

GB1 - Perhaps it goes without saying: with map reading systems such as Arrows Shortest Route it is common that you do not "consider" the complete route from start to finish (between 2 TC's), but from arrow to arrow. With Border Approach this is different, there you do consider the route (in principle) from start to finish. By adding the spot height rules you could then in theory construct a different route to ultimately leave less surface between the route and the map edge. But that way the route construction becomes far too complicated. Therefore, looking ahead during route construction should be limited to the next intersection of roads from which the route can be continued (so without all roads leading to 'dead ends' on the map edge, arrows that you approach illegally or spot heights that you're not allowed to use).

GB2 - Another point in the system Border Approach with Highlights are the highlights themselves:

1. which sign exactly is it (the legend contains multiple signs for spot heights)?
2. where exactly are they on the map?
3. when do you visit a highlight and when not?

I have no certainty that my assumptions are correct, but in fact that doesn't matter. It is important that you as a participant use the same 'rules' as I did when plotting the route! My view on the above points is therefore essential to adhere to when 'driving' the dry run. It is as follows:

1. the regulations state the appearances in art. 4 (Legend) at the bottom of page 3. The only highlights that you need to take into account are the dots (in the legend provided with height **713**).
2. the highlights in the form of dots are always on (the extension of) a verge line. This can be 'just' along the side of the road, sometimes in the middle of a junction, but usually on the corner of a junction.
3. in the situations mentioned under 2. you ALWAYS visit the highlights. This goes without saying when you drive past them, but this also applies to highlights at junctions, regardless of the route you follow at that junction!

Some situations from the example map in the Regulations are explained below:

1. if you drive west from TC-1, you will pass and therefore visit spot height **443**, which is located at the intersection of the yellow and single-line road to the NNW.
2. in Walperswil you will find spot height **468**, which is located at the intersection of the verge lines of the roads to the NW and to the NE. Wherever you come from or go to in this situation, you will visit the spot height!
3. in Bühl you will find spot height **465**, which is located at the intersection of the verge lines of the yellow road to the SSE and the white road to the SSW. The white road to the NE doesn't end at this intersection of roads! So when entering that road from the north (or the other way around) you do not visit spot height **465**; in all other cases you do.
4. Spot height **445** (south of RC G and north of RC L) is at the intersection of the verge lines of the yellow road from Bühl and the white road towards Kappelen. Because the situation is a four-way junction, it applies just like in situation 2. that wherever you come from or go to in this situation: you will visit the spot height!

