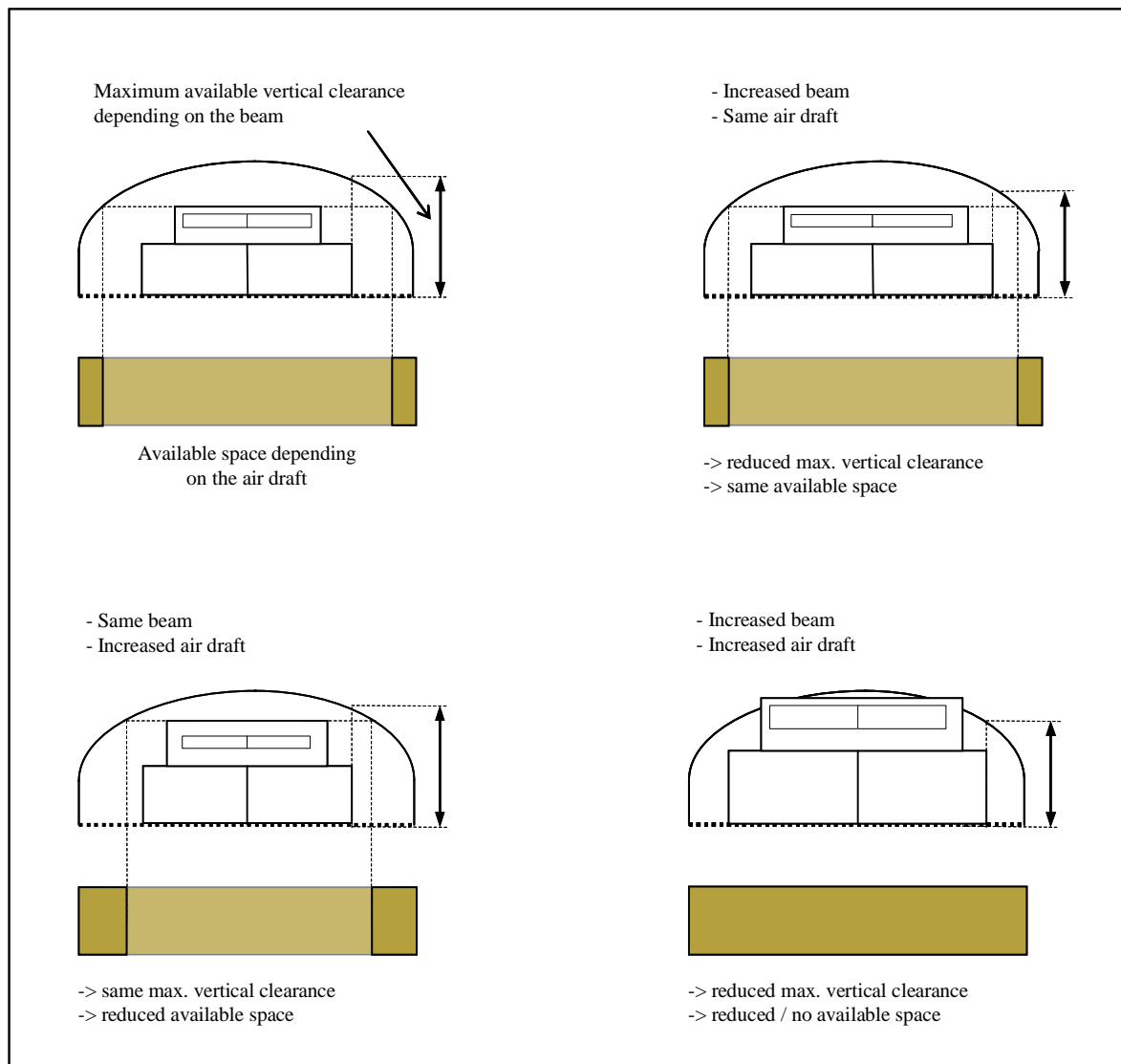
2.5. Bridges

A new CS for bridges has to be introduced to be able to indicate for bridge arches

- a) the maximum vertical clearance depending on the given beam
- b) the available space depending on the given beam and air draft

The condition for this is the encoding of a bridge arch as it is described in the Encoding Guide.

The Inland ECDIS manufacturers have to calculate the vertical clearance of aggregated bridge objects according to the given beam of the ship.



If the vertical clearance of a single bridge object of the aggregation is less than the calculated vertical clearance, this single bridge object must be symbolized by the symbol instruction “AC(CHBRN,3);TX('clr %.1f',1,2,3,'14108',1,1,CHBLK,11)”

If the vertical clearance of a single bridge object of the aggregation is larger or equal than the calculated vertical clearance, this single bridge object must be symbolized by the symbol instruction “AC(CHBRN,2)” without the indication of the non sufficient vertical clearance.

The boundaries of the bridge sequences which are not safe for navigation must be symbolized with the symbol instruction "LS(SOLD,2,DEPSC)".

The boundaries of the bridge sequences which are safe for navigation must be symbolized with the symbol instruction "LS(SOLD,1,CHGRD)".

The boundaries of the single bridge objects inside a bridge sequence, either safe or not safe for navigation, may not be symbolized.

2.6. Notice marks

A new CS has to be introduced for notice marks. If there are several notice marks at the same point the fctnm attributes have to be evaluated for the selection of the correct symbol:

- if there is at least one notice mark with fctnm = 1 (prohibition mark), the symbol notmrk04 has to be used;
- if there is no prohibition mark, but at least one notice mark with fctnm = 2 (regulation mark) or fctnm = 3 (restriction mark), the symbol notmrk05 has to be used;
- if there are only notice marks with fctnm = 4 (recommendation mark) and/or notice marks with fctnm = 5 (information mark), the symbol notmrk06 has to be used.

The symbols NMKREG21, NMKREG22, NMKREG23, NMKREG24, NMKRCD07, NMKRCD08, and NMKINF60 shall only be used if the attribute ORIENT is encoded and only for an optional display of detailed notice mark symbols. If ORIENT is not encoded, the symbols NMKREG02, NMKREG03, NMKREG10, NMKREG11, NMKRCD05, NMKRCD06, and NMKINF38 have to be used.

2.7. M_COVR

The CS (DATCVR02) of S-52 has to be modified for the display of bathymetric Inland ENC's. The M_COVR object of the bIENC shall be displayed with a blue outline for a clear distinction between areas which are covered by bIENC's and areas which are not.

2.8. Anchorage areas, depth areas, exceptional navigational structures, shoreline constructions and underwater rocks

The CS procedures for

- anchorage areas (RESTRN01),
- depth areas and exceptional navigational structures (DEPARE02),
- shoreline constructions (SLCONS03) and
- underwater rocks (OBSTRN07)

of S-52 have to be modified to include the display of achare, depare, excnst, slcons and uwtrc.

3. SYMBOLS FOR INLAND ECDIS

Symbols can be defined in vector format or in raster format. Symbols which will be rotated must be defined in vector format. The size of vector symbols is adapted automatically to the resolution and size of the screen. In case of raster symbols, different symbol sets must be designed to meet the requirements of a readable display.

A list of all Inland ECDIS symbols and their pictures is in chapter 4 and 5. The symbols are supplied in digital form at <https://ienc.openecdis.org>.

4. LIST OF SYMBOL NAMES

4.1. New Symbols to be shown on the chart display

4.1.1. Raster symbols

a) Symbols in general

BORDER01: check point, border

BUNSTA01: bunker station, diesel oil station

BUNSTA02:	bunker station, water
BUNSTA03:	bunker station, ballast
BUNSTA04:	power supply
CUSTOM01:	control point, custom
DISMAR05:	distance mark on river axis
HECMTR01:	hectometre point, 100m
HECMTR02:	hectometre point, 1km
HGWTMK01:	high water mark
LIFEBUOY:	rescue station with life buoy, ring buoy, life ring or life saver
NOTMRK01:	notice mark, prohibition
NOTMRK02:	notice mark, regulation, restriction
NOTMRK03:	notice mark, information, recommendation
NOTMRK04:	several notice marks, at least one prohibition mark
NOTMRK05:	several notice marks, no prohibition mark, at least one regulation or restriction mark
NOTMRK06:	several notice marks, only information and/or recommendation marks
REFDMP01:	refuse dump
SSENTRO1:	port entry
SSLOCK01:	signal station, lock
SSWARS01:	signal station, Wahrschau
TRNBSN01:	turning basin
VEHTRF01:	vehicle transfer
VTCLMK01:	vertical clearance mark at bridges
WTLVGG02:	gauge, height of water

b) Navigational aids

BCNSTK03:	river beacon, stake – pole
BCNLAT23:	river beacon, separation - simplified
BOYLAT25:	river buoy, fairway separation – simplified
BOYLAT26:	river buoy, obstruction at the right side
BOYLAT27:	river buoy, obstruction at the left side
BOYINL01:	river buoy right-hand side of the fairway (1.B of CEVNI, can be combined with a LIGHTS to 1.A or a TOPMA114 to 1.C or 1.D)
BOYINL02:	river buoy left-hand side of the fairway (2.B of CEVNI, can be combined with a LIGHTS to 2.A or a TOPMA115 to 2.C or 2.D)

BOYINL03:	river buoy bifurcation of the fairway (3.B of CEVNI, can be combined with a LIGHTS to 3.A, a TOPMA117 to 3.C or 3.D, a TOPMA114 to 3.E or 3.F and a TOPMA115 to 3.E1 or 3.F1)
BOYINL08:	river buoy yellow float (8.C of CEVNI)
TOPMA100:	beacon top mark, red cone, point down
TOPMA101:	beacon top mark, red boarded cone, point down
TOPMA102:	beacon top mark, green cone, point up
TOPMA103:	beacon top mark, green boarded cone, point up
TOPMA104:	beacon top mark, red boarded cone, point down, green boarded cone, point up, simplified
TOPMA105:	beacon top mark, red boarded cone, point down, green boarded cone, point up, simplified
TOPMA106:	beacon top mark, white-red square board, vertical
TOPMA107:	beacon top mark, red boarded square board, vertical
TOPMA108:	beacon top mark, white-green square board, diagonal
TOPMA109:	beacon top mark, green boarded square board, diagonal
TOPMA110:	beacon top mark, yellow-black square board, vertical
TOPMA111:	beacon top mark, yellow St. Georg cross
TOPMA112:	beacon top mark, yellow-black square board, diagonal
TOPMA113:	beacon top mark, yellow Andreas-cross
TOPMA114:	buoy top mark, red cylinder
TOPMA115:	buoy top mark, green cone, point up
TOPMA116:	buoy top mark, red-white-red board, entry prohibited
TOPMA117:	buoy top mark, red-green sphere

c) Harbour facilities and terminals

HRBFAC10:	default harbour facility
HRBFAC11:	harbour facility naval base
HRBFAC12:	harbour facility ship yard
HRBFAC13:	harbour facility harbour-master's office
HRBFAC14:	harbour facility pilot
HRBFAC15:	water police
HRBFAC16:	customs office
HRBFAC17:	harbour facility service and repair
HRBFAC18:	harbour facility quarantine station
TERMNL01:	terminal, passenger terminal
TERMNL02:	terminal, ferry terminal
TERMNL03:	terminal, Container trans-shipment

TERMNL04:	terminal, Bulk trans-shipment
TERMNL05:	terminal, Oil trans-shipment
TERMNL06:	terminal, Fuel trans-shipment
TERMNL07:	terminal, Chemical trans-shipment
TERMNL08:	terminal, Liquid Goods trans-shipment
TERMNL09:	terminal, Explosive goods trans-shipment
TERMNL10:	terminal, Fish trans-shipment
TERMNL11:	terminal, Car trans-shipment
TERMNL12:	terminal, General Cargo trans-shipment
TERMNL13:	terminal, RoRo Terminal

4.1.2. Vector symbols for European inland waterways (must be rotated, the numbers refer to CEVNI)

- NMKPRH02:	no entry (general sign) (A.1)
- NMKPRH12:	no passing on left side (A.10)
- NMKPRH13:	no passing on right side (A.10)
- NMKRCD01:	recommended channel in both directions (D.1a)
- NMKRCD02:	recommended channel only in the direction indicated (D.1b)
- NMKRCD03:	you are recommended to keep on right side (D.2)
- NMKRCD04:	you are recommended to keep on left side (D.2)
- NMKINF01:	entry permitted (E.1)
- NMKREG50:	wreck pontoon, passage allowed on side showing red-white sign
- NMKREG51:	wreck pontoon, passage allowed on both sides

4.2. New symbols to be shown in the "information window on notice marks"

a) Notice marks for European inland waterways (the numbers refer to CEVNI)

- NMKPRH03:	sections closed to use, no entry except for non-motorized small craft (A.1.1)
- NMKPRH04:	no overtaking (A.2)
- NMKPRH05:	no overtaking of convoys by convoys (A.3)
- NMKPRH06:	no passing or overtaking (A.4)
- NMKPRH07:	no berthing (i.e. no anchoring or making fast to the bank) on the side of the waterway on which the sign is placed (A.5)
- NMKPRH08:	no anchoring or trailing of anchors, cables or chains on the side of the waterway on which the sign is placed (A.6)
- NMKPRH09:	no making fast to the bank on the side of the waterway on which the sign is placed (A.7)
- NMKPRH10:	no turning (A.8)
- NMKPRH11:	do not create wash likely to cause damage (A.9)

- NMKPRH14: motorized craft prohibited (A.12)
- NMKPRH15: sports or pleasure craft prohibited (A.13)
- NMKPRH16: water skiing prohibited (A.14)
- NMKPRH17: sailing vessels prohibited (A.15)
- NMKPRH18: all craft other than motorized vessels or sailing craft prohibited (A.16)
- NMKPRH19: use of sail boards prohibited (A.17)
- NMKPRH20: water bikes prohibited (A.20)
- NMKPRH21: end of zone authorized for high speed navigation of small sport and pleasure craft (A.18)
- NMKPRH22: no launching or beaching of vessels (A.19)
- NMKREG01: there are restrictions on navigation: make enquiries (with additional sign at bottom of main sign) (C.4)
- NMKREG02: proceed in left direction (B.1)
- NMKREG03: proceed in right direction (B.1)
- NMKREG04: move to the side of the fairway on your port side (B.2a)
- NMKREG05: move to the side of the fairway on your starboard side (B.2b)
- NMKREG06: keep the side of the fairway on your port side (B.3a)
- NMKREG07: keep the side of the fairway on your starboard side (B.3b)
- NMKREG08: cross fairway to port (B.4a)
- NMKREG09: cross fairway to starboard (B.4b)
- NMKREG10: stop as prescribed in the regulations (B.5)
- NMKREG11: give a sound signal (B.7)
- NMKREG12: keep a particularly sharp outlook (B.8)
- NMKREG13: do not enter the main waterway until certain that this will not oblige vessels proceeding on it to change their course or speed (B.9a)
- NMKREG14: do not cross the main waterway until certain that this will not oblige vessels proceeding on it to change their course or speed (B.9b)
- NMKREG15: obligation to enter in a radiotelephone link on the channel as indicated on the board (B.11)
- NMKREG16: depth of water limited (C.1)
- NMKREG17: headroom limited (C.2)
- NMKREG18: width of passage or channel limited (C.3)
- NMKREG19: the channel lies at a distance from the left bank (C.5)
- NMKREG20: the channel lies at a distance from the right bank (C.5)

- NMKREG21: proceed in left direction (B.1), orientation encoded
- NMKREG22: proceed in right direction (B.1), orientation encoded
- NMKREG23: stop as prescribed in the regulations (B.5), orientation encoded
- NMKREG24: give a sound signal (B.7), orientation encoded
- NMKREG25: obligation to use onshore power supply point (B.12)
- NMKRCD05: you are recommended to proceed in the left direction (D.3)
- NMKRCD06: you are recommended to proceed in the right direction (D.3)
- NMKRCD07: you are recommended to proceed in the left direction (D.3), orientation encoded
- NMKRCD08: you are recommended to proceed in the right direction (D.3), orientation encoded
- NMKINF02: overhead cable crossing (E.2)
- NMKINF03: weir (E.3)
- NMKINF04: ferry-boat not moving independently (E.4)
- NMKINF05: ferry-boat moving independently (E.4b)
- NMKINF06: berthing (i.e. anchoring or making fast to the bank) permitted on the side of the waterway on which the sign is placed (E.5)
- NMKINF07: berthing area reserved for pushing navigation vessels that are not required to carry blue lights or blue cones on the side of the waterway on which the sign is placed (E.5.4)
- NMKINF08: berthing area reserved for pushing navigation vessels that are required to carry one blue light or one blue cone on the side of the waterway on which the sign is placed (E.5.5)
- NMKINF09: berthing area reserved for pushing navigation vessels that are required to carry two blue lights or two blue cones on the side of the waterway on which the sign is placed (E.5.6)
- NMKINF10: berthing area reserved for pushing navigation vessels that are required to carry three blue lights or three blue cones on the side of the waterway on which the sign is placed (E.5.7)
- NMKINF11: berthing area reserved for vessels other than pushing navigation vessels that are not required to carry blue lights or blue cones on the side of the waterway on which the sign is placed (E.5.8)
- NMKINF12: berthing area reserved for vessels other than pushing navigation vessels that are required to carry one blue light or one blue cone on the side of the waterway on which the sign is placed (E.5.9)
- NMKINF13: berthing area reserved for vessels other than pushing navigation vessels that are required to carry two blue lights or two blue cones on the side of the waterway on which the sign is placed (E.5.10)
- NMKINF14: berthing area reserved for vessels other than pushing navigation vessels that are required to carry three blue lights or three blue cones on the side of the waterway on which the sign is placed (E.5.11)

- NMKINF15: berthing area reserved for all vessels that are not required to carry blue lights or blue cones on the side of the waterway on which the sign is placed (E.5.12)
- NMKINF16: berthing area reserved for all vessels that are required to carry one blue light or one blue cone on the side of the waterway on which the sign is placed (E.5.13)
- NMKINF17: berthing area reserved for all vessels that are required to carry two blue lights or two blue cones on the side of the waterway on which the sign is placed (E.5.14)
- NMKINF18: berthing area reserved for all vessels that are required to carry three blue lights or three blue cones on the side of the waterway on which the sign is placed (E.5.15)
- NMKINF19: anchoring or trailing of anchors, cables or chains permitted on the side of the waterway on which the sign is placed (E.6)
- NMKINF20: making fast to the bank permitted on the side of the waterway on which the sign is placed (E.7)
- NMKINF21: berthing area reserved for loading and unloading vehicles (E.7.1)
- NMKINF22: turning area (E.8)
- NMKINF23: crossing with secondary waterway ahead (E.9a)
- NMKINF24: secondary waterway ahead on the right (E.9.b)
- NMKINF25: secondary waterway ahead on the left (E.9.c)
- NMKINF26: secondary waterway ahead (main waterway right)
- NMKINF27: secondary waterway ahead (main waterway left)
- NMKINF28: secondary waterway left (main waterway right)
- NMKINF29: secondary waterway right (main waterway left)
- NMKINF30: secondary waterway ahead and left (main waterway right)
- NMKINF31: secondary waterway ahead and right (main waterway left)
- NMKINF32: crossing with main waterway ahead (E.10.a)
- NMKINF33: junction with main waterway ahead (E.10.b)
- NMKINF34: junction with main waterway ahead and right
- NMKINF35: junction with main waterway ahead and left
- NMKINF36: junction with main waterway ahead and right (secondary waterway left)
- NMKINF37: junction with main waterway ahead and left (secondary waterway right)
- NMKINF38: end of prohibition or obligation applying to traffic in one direction only, or end of restriction (E.11)
- NMKINF39: drinking water supply (E.13)
- NMKINF40: telephone (E.14)
- NMKINF41: motorized vessels permitted (E.15)

- NMKINF42: sport and pleasure craft permitted (E.16)
- NMKINF43: water skiing permitted (E.17)
- NMKINF44: sailing vessels permitted (E.18)
- NMKINF45: craft other than motorized vessels or sailing craft permitted (E.19)
- NMKINF46: use of sailboards permitted (E.20)
- NMKINF47: possibility of obtaining nautical information by radio-telephone on the channel indicated (E.23)
- NMKINF48: water bikes permitted (E.24)
- NMKINF49: zone authorized for high speed navigation of small sport and pleasure craft (E.21)
- NMKINF50: launching or beaching of small craft permitted (E.22)
- NMKINF51-55: maximum number of vessels permitted to berth abreast (E.5.3)
- NMKINF56: electrical power supply point (E.25)
- NMKINF57: winter harbour (E.26)
- NMKINF58: winter shelter (E.27)
- NMKINF59: use of spuds permitted (E.6.1)
- NMKINF60: end of prohibition or obligation applying to traffic in one direction only, or end of restriction (E.11), orientation encoded

**b) Notice marks for Russian inland waterways
(the numbers refer to GOST 26600-98)**

- NMKPR101: no anchoring or trailing of anchors, cables or chains (1.1)
- NMKPR102: no passing or overtaking of convoys (1.2)
- NMKPR103: no passing or overtaking (1.3)
- NMKPR104: do not create wash (1.4)
- NMKPR105: small crafts prohibited (1.5)
- NMKRE101: Attention! (keep caution) (2.1)
- NMKRE102: fairway crossing (2.2)
- NMKRE103: headroom limited (2.4)
- NMKIN101: turning area (3.2)
- NMKIN102: shipping inspection point (3.3)

c) Auxiliary panels (CEVNI Annex 7, Section II)





















- ADDMRK01: right (triangle to the right)
- ADDMRK02: left (triangle to the left)
- ADDMRK03: bottom (rectangle, portrait main board)
- ADDMRK04: top (rectangle, portrait main board)
- ADDMRK05: bottom (rectangle)
- ADDMRK06: top (rectangle)

- ADDMRK07: right (triangle to the right, landscape main board)
- ADDMRK08: left (triangle to the left, landscape main board)
- ADDMRK09: bottom (triangle to the bottom)
- ADDMRK10: bottom (triangle to the bottom, portrait main board)
























5. PICTURES OF INLAND ECDIS SYMBOLS





5.1. Raster symbols

5.1.1. Symbols in general























				
BORDER01	BUNSTA01	BUNSTA02	BUNSTA03	BUNSTA04
				
CUSTOM01	DISMAR05	HECMTR01	HECMTR02	HGWTMK01
				
LIFEBUOY01	NOTMRK01	NOTMRK02	NOTMRK03	NOTMRK04
				
NOTMRK05	NOTMRK06	REFDMP01	SSENTRO1	SSLOCK01
				
SSWARS01	TRNBSN01	VEHTRF01	VTCLMK01	WTLVGG02

5.1.2. Navigational aids



















		
BCNSTK03	BCNLAT23	BOYLAT25
		
BOYLAT26	BOYLAT27	TOPMA100
		
TOPMA101	TOPMA102	TOPMA103
		
TOPMA104	TOPMA105	TOPMA106
		
TOPMA107	TOPMA108	TOPMA109
		
TOPMA110	TOPMA111	TOPMA112
		
TOPMA113	TOPMA114	TOPMA115
		
TOPMA116	TOPMA117	






		
BOYINL01	BOYINL02	BOYINL03
		
BOYINL08		



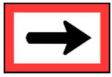

























5.1.3. Harbour facilities, terminals






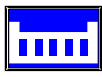


















	
HRBFAC10	HRBFAC11
	
HRBFAC12	HRBFAC13
	
HRBFAC14	HRBFAC15
	
HRBFAC16	HRBFAC17
	
HRBFAC18	TERMNLO1
	
TERMNLO2	TERMNLO3
	
TERMNLO4	TERMNLO5
	
TERMNLO6	TERMNLO7
	
TERMNLO8	TERMNLO9
	
TERMNLO10	TERMNLO11
	
TERMNLO12	TERMNLO13



























5.2. Symbols for the "information window on notice marks"
















		
NMKPRH03	NMKPRH04	NMKPRH05
		
NMKPRH06	NMKPRH07	NMKPRH08
		
NMKPRH09	NMKPRH10	NMKPRH11
		
NMKPRH14	NMKPRH15	NMKPRH16
		
NMKPRH17	NMKPRH18	NMKPRH19
		
NMKPRH20	NMKPRH21	NMKPRH22











		
NMKPR101	NMKPR102	NMKPR103
		
NMKPR104	NMKPR105	

 NMKREG01	 NMKREG02	 NMKREG03	 NMKREG04	 NMKREG05	 NMKREG06
 NMKREG07	 NMKREG08	 NMKREG09	 NMKREG10	 NMKREG11	 NMKREG12
 NMKREG13	 NMKREG14	 NMKREG15	 NMKREG16	 NMKREG17	 NMKREG18
 NMKREG19	 NMKREG20	 NMKREG21	 NMKREG22	 NMKREG23	 NMKREG24
 NMKREG25	 NMKRE101	 NMKRE102	 NMKRE103		











 NMKRCD05	 NMKRCD06	 NMKRCD07	 NMKRCD08	 NMKINF02	 NMKINF03
 NMKINF04	 NMKINF05	 NMKINF06	 NMKINF07	 NMKINF08	 NMKINF09
 NMKINF10	 NMKINF11	 NMKINF12	 NMKINF13	 NMKINF14	 NMKINF15
 NMKINF16	 NMKINF17	 NMKINF18	 NMKINF19	 NMKINF20	 NMKINF21

 NMKINF22	 NMKINF38	 NMKINF39	 NMKINF40	 NMKINF41	 NMKINF42
 NMKINF43	 NMKINF44	 NMKINF45	 NMKINF46	 NMKINF47	 NMKINF48
 NMMINF49	 NMKINF50	 NMKINF51	 NMKINF52	 NMKINF53	 NMKINF54
 NMKINF55	 NMKINF56	 NMKINF57	 NMKINF58	 NMKINF59	 NMKINF60
 NMKIN101	 NMKIN102				

	
NMKINF23	NMKINF24
	
NMKINF25	NMKINF26
	
NMKINF27	NMKINF28
	
NMKINF29	NMKINF30
	
NMKINF31	NMKINF32
	
NMKINF33	NMKINF34
	
NMKINF35	NMKINF36
	
NMKINF37	

	
ADDMRK01	ADDMRK02
	
ADDMRK03	ADDMRK04
	
ADDMRK05	ADDMRK06
	
ADDMRK07	ADDMRK08
	
ADDMRK09	ADDMRK10

5.3. Vector symbols

 NMKINF01	 NMKPRH02	 NMKPRH12	 NMKPRH13	 NMKRCD01	 NMKRCD02
 NMKRCD03	 NMKRCD04	 NMKREG50	 NMKREG51		

6. BATHYMETRIC INLAND ENCS

Bathymetric Inland ENCs must be displayed as complementary layer only. It is not allowed to display bIENCs if the respective geographic area is not fully covered by an IENC or ENC. The usage of the respective ENCs/IENCs must be within the usage band of the bIENC. This means for example a bIENC with usage 5 to 7 may not be displayed together with an IENC of usage 4.

The bIENC has display priority over:

depare

DEPARE

DRGARE

DEPCNT

SOUNDG

UNSARE

M_COVR

and over the safety contour of the ENC or IENC. The bIENC must not have display priority over any other features of the IENC.