

# **Alpine Canada**

National Officials Program
ALPINE LEVEL III
v. November 2017

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## 1. INTRODUCTION

This course is designed for those officials who have obtained Alpine Officials Level II and since then have gained specific practical experience as covered in the Alpine Canada Alpin – Alpine Officials Program. This is an interactive course in which the major emphasis will be discussion and exchange of ideas, opinions and experiences by the participants. An examination of the course outline will show the variety and depth of the material covered.

Throughout the course, you will be participating in many case studies taken from actual experiences. You will be asked to make decisions on these problems with reasons and generally within a time limit - just as it happens in a race. Juries will also be formed to make decisions.

The Manual that accompanies this course is reference material deemed to be useful to this course. As such, the pages are numbered and a listing provided so that individual items can be found. The material is arranged to follow the order of presentation of the course. An integral part of this course material is the Race Worker Training Manual published by Alpine Canada Alpin derived from material created for the Salt Lake City Olympic Organizing Committee.

The manual also includes the pre-course assignments. Prior to the course, participants are asked to <u>complete</u> 'homework', <u>read</u> the manual and consider some Case Studies and to have obtained specific items needed at the course. Successful participation in the course depends upon the advance preparation of each participant, as most time will be spent on discussion and not on lecturing.

There are two sets of Case Studies presented in this manual, in Sections 2 and 5. Participants will be organized into 'juries' of three or four persons depending on the size of the class. Each jury will have a few minutes to consider their cases and come to decisions. Each jury will present its decisions together with reasoning and identification of appropriate and relevant rules from the ICR.

The exam for this course can be given at a time other than the course weekend. This gives each participant the opportunity to enjoy the course without being concerned about writing an exam at the end of two full days. It also allows the material presented in the course to be reviewed and if later in the season, put theory into practice over the ski season.

#### 1.1. Some Do's of An Effective Official

This section represents the nuts and bolts of getting a good job done - the do's and don'ts of how to avoid the seemingly inevitable frustrations that come with the tasks.

- 1. Assume your responsibilities putting the best interests of athlete security and fairness first. Officials are present to unsure that the rights of each competitor as stated in the rules and regulations will be upheld in the competition.
- 2. Be as unobtrusive and inconspicuous as possible. Perform your duties in a manner that will earn you the respect and support of competitors, coaches and spectators.
- 3. Respect the desire of each competitor to be considered as something above an "also ran" participant. As officials, our personal views should not be voiced, and each individual athlete's effort should be taken seriously.
- 4. Be committed to your responsibilities and duties as well as your peers. This is easily reflected by our willingness to consult with others and by keeping up to date with current rules and procedures.
- 5. Remember that you and everyone else officiating at a ski competition are volunteers! Everyone has probably adjusted other priorities in their lives to be there. Respect and support their efforts through a spirit of co-operation. The overall success of the competition is dependent upon the performance of each individual.
- 6. Accept an assignment to officiate only if you plan to honor the commitment. There are enough unpredictable built into our sport by Mother Nature that we do not need the added frustrations of "no shows".
- 7. Be on time for your assignment that means you are there before you are needed.
- 8. Inform the appropriate major official if you are unable to attend or if you will be late. This must be done as early as possible; and if you are conscientious, you should aid in finding your own qualified replacement.
- 9. As officials, you must not be a coach to competitors. Encouragement may be given provided it is done equally for all. For Young competitors, it may be necessary to offer more guidance.
- 10. Never accept an assignment you are not qualified to handle. Poor performance through ignorance can be harmful to the skier and will reflect poorly on you and on the organizing club you represent.
- 11. Officials should respect the fact that last minute changes will always be a possibility. Remaining flexible and adaptive in your thinking will enable the competition to continue on to its successful conclusion.

## 2. PRE-COURSE INFORMATION & HOMEWORK

To: Level III Course Participants	
CC: Course Conductors	
Date:	
Re: Level III Officials Course	

Thank you for participating in the level III course.

The course format includes: pre-course homework, the 2 day course, the Level III exam and a practical assignment.

The two day course format can vary depending on the time of year and the availability of snow. The course can be two classroom days or one day in the classroom with the second day on snow at a designated mountain. The practical assignment can also vary depending on each PSO's education program but may include an assignment as a Chief of Race or shadowing a PSO Technical Delegate.

The exam is written as determined by the course instructor or PSO Officials Chair. It can be written at a later date which will give the participants time to review the Level 3 material and not worry about an exam during class time or at the end of the classroom time.

Course material should include:

- Level III course manual which includes pre-course assignment and worksheets for
  - Role of the Official
  - Chief of Course
- Current ICR
- Current FIS Precisions
- Current PSO Information Book
- Race Worker Course Training Manual
- Case Studies

Please take the time to do the pre-course reading and work through the assignments including the Case Studies prior to the class room experience.

Plan on bringing to class - a high-liter pen and calculator.

Cost of the course is set by each PSO.

The success of the course depends on the interaction of the course participants and instructors. Be ready to participate and enjoy the two days.

## 2.1. Pre-Course Assignment

Please complete the following questions prior to the course. Give appropriate ICR reference if possible.

1. Which of the following conditions could possibly cause a FIS race to be disallowed for points?

Yes [] No [ ] a) Improper calculation of race points Yes [] No [ ] b) Too great a vertical drop c) A slalom course with 30-35% of VD direction changes Yes [] No [ ] Yes [] No [ ] d) A 21 year competitor allowed to race Yes [ ] No [ ] e) Course technical data does not correspond with homologation certificate Yes [ ] No [ ] f) Start gate improperly mounted Yes [ ] No [ ] g) Race committee refused to have manual backup timing 2. You are Referee at a Regional FIS slalom race. The TD asks your opinion on several matters. Would you allow the following? a) No protection in front of the finish timing light? Yes No [ ] Yes [ ] No [ ] b) A racer appears at the start without a helmet? Yes [ ] No [ ] c) The first two gates are only 12 meters apart Yes [ ] No [ ] d) A racer comes to the start without ski brakes? Yes [ ] No [ ] e) Course setter wants to set with bamboo poles? Yes [ ] No [ ] f) A racer appears at the start wearing a suit that is missing a plumb? 3. It is 9.15am; the Slalom race starts at 10.00am. Twelve gate judges have turned up of whom five are experienced and six are new. One has been a gate judge at a GS once. There are 42 gates. You as Chief of Gate judges of this a slalom race must assign the Gate Judges. a) What are some of the key factors you will take into account when assigning the new and experienced GJ taking location and terrain into account? b) What crucial last minute instructions will you give them? c) What will you do during the race? d) What should the gate judges do after run # 1?

2.2.	Role of the Official
On a	separate piece of paper:
1) Wı	rite down what you think the role of the official is.
2) Su	pport your reasons. Write down why you think these are specific roles of the officials.
3) Lo	oking at these roles, how could you become a better official?
2.3.	Focus on the Chief of Course
On a	separate piece of paper:
	rite down duties up to 2 days prior to the race.
2) Du	ities day 2 and day 1 prior to the race.
3) Du	ities day of race.

## 2.4. Level 3 Case Studies

Please read the Case Studies prior to the course time.

Please reference the ICR where possible.

- 1. On a very cold day only 14 gate judges are available out of the 25 that had originally signed up, but the course contains 59 gates.
  - a) What should the Jury do?
  - b) Is there any change in the Jury's approach to handling protests against DSQ's?
  - c) What might the TD include in his report?
- 2. A racer falls through the finish losing one ski. He then takes off his remaining ski and walks through the finish line, causing an extra finish record by the electric timing. He picks up the lost ski, then walks through the electric eye, again activating the timing and walks down the finish corral and out the gate.
  - a) What should the Finish Referee do?
  - b) What should the Jury decide if there is a protest?
- 3. In a Giant Slalom, three racers lose their bibs in the cafeteria between runs (probably a souvenir). One racer reports this to the Race Secretary and is given a bib number higher than the last # on the start list; another borrows a bib from a DNF racer and wears it for the second run; the third burrows a DNF's bib, but turns it inside out and writes his number on in pencil, small and barely legible. All three finish in the top 5 for combined times, but the coach of the 6th best finisher enters a protest against all three for alteration of the start number.
  - a) What must the coach do for the Jury to entertain his protest?
  - b) What should the Start Referee have done?
  - c) How should the Jury rule on this?
- 4. At a Nor-Am race being shown on local television, the TD notes on coming to the finish between runs that the Finish Referee, a local entrepreneur, is wearing a large advertisement for Blatz Moravian Stout on his right arm and an advertisement for a local Super Burger restaurant on his left arm. Each covers the entire sleeve.
  - a) What should the TD do?
    - The TD in question requested the Finish Referee to remove both, which was done easily as the patches were attached with velcro. Later, when reviewing the video in regards to a protest from the second run, the TD noticed that the ads had been replaced.
  - b) What should the Jury do?
    - The Jury in question wrote down the facts of the case and sent a notarized copy by registered mail to, the Chairman of the Disciplinary Commission, requesting it take disciplinary action against the Finish Referee by barring him from accreditation at all FIS races for the remaining month of the season.
  - c) What should the Commission do?
- 5. A service man skiing down with a specific task on the course was waved off the course by the steward who got in his way to stop him. The service man proceeded to punch the steward, who later had to be taken to the medical clinic to stop his nose bleed. Aside from the fact that this constituted an indictable assault, there were medical costs.
  - a) Can the TD or the Jury discipline the service man and if so, in what way?
  - b) What else can or should the TD do?

- 6. In the start for the first run of a slalom a racer's left pole broke through the start ramp, the basket caught under the wooden surface below the snow and the pole was pulled out of the racer's grip as he catapulted down the ramp through the first gate. Skiing with one pole he passed through the second gate and checked to a stop as he went through the third gate. He then called back to the Start Referee requesting a re-run and began climbing back.
  - a) What should the Start Referee do?
  - b) What should the Jury decide if there is a protest?

In the 2<sup>nd</sup> run a different racer, quite heavy of build, doing a violent Killy start had his right pole slip to the side and break under him as he heaved his body up. He came to an immediate stop and similarly, requested a re-run.

- c) What should the Start Referee do?
- d) What should the Jury decide if there is a protest?
- 7. A racer fell at the finish, slid under the beam, so the clock did not stop. Noticing this, he requests a re-run from the Finish Referee. His re-run time is 59.13, putting him in 8th place. Shortly thereafter, the Chief of Timing comes forth with a corrected hand time of 56.27 seconds for his 1st run, good enough for 2nd place
  - a) Which time would the Jury determine to be Official?
  - b) What could the Finish Referee have done to avoid this situation?
  - c) Was there another way the Chief Timer could have handled this?
- 8. In a Giant Slalom a racer finds a gate missing near the bottom of the course He reacts to the missing gate but crosses the finish line. As he stops the announcer tells him to go to the start for a re-run. The re-run is taken and his time is better than his first run. In the meantime, a second racer passes the same place and the gate is down again. He continues across the finish line and is told by the announcer to take a re-run. He does, but his time is slower than the first run.
  - a) At the Jury meeting, how would you rule for racer #1 and racer # 2? Why?
  - b) What errors were made by the racers and by the Officials?
- 9. After the forerunners had gone and everything was apparently operating properly, Racer #1 was started but the start gate did not register a start. The racer had an excellent run, but only a hand time was available. The race was stopped and the timer trouble was fixed. A Jury meeting was called to decide what to do.
  - a) Should the hand times be taken for all racers as there was a "total failure of the electronic timing?
  - b) Should the hand timing be taken for that one racer and electronic time for all the rest?
  - c) Should the race be started over with #1?

His coach wanted a re-run as he felt the racer could have done better. Two coaches of other team claimed that it would be the equivalent of giving him a training run on the course. What is your response?

10. At a National calendared race, Gate Judges are provided with a Gate Judge card for each event. In addition to watching for correct passage and replacing gates, the Gate Judge also has to perform simple course maintenance. A competitor is disqualified and no protest is filed. Later investigation however shows that the Gate Judge wrote down the "start number" instead of the "bib number".

- a) What is the jury's duty?
- b) How could this have been avoided?
- **11.** In a Spring Series Ladies FIS GS, the first 3 competitors negotiated the course without incident. Racer #4 fell, knocking out a gate in the soft snow. The gate was replaced by a course maintenance worker. Five more competitors raced the course before the Referee, realized that the gate had been placed nearly one meter from the original dye mark, in a dye mark from the previous days race. The change substantially eased a very difficult turn. He at once radioed the TD on the Jury radio to hold the next racer.
  - a) What action should the Jury take to ensure fair competition and scoring of the competition?
  - b) What error has been made by the Chief of Course?
- 12. Because of a tight time schedule, some of the team leaders, whose teams have farther to go to get home for Christmas, would like to start the Ladies World Cup slalom at 8:30 am instead of 9:30am, as the organizers had proposed and stated on the tentative schedule distributed the first day of the DH training. The organizers are happy with the change since they are short of space for recreational skiers anyway. The TV network is not happy but can adapt. The Jury is evenly split. Other team leaders however are against the schedule change claiming sarcastically "Our racers don't race in the dark except under the Swedish night skiing rules".

What do you, as a member of the Jury decide and give as your opinion?

- 13. As the racer came to the 5th gate above the finish, the turning pole, which had previously been knocked down several times, fell in the racers path. He started to try to jump it, but gave up, turned out around it and skied straight through the finish, thereby passing through the middle of the remaining red gates and totally ignoring the 2 remaining gates. He went out of the finish corral and talked to his coach for a bit and then got back on the lift. A little later he arrived at the start and requested the Start Referee for a rerun.
  - a) What should the Start Referee do?
  - b) If a provisional re-run were granted, what would you as a Jury decide, when there is a protest rose by another team leader that the re-run was improperly granted?
- **14.** Following a DH training run and after the course has been closed, a Jury member observes a competitor and a coach studying and skiing sections of the DH course. The TD notifies the Jury and the coach that a meeting will be held to discuss the situation.

What sanctions, if any, may be imposed against the competitor? Against the coach?

**15.** A competitor tells the Start Referee his bib has been lost. Extra bibs are available. The Start Referee tells the competitor to alter the bib to show the assigned bib number. The competitor has no way of altering the number on the bib so he does not start.

What should the Start Referee have done?

**16.** It was 8:00 am. The temperature was -5 and the piste, which was groomed the previous afternoon when the temp was +5, had set up perfectly. Two GS courses were being set and the Chief of Course standing at the start asked a course worker to take a drill to another course worker securing crowd control fences.

The course worker, drill in hand, set out down the steep icy pitch at the start. He fell immediately, dropping the drill and losing his skis. He managed to stop but his skis, the drill and the battery that had departed the drill hurled down the hill through the gates.

There was much shouting and blasts as workers further down the course and at the finish were told to watch out. One ski eventually hit the fence. Much to the surprise of the timing crew, course workers and others setting up the finish, the other ski, drill and battery all finished the GS course.

The extraordinary race was witnessed by the TD, the Jury and entire crew preparing the 9:45 men's start, and the Chief of Course was overheard commenting that 'Joe' had mentioned earlier that his skis didn't have ski brakes. Inspection of both the men's and women's courses by 120 athletes began about 30 minutes later. You are the TD and you witnessed and heard what was described above.

What actions, if any, would you and the Jury takes?

**17.** The Jury votes 2 to 1 that visibility is so poor that the race should be delayed. The dissenting vote is the TD who maintains that it is adequate and the race should proceed as scheduled.

What is the outcome? How would this vary with a DH, SG, GS, SL?

**18.** As a racer left the start gate, he popped a binding but continued and completed the course on one ski. Comment on the incident. What if he lost the gate 2 gates from the finish in a DH? In a GS?

What differences would there be between a National and FIS race?

**19.** The Finish Referee, Finish Controller and Chief Timer saw a racer miss a gate and ski through two poles of a GS gate; however the Gate Judge missed the fault. The TD refused to allow the Finish Referee to DSQ the racer as the Gate Judge marked clear passage.

What would you do as a member of the Jury? Give references.

- **20.** At a Super G race, as the starter was starting the countdown, the Start Referee is called on the radio. He replies "Go ahead" and the racer immediately leaves the start gate although the count has only reached 4. What should the Start Referee do?
  - a) If the racer stops and requests a re-run
  - b) If the racer continues on course and completes his run.

What suggestions would you have for the Start Referee?

**21.** A competitor in the second run of slalom appears to have straddled gate #30, falls through #31, and slides to a stop beside gate #32. He struggles to his feet and shouts to the gate judge, "Am I OK?" The gate Judge responds "Back" while attempting to retrieve the poles of Gate #30, but the racer leaves the course and reports to the Finish Referee that the gate judge had been tardy in his response to his inquiry and demands a re-run. The re-run is granted by the Finish Referee and the racer has a good time.

Does the Jury allow the re-run to stand?

**22.** As finish referee you are approached by the coach of racer No. 12 with the request that the times of racers No. 12 and No. 28 are wrong. The start list gives the following order in the group around No. 12 and No. 28.

After consulting with the Start Referee you learn #32 was absent from the start at his correct start time and was allowed to race at the end of the list.

When racer #32 was not there, the Starter asked for the next racer but he was not quite ready, so the Starter took #28 who was ready. #12 then took his turn and onto #27, 15 etc.

BIB
30
29
32
12
28
27
15

Determine what is wrong if anything and correct. What errors have been made by which officials?

23. The race has been stopped part way through the men's first run. One of the racers #39 has fallen and broken his collar-bone. Of the 18 Female racers who ran the course before the men, 12 were DSQ or DNF in the same area #39 fell. Racer #39 was 9th to run the course and four of the previous 8 wiped out.

The TD has stopped the race and called a Jury meeting. He has asked the Jury to consider the following options:

- a) Continue the race, second run later this afternoon
- b) Cancel the event altogether
- c) Continue the race but cancel the second run
- d) Modify the course and continue with a one run event.

The Jury now sends to the Coaches meeting only two options for their advice:

- 1. Cancel the race altogether
- 2. Modify the course and continue with a one run event.

As a coach, would you agree to any of these options? If so which one and why? What other option(s) would you propose to the Jury and why?

**24.** The Finish Referee has authorized a re-run for #28. The racer complained that the unofficial times posted showed an impossible time between his time and the half dozen racers before him with whom he is seeded equally. After asking the Chief of Timekeeping about the possibility of an error the Finish Referee decided to give him a re-run and sort it out later. Back-up was not available for this race.

Time for first run was 58 seconds which was 6 seconds off the pace and time for re-run was 53.07 which the racer felt was appropriate and also which he felt was what run #1 felt like it should have been.

What decision will the Jury make?

**25.** It is a beautiful sunny day at the ski area with large crowds taking advantage of the excellent conditions. Over the radio you as TD are advised that the Lift Corp. has reported 5 racers for various infractions of the lift rules. Over the Jury radio, it was decided to allow the racers to run provisionally and settle it afterwards.

At the Jury meeting, the various lift operators were interviewed and as a result all five racers were disqualified and instructed to write letters of apology to the Lift Corp.

After the protest period was over the results were calculated and the awards given out.

Then the coach of one of the racers came to the TD with another racer who stated that it had been racer #88 who had committed the infraction and not racer #58. The Jury members are all still available.

What will you as the Jury does now? The coach of racer #58 had not protested as he had been unable to find his racer.

- **26.** The 2<sup>nd</sup> run of a GS has been set and inspected. The snow is thin in places so the TD opts to wait at the bottom to talk with the forerunners who all miss the same gate. The Chief of Timing has been instructed to hold the first racer until the TD has talked with the forerunners. A Coach tells the Starter to start the race and four racers are sent and all miss the same gate. The TD stops the race and sends everyone back to the start to race again while the tracks at the problem gate are slipped out. A coach complains that this gives an unfair advantage to the first four racers.
  - a) What do you think should happen?
  - b) What would you as the TD have done?

- 27. You are the TD at a race which is notorious for sloppy race organization, poor course preparation and a shortage of Gate Judges. You are certainly not thrilled to be the TD and wonder how you got talked into taking the race assignment. Now, you have a major problem at the coaches meeting as the coaches you have asked to hold the position of Referee refuse to do so and there are no other coaches qualified with their Level II Officials. What will you do?
- 28. In December, in the second run of a SL, run at close intervals because of fading light, racer #4 missed the last gate and climbed back. As he proceeded to the finish, he was overtaken by racer #9 and the two finished simultaneously. The electric timer, however, printed twice, .05 sec apart. The electronic timing crew could not tell which time belonged to whom, or indeed, whether the second time was a trailing leg or hand or whatever. It didn't seem to make much difference, so they gave the faster time to racer #9. Racer #8 however, then turned in a time only 0.02 seconds behind #9 for the two runs. That meant that the win depended on which impulse was counted for #9. If it was earlier then he was the winner by 0.02 sec, but if the later, then he was second by 0.03 seconds. The coach of #8 naturally protested.

Your Jury hearings have established: a) neither the Finish Referee nor the Finish Controller could determine who crossed first, b) The hand timers had the same time for both.

What times do you give for: #4 #8....#9?

# 3. OFFICIALS PROGRAM

See Section 2 of Level I and / or Level II manuals.

## 4. THE RULES OF SKI RACING

All competitions are run according to the FIS International Competition Regulations - or also known as the ICR, or Blue Book. This is a book of rules that have been approved by FIS Congresses. The rules are based on recommendations from committees and national federations as well as from motions made by Congress delegates. If necessary, the rules are interpreted between Congresses by the FIS Council.

In Canada, all Competitions are run under the rules as set forth in the current ICR. However, because the ICR is primarily written for FIS races where it must be implicitly followed, it is necessary that certain modifications be made to be appropriate to the specific levels of competition. The rules of the ICR may be modified by ACA or by PSO rules to reflect this. For example, the technical specifications required for FIS races are modified for National races according to the level of the race.

## 4.1. How Rules Become Rules

Alpine ski racing is very different from many of our sports for several reasons:

- 1. The dimensions of the 'gymnasium' (race hill), type of equipment (skis, clothing, slalom armor, etc.), duration if the events and the number of 'players' on the team constantly change and evolve.
- 2. The sport itself is highly international and the rules reflect this in translations from various languages (primarily German and French).

The development of the rules was, and remains today, a very evolutionary process - reacting to problems and situations. In other words, the rules were not created - nor are they created today - just for the purpose of designing the sport of ski racing.

#### The rules are:

- 1. Written in response to real life situations rather than determining in advance what the rules should be:
- Often influenced by serious commercial and political consider actions (note the rules allowing for TV coverage);
- 3. Incomplete, with details for every circumstance constantly being refined and amended.

Judgment plays a key role in ski racing. It is necessary to consider the 'spirit of the rules', the fairness of and appropriateness of specific rules. One of the primary goals as ski race volunteers is to attempt to give each and every racer, one - and only one - fair and equal opportunity on the race course.

This sounds like a very idealistic viewpoint. Does this work in actuality? At every competition there is a Competition Jury. It is a balanced decision - making body with responsibilities for the rules - in areas where rules do not exist - and for the success of the competition and sport beyond the rules keeping. Being a member of this Jury is an important role for coaches and team leaders on the Jury as referees and assistant referees (and as future TD's). However, there will be more specifics on this subject later.

## 4.2. Sources of Rules

There are several publications where the current rules pertaining to Alpine ski racing can be found. It is important that the Referee, Assistant Referee, Chief of Race and especially the Technical Delegate be very familiar with the current copies of these sources:

- 1. The International Ski Competition Rules (ICR), .
- 2. The Rules for the FIS Points that accompanies the fall edition of the FIS Points List.
- 3. The "Precision's" issued annually (cumulative) by the FIS.
- 4. The Memento for the Technical Delegate issued by the FIS
- 5. ACA Rules and PSO Rules

Rules were adopted as Alpine ski racing evolved into a formal sport. These rules are necessary:

- 1. To prevent local or regional advantage;
- 2. To specify technical aspects in the definition of and execution of a race often on matters that were once assumed to be 'understood' by knowledgeable officials;
- 3. To adapt to technical developments in competitors equipment, clothing, and competition equipment for example, the change from restraining straps to ski brakes and the changes from bamboo poles to flex poles).

It doesn't take much reading of the ICR to see that some rules are quite specific while others lack in detail and then for some matters no rules exist, as yet. In many cases, there is simply that something is to be accomplished - not by who or how. This is one of the challenges of being a volunteer:

The skillful race official must know where to find the rules, understand (interpret) them and then apply the rules in a consistent manner.

#### 4.2.1. Rules - The Most Common Problems

As in any other sport, rule violations (unfortunately) are a common problem. From a disciplinary point of view it is necessary to consider the competitors and the coaches.

On the subject of course inspection, violations are common with the racers' bibs and procedures for the inspection - whether or not they are followed and how closely.

As the race progresses, common problems that come to light include, but are not limited to, false start(s) on the part of the racer, failure (DH, SG or GS) to have a proper helmet or even the infamous problem of the lack of plumbs on the competitors' competition suits. This particular problem became well known at the 1988 Olympics in Calgary.

In addition, there can be problems concerning personnel needed to staff the competition. These problems can be found in person(s) volunteering or selected/appointed to serve as an official who:

- Does not know or understand the rules.
- Fails to ANTICIPATE potential difficulties.
- Is not available when needed or is tardy.
- Is over bearing in demeanor.
- Fails to follow instructions.
- Exhibits evidence of personal or local favoritism in decisions that need to be made.
- · Is indecisive.

In the general and organizational areas common problems are:

• Lack of adequate preparation in Secretariat, mistakes and distractions.

- · Seeding and Second Run Start Lists.
- Inadequacies in preparation of the Course/Track, including the Start and Finish areas.
- Inadequacies in maintenance of the Course/Track,
- Gate judging and documentation.
- Timing and calculations.
- Communications.
- Reporting the Race.
- · Facilities for holding meetings.
- Lack of knowledge regarding duties and obligations, among coaches and competitors.
- Delays caused by failure to anticipate possible problems.
- Inconsistencies in any procedure.

•

# 5. OFFICIALS CERTIFICATION & JURY ROLES / RESPONSIBILITES

## 5.1. Composition of Jury

The Jury controls the operation of the race and decides on the application of the rules. The nature and function of the Jury are very different from those of the Race Committee and have developed in direct response to the needs of ski racing.

The typical composition of the Jury for Continental Cup, Regional FIS and National Points races is as follows:

**Voting Members** 

Appointed by the sanctioning association from outside the

host organization / region / nation.

Technical Delegate

Chairs the Jury with deciding vote in the case of a tie.

Referee Appointed by the Technical Delegate at the team captains'

meeting.

Asst Referee

(required for SG, DH, optional for

SL, GS)

From outside the host organization

Chief of Race Appointed by the host organization

**Non-Voting Jury Advisors** 

Start Referee Appointed by the host organization
Finish Referee Appointed by the host organization

"eyes of the Jury" / 'yellow

flags'

Appointed by the jury as necessary to provide control of the

entire race course.

The composition of the jury, the appointing authority, the responsibilities of individual jury members and the voting rights of individual jury members are different for World Cup, World Championships and Olympic Winter Games. See 601.2, 601.3 and 601.4 of the ICR.

## 5.2. Qualifications for Jury Members and Other Officials

The National Competition Rules sets out ACA policy for qualifications of Jury members.

## 5.2.1. Certification of Race Officials for FIS Events

Chief of Race Level III Official
Start & Finish Referees. Level II Official

Referee & Ass't Referee Level II Official or CSCF Performance Level (Trained) certification

or equivalent international certification. FIS TD Nominees and

Candidates being assessed typically serve as Assistant

Referees.

Chief of Course Level II Official
Chief of Gate Judges Level II Official

#### 5.2.2. Certification of Race Officials for Non-FIS Speed Events

Technical Delegate Minimum of PSO Technical Delegate with certification in DH/SG

events.

Referee Minimum of CSCF Development Level (Trained) coach

certification, and any of: a) Level II Officials certification, b) CSCF Rules and Regulations Module, c) PSO, National or FIS Technical

Delegate with DH/SG certification.

Assistant Referee Same as for Referee except CSCF Development Level coach

certification not mandatory

Chief of Race Level II Officials certification
Start Referee Level II Officials certification
Finish Referee Level II Officials certification

#### 5.2.3. Certification of Race Officials for non-FIS Technical Events

Technical Delegate Minimum of Divisional Technical Delegate

Referee Minimum of CSCF Entry Level (Trained) coach certification, and

any of: a) Level II Officials certification, b) CSCF Rules and Regulations Module, c) PSO, National or FIS Technical Delegate

with DH/SG certification.

Assistant Referee\*\*

mandatory

Same as for Referee except CSCF coach certification not

Chief of Race Level II Officials certification
Start Referee Level II Officials certification
Finish Referee Level II Officials certification

#### 5.2.4. Entry Level Non-national points Events

All races including weekly races held within clubs must have a minimum of one Level 2 Official and three Level I Officials.

The use of Technical Advisors (Level 2 & > Officials with practical race experience to assist the Entry Level Race Organizing Committee) is recommended if the EL ROC is not race experienced. The host Club executives are to assign an experienced club Official as the Technical Advisor to work with the ROC and assist with planning and completion of EL race event.

## 5.2.5. Masters Series Races.

For ACA-sanctioned Masters Races, Jury and certification of Officials is the same as PSO guidelines for Non-FIS Technical events and DH/SG events. The Technical Delegate will be appointed by the PSO Officials Chairman and will be at least a PSO TD. Participating competitors cannot be part of the Jury.

<sup>\*\*</sup>Note: For Technical Events, the position of Assistant Referee is optional.

## 5.3. General Responsibilities of the Jury

The Jury as whole watches that the rules are adhered to throughout the race and that the safety of the competitors, officials and spectators is never compromised.

Juries have the following general responsibilities:

- 1. Application and implementation of the rules and additionally the communication of all current information pertaining to a race at the Team Captains meeting.
- 2. Providing direction to the Referee in conducting the draw.
- 3. Course inspection prior to start of training and race and during the race.
- 4. Supervision of start and finish.
- 5. Rights to: Cancel, interrupt or postpone a race, change start intervals; shorten the course.
- 6. Rules on all provisional runs and protests.
- 7. See FIS rules and modifications are upheld.
- 8. Approve the methods of timing and calculation.

## 5.4. Duties and Responsibilities of Jury Members

Sections 601 and 602 in the ICR cover the duties of the Jury and its individual members and are directed to your attention to supplement the brief descriptions given below.

## 5.4.1. Referee and Assistant Referee

The primary responsibilities of the Referee are:

- (a) To conduct the draw.
- (b) Inspect the course after it is set alone or accompanied by other members of the Jury
- (c) Change the course by taking out or adding gates.
- (d) Receive the reports of the start and finish referees and Chief Gate Judge and post a list of competitors disqualified.

The Assistant Referee is expected to assist the Referee in all of the above duties. In addition, both the Referee and Assistant Referee are the representatives of the competitors on the Jury.

## 5.4.2. Start Referee

The primary responsibilities of the Start Referee are:

- (a) Make sure the regulations for the start and start organization are properly observed.
- (b) Determine late and false starts. Reports to the Referee the names of those competitors who did not start. Informs the Jury of all infringements against the rules such as false and late starts.
  - The Start Referee should use the ACA Start/Finish Referee document to record competitors that start and those that do no start.
- (c) Must ensure reserve bibs are at the start and determine violations against the rules for equipment.
- (d) Ensures the start is closed or open for inspection.
- (e) Must remain at the start from beginning of the official inspection time until the end of a training event.

Start Referee's secondary responsibilities:

- Checking proper / improper action of start wand(s), be aware of failure of Start switch(s),
- Know deficiencies in start platform or ramp, check snow cover ~ too much or too little?, check support for placement of racer's poles, check tilt, particularly no down tilt which may produce false starts.
- Control traffic at the start ~ Service personnel, Coaches, Competitors, Spectators, including VIPs and press.
- Ensure adequate shelter for waiting racers.
- Know procedure for Stop Start and a "hold" in the race, especially if a serious accident occurs on the course.
- Consult with TD prior to race. Report to the Referee at end of run, and at end of race.

Experienced Start Referees try to have "emergency supplies: handy such as: warm clothing, lunch, spare bibs, shovel, water, stapler, felt tip marker, extra paper or cardboard, rope adhesive tape, flagging or surveyor's tape and spare wand(s).

## 5.4.3. Finish Referee

The primary responsibilities of the Finish Referee are:

- (a) Make sure that all rules for the organization of the finish and the in-run to the finish are observed.
- (b) Must remain at the finish from the beginning of the official inspection time until the end of the training event.
- (c) Reports to the referee the names of the competitors who did not finish and informs the Jury of rule infringements. Assist the Referee with posting of DNF and DSQ's.
  - The Finish Referee should use the ACA Start/Finish Referee document to record competitors who completed the course as well as those that do not finish. See following page.
- (d) Supervise the Finish Controller, the timing and crowd control in the finish area.
- (e) Be able to communicate with the start at all times.

Some secondary Finish Referee activities include:

- Recognize improper alignment of the light beam and/or sensor for the timing equipment.
- Know possible problems in the Finish area: Inadequate packing, particularly in the stopping region. Inadequate fencing and padding at likely points of impact. Inadequate protection of timing equipment.
- Double as Finish Gate Judge and record order of finish. and control traffic in finish area such as: previous racers, coaches.

**Start/Finish Referee Report** - Available on the ACA Officials web in National Race Forms section.

Start~Finish	Referee / Juge [ ] GS [ ] SG Run/Manche#1 [	au Départ~Ar	rivée
[ ] DH [ ] SL	[ ] GS [ ] SG	[ ] SX Date :	
			JJ – MM – AA
Women/Femmes [ ]	Run/Manche #1	] Start/ <i>Départ</i> [	] Page
Men/Hommes [ ]	Run/Manche #2 [		

			animarione nz [ ]		
BIB	Remarks/Notes	BIB	Remarks/Notes	BIB	Remarks/Notes
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CODEX : F=	<b>–</b> M=	Recorded by/ Observé par:	
V 2.0 - 2011			

#### 5.4.4. Chief of Race

The Chief of Race has very specific duties as part of the Race Committee. Within the Jury, his responsibilities are to represent the Race Committee and to co-ordinate and implement the Jury decisions as appropriate to the Race Committee.

## 5.4.5. Technical Delegate

The duties and responsibilities of the Technical Delegate are shown below and on the following page.

The Technical Delegate's most important job is Chair of the Jury. It is the Jury that takes all decisions relating to the event. As Chair of the Jury, the TD can convene meetings as necessary and should steer the discussion in an orderly and efficient manner. The TD has the casting vote on the Jury but should strive toward consensus in Jury decisions.

The role of TD can be different depending on the level of race and the experience of the race committee. The wide knowledge and experience of the TD may need to be applied to educate an inexperienced group, but that should not be the case for higher level events. The TD should always try to be a positive contributor to the race and be ready with advice and counsel.

As Chairman of the Jury, the Technical Delegate has several primary duties that include:

- (a) Making sure that all rules and directions of the ACA or FIS are adhered to before, during and after the event.
- (b) To see that the event runs as smoothly and safely as possible.
- (c) To advise the organizers within the definition of his/her duties.
- (d) To be the official representative of FIS or ACA & PSO.

## Role of the Technical Delegate

Representative the Sanctioning Body 602.1.1	Chair of the Competition Jury 601.4.5	Member of the Race Organizing Committee 601.3
FIS or Alpine Canada Alpine, as applicable  Certification of race results (sole discretion, not a jury decision)  Enforcement of technical standards	Leader, facilitator, advisor  Panel of equal votes except for breaking ties  Chief of Race Referee / Asst Referee, as applicable	Chief of Race Referee(s) Start Referee Finish Referee Jury advisors / eyes of the jury, as appointed Chief of the Course Chief of Timing and Calculations Chief of Administration Chief of Gate Judges Chief of Medical and Rescue Chief of Equipment

## 5.5. THE TD and Local Options

Under his responsibility for upholding and interpreting the international &/or National competition rules, the Technical Delegate will be called upon to comment upon the proposed variations or local options and to rule on their compatibility with the appropriate regulations.

In considering a proposed option, the TD should weigh the option against the following guidelines:

- Does it maintain the spirit and intent of the actual rules?
- Is it fair to all?
- · Does it avoid giving any undue advantage?
- Does it maintain the relative value of racing performance and FIS Points?
- Is it consistent with modern skiing standards?
- · Can it be realistically carried out and or enforced?
- Is it readily understandable to the concerned public so that good public relations can be maintained?
- Is it advantageous or necessary (not merely convenient to the Organizers or a particular group)?

All things considered favourably, in summing up – are you willing to go on the record in your written report as having approved this decision from the rules?

## 5.6. TD Role and Responsibility in Course Inspection

#### RESPONSIBILITY

Primarily the TD is responsible for a fair and safe competition. All other responsibilities are in support of this charge

The course has two components:

The track is the area of competition start to finish

Auxiliary areas make up the rest of the course:

- Competitor staging
- Equipment preparation
- Start area
- Finish area
- Spectator areas
- Coaches
- Public
- Possible section timing DH

## **ORGANIZATION**

### Pre Inspection

- Note topics from team captains meeting and draw that may relate to course
- Weather snow conditions on track blow down fences, etc..., chemical availability, visibility, course hazards – stumps – rocks etc.
- Confirm time and place for jury to meet
- Allow time for full jury including start and finish referee

#### **OBSERVATION**

If possible arrive early and observe the set. Don't participate unless something is clearly a potential problem.

- Safety course hazards
- Rule violation i.e.: line at start and finish number of gates

Allow time for personal observation/inspection prior to jury.

#### THE BIG PICTURE

#### Pre jury inspection

A Number of non "track" specifics should be checked/observed to ensure efficient race organization.

- Timing gear in place operational back up
- Safety gear toboggan ski patrol
- Communications on course jury
- Course access and control fencing etc.
- Public visibility to avoid rec skiers on course
- Location of temporary shelters
- Start hut/tent
- Timing shelter
- Score board/results posting
- Competitors gear, lunches, etc.

#### **COURSE SPECIFIC**

#### Two Roles of TD

- Informal: Observation/comment
- Formal: Jury inspection

#### SUPPORT & BACKUP

Ensure the equipment required for the course maintenance is adequate and properly positioned – it is much easier to move things downhill than up.

- Gates/Poles Drill Gate Key
- Flags/Panels
- Shovels
- Rakes
- Tiger Torch
- Axe or saw
- Chemicals
- Boughs
- Bunting or Fencing
- Willy bags/fiberglass bales
- Tools, duct tape, dye, etc...
- Wedges/hammers
- Personal pack knife, tape, UNI driver, thermal blanket, work gloves, - lunch

#### **COURSE INSPECTION**

Start early allow adequate time and attempt a full jury.

Let the referee have a voice in meeting time etc. as he may be committed to his own team. Avoid cavalier attitude of let's rush and leave the referee on his own.

Attempt to keep the jury together and competitors well behind.

Same two areas to focus on

- Fair competition
- Safety

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#### **FAIR COMPETITION**

As jury moves down course watch for:

- Course must comply with the technical requirements
- Number of gates vertical drop
- Position and dimensional data of gates
- Start/finish sequence to set safe/fair line
- Use of terrain
- Visibility extend panels confusing backgrounds
- Markings dye or ink
- Flat light boughs
- Course markers speed events
- Yellow Zones
- Conditions of the track
- Gate judges in place and adequate number
- Judges access to poles etc.

#### SAFETY

- Rapid Gate flexibility
- Course Access Controlled

#### Soft Snow & Hazards

- Spill zones including finish clean and packed with hazardous protection where necessary
- Soft snow removal or packed
- · Track firm and smooth
- Track hazardous s/b checked a twig can become branch in soft snow conditions
- Take the time to correct remove or reset before the competition
- Protection at photocells, section timing
- Large clean finish area no soft tents, soft snow, hazards, tight fences, or scoreboard.

#### **PROTOCOL**

Role of TD - observe and be sensitive to:

- Rights of Referee: Can inspect alone and reset
- Role of Assistant Referee
- Role of Course Setter Should always be consulted on reset, has sole responsibility for setting.
- Role of CH of Course UDM is the TD who can always rule on the basis of safety.

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## 5.7. Jury Case Studies

- 1. A racer in slalom misses the last gate before the finish. He falls and slides towards the finish. One leg crosses the finish line. He stands up and climbs back to the missed gate, passes through it and then descends through the finish. His time was taken when his first foot crossed the line during the fall. He asks the Finish Referee for a provisional re-run on the grounds that his time was improperly stopped as he had not technically finished the race. This is granted and his re-run time is slower than his original time.
  - A. What will be the decision of the Jury as to which time will be taken? Explain the reasoning.
  - B. If electric timing had been in place, would a re-run have been granted? Which time will be the racer's official time the first breaking of the beam or the second? Why?
- 2. It is the second run of a men's Regional F.I. S. slalom. The sixth racer to start, in going through gate #10, hits the turning pole which comes out. The pole falls down the hill, slides and ends up between his legs, causing him to fall.

A protest is lodged claiming improper planting of the pole by the gatekeeper after the previous racer. A conditional rerun is allowed.

At the Jury meeting, the racer's coach makes the following points:

- A. The hill for slalom had not been well packed and prepared to the standard normally expected for slalom
- B. The course had been set close to the edge at this particular gate where the snow was quite soft. the same hole.
- C. The pole had been dislodged by the previous racer and had been reset by hand by the gate judge into the same hole.
- D. The gate in question was set on a moderately steep slope.
- E. Self-redress poles were used to set the course. The Jury so far has not requested the use of wedges.
- F. Some poles were equipped with braking devices i.e. rubber stars. This pole in question did not have the braking device.

The coach stated that had the pole been provided with a braking device as were other poles, then it would not have slid down the slope and interfered with the racer and that if some poles are equipped with braking devices then all poles should have them otherwise a racer is unfairly penalized if he dislodges a pole with no braking device. In this case, had the pole had the braking device the pole would not have slid down the slope and interfered with the racer. A racer should not, therefore, be penalized for luck.

3. It is the second run of a men's slalom. The results of this race will decide the selection of team to race in the USA Juvenile Championships.

Of the 14 racers who have started the second run, 7 have DSQ at gate #53 and 3 have DNF.

One racer #10, upon completing the course, immediately asked for a re-run claiming that gate #53, the final gate, had not been there during course inspection. Course inspection for the men had taken place during the girls' race and gate #53 was preempted by girl's gate #55.

After racer #10 protested this, numerous racers came forward with the same complaint.

The race is stopped and an emergency Jury meeting called.

What decisions will be made by the Jury as to the protest and the continuance of the race with respect to gate 53?

What mistakes were made by the Jury?

**4**. It is the National Slalom Championships. The sun is shining. The course is very well prepared and very hard. The gates are all reflex gates which have been iced in. The course is flagged with all flags taped on with surgical tape.

The forerunners start. The race starts. Four forerunners complete the course. No gates are dislodged but 3 or 4 flags are knocked off. The jury decided that to avoid delay and possibly interference, any flag which comes off should not be replaced.

The first five racers complete the race. The times are fast. 3-4 more flags come off. They are picked up by the gate judge.

Racer #6, last year's National Junior Slalom Champion starts.

At gate #8, a flush, he passes a pole and when it snaps back, it launches a gate flag over his head and the flag lands in front of him. He steps on the flag and immediately steps off the course. He advises the gate judge he was interfered with, hikes backup to the start, presents himself to the start referee and demands a re-run.

The start referee calls the TD with the facts. The TD calls the Jury members on the radio. Now What?

5. In the second run of slalom, an electronic time was missed for a competitor who was expected to be in the top 10. The start and finish referees confirmed there were manual departure and arrival times recorded for the racer, and the race continued.

When the TD went to the race office to check the results, the race secretary mentioned that there was a slight problem. It seems the recorder and timer at the top, in the afternoon run only, had not recorded times to 100<sup>th</sup> of a second! They had only recorded the time of day in minutes and seconds.

The race secretary had calculated the EET's using .00 from the missing 100th of a second.

- A) As the TD, what would you do?
- B) How could this have been prevented and whose responsibility was it?

# 6. PRE- RACE ADMINISTRATION

The majority of the following forms are for FIS race events. The most up-to-date forms are available on the FIS web site ~ www.fis-ski.com. Some National forms are available in the Level 2 course manual and current forms are available on the ACA web site at www,alpinecanada.org .

The TD, the Chief of Race and the Race Administrator should be in contact well before an event to "fill in the blanks" about the following:

Name of CR / Phone #				
Name of event				
Location of event				
Date of event				
Codex Details	Codex	Date	Sex	Discipline
TD Accommodation details with dates				
Date/time/location/whom of the:				
1 <sup>st</sup> ROC meeting				
Hill & Data Inspection				
Date, Location & setting of Captains' meeting				
Name of trail(s)				
Homologation(s)	Homologation #	Decipline	Start Elevation	Finish Elevation
Courses training setting				
Pole type & homo				
Panel & homo				
Race Notice				
Name of CT&C, Mobile, email				
Description of the timing equipment &				
issues				
Radio & Jury channel				
Name of RA, Mobile, email				
Software, forms & data used or issues				
Insurance coverage				
Medical plan and 1st meeting & 1st jury				
meet, Chief of Medical contact				
Name of CC, Mobile, email				
Snow condition				
Safety net system brand				
Safety concern				
Name of ACA/PSO rep on site				
Any jury and setters proposal				
Equipment compliance				
Foreseen quotas issues / Foreigners letters				
Previous TD names				
Previous race events experiences and issues				

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## 6.1. Race Forms

## 6.1.1. Race Notice:

The Race Notice for both FIS and National races in most cases is done electronically and available on the PSO web sites. The information is sent 4 – 6 weeks in advance of the event to the PSO office and ACA office (for National events) by the Chief of Administration.

An example of the information required on a PSO race notice:

5		
		211-2
Race Chairman:	Contact Info	
Chief of Race:	Contact info	
Race Administrator	Contact info:	
Technical Delegate:	Contact info :	
	Chief of Race:	Contact Info  Chief of Race:  Contact info  Race Administrator  Contact info:

# 6.1.2. FIS Entry Form

The FIS Form is usually found and completed electronically on PSO web sites. This should be done by the authorized representative, usually the Team Captain, in accordance with the deadline and direction shown in the race notice

Competition (Name/Place) /Manifestation(Nom/Lieu)/ Veranstaltung (Name/Ort)					Date of race / Date de la course / Datum des Wettkampfs					
Respoi . Meldu	nsible for entry/ Responsab ung	ole de l'i	nscriptior	n/Verantwo	ortlich	Category Catégorie Kategorie				
Nation	al Association/ Féderation I	Nationa	le/ Nation	aler Verba	and	coc 🗆	FIS [	MA	s $\square$	
						JUN 🗆	UNI [			
			/ 10 /PP							
FIS	PETITORS / COURE Surname, First Name	YB	DH	SG	GS	L SL	/ M _ SC/C	NTE	Arrival	Departure
Code	Nom de famille, Prénom Familienname, Vorname	AN JG							Arrivée Anreise (dd.mm.yy)	Déepart Abreise (dd.mm.yy)
				-						
						_				
					,					
			-	-			-			
										3
141										
	with FIS points / Inscript									



# ENTRY FORM FORMULAIRE D'INSCRIPTION ANMELDUNGSFORMULAR

Surname , First Name Nom de famille, Prénom Familienname, Vorname	Arrival Arrivée Anreise	Departure Déepart Abreise	Position on the team Position en l'equipe Position im Team			
	(dd.mm.yy)	(dd.mm.yy)				
			Team Captain / Chef d'equipe / Mannschaftsführer			
			Trainer / Entraineur / Trainer			
			Doctor / Médecin / Arzt			
			Physiotherapist / Masseur / Masseur			
		*				
			Technicians / Techniciens / Techniker			
¥			Service personnel / Personnel de service / Servicepersonal			
w .						
Place, Date / Lieu, Date / C			Signature / Unterschrift			

FÉDÉRATION INTERNATIONALE DE SKI INTERNATIONAL SKI FEDERATION INTERNATIONALER SKI VERBAND

# 6.1.4. Program for a FIS Race

The program for technical events (SL, GS) is different than for speed events because of the programming for the second run.

# Technical event program:

Date / Date / Datum	Site / Lieu /	Ort	Country / Pays / L	and Event (SL / 0
Name of event / No	om de l'événemer	nt / Name der Veranstaltung		
Place of jury inspection / lieu d'inspection du jury / Ort der Besichtigung Jury			Place	Time
Radios / Radios / F	unkgeräte			
Liaison Coaches				
Lift open / Ouvertu	re des remontées	mécaniques / Lift öffnet		
Warmup and traini				
d'entraînement / Au Run / Manche / Lau		ingspiste	1st / 1ére / 1.	<b>2<sup>nd</sup>/</b> 2éme / 2
Course setter / Tra	ceur / Kurssetzer			
		(une) / Besichtigung (eine)		
Entry for racers cle für Wettkämpfe ges		mée pour coureurs / Zutritt		
Photographers on Fotografen am Platz		phes en position /		
		pour tous / Zutritt für alle		
	/ Entraîneurs en p	position / Trainer am Platz		
POV Camera Number /		time 1st camera racer /		
Nombre / Anzahl Forerunners	Startz	zeit vorläufer 1		
Number / Nombre / Anzahl	Heure	time 1st Forerunner / e de depart ouvreur 1 / zit Vorläufer 1		
	-	part no 1 / Startzeit Nr. 1		
Start interval / Inter	rvalle de départ /	Startintervall		
Television breaks	Televisione inter	mediate / TV Pause		
Slip crews / Lisseu	rs / Rutschkomma	andos		
Intermediate times	/ Temps interméd	diaires / Zwischenzeiten		
El	0/-/	/BI	Place	Time
		rs / Blumenzeremonie		
		s prix / Siegerehrung  Racers must appear		
Öffentliche Auslosur				
Press conference	Conference de p	presse / Pressekonferenz		'
	race / traceur pro	ochaine competition /		
Next team captains d'équipes / Nächste	Mannschaftsführ			
Public draw / tirage Öffentliche Auslosur Press conference / Course setter next Kurssetzer nächste Next team captains	au sort / ng / Conference de p race / traceur pres s meeting / Proch Mannschaftsführ	Racers must appear  presse / Pressekonferenz  pochaine competition /  naine séance des chefs  ersitzung		



## PROGRAM FOR I PROGRAMME I PROGRAM WC Alpine Speed L $\square$ M $\square$

Date / Date / Datum	Site / Lieu / Ort				Country / Pays / Land	d Event (DH / SG)
Name of event / Nom de	l'événen	nent / Na	ame der Vera	nstaltung		
Place of jury inspection / lieu d'inspection du jury / Ort der Besichtigung Jury			Place	Time		
Radios / Radios / Funkge	eräte					
Liaison Coaches						
Lift open / Ouverture des	s remonté	es méca	aniques / Lift	öffnet		
Warmup and training and d'entraînement / Aufwärn						
Inspection (one) / Reconnaissance (une) / Besichtigung (eine)						
Entry for racers closed für Wettkämpfe geschlos	sen					
Photographers on place am Platz	e / Photog	graphes	en position /	Fotografen		
Entry for all closed / En geschlossen	trée ferm	ée pour	tous / Zutritt	für alle		
Coaches on place / Entr	aîneurs e	en positio	on / Trainer a	m Platz		
POV Camera Number / Nombre / Anza	ıhl		1st camera racer		Start time / Heure de depart / Startzeit	
Forerunners + reserve Number / Nombre / Anza	ıhl		orerunner iterval		Start time / Heure de depart / Startzeit	
Start time racer no. 1 / I	Heure de	départ n	o 1 / Startzei	t Nr. 1		
Start interval / Intervalle	de dépar	t / Starti	ntervall			
Television breaks / Tele	viciono in	tormodia	ato / TV/ Paus			
Television breaks / Tele	Place				Back to start	
Yellow zones / flags	1st				Duon to oture	
Zones jaunes / drapeaux Gelbe Zonen / Flaggen	2nd					
	3rd					
Slip crews / Lisseurs / R	0.0	nmandos	3			
Intermediate times / Ter				zeiten	8. :	speed
					Place	Time
Flower ceremony / Céré						
Prize giving ceremony	Remise	des prix				
Public draw / tirage au s Auslosung /	ort / Öffe	ntliche	Racers mu	ist appear		
Press conference / Con	ference d	le presse	e / Pressekor	ferenz		
Course setter at start /						
Next team captains me				chefs		
d'équipes / Nächste Man Miscellaneous / Divers /			ung			
wiscenarieous / Divers /	versone	denes				

FÉDÉRATION INTERNATIONALE DE SKI INTERNATIONAL SKI FEDERATION INTERNATIONALER SKI VERBAND Generally, the TCM should consist of a review of the proposed program (15 – 20 minutes) lead by the Chief of Race, and ratification of entries follow by the draw, lead by the Referee(s).

The following checklist is helpful to identify items that may need special mention to the team captains.



#### CHECKLIST FOR TEAMS CAPTAINS' MEETING

ICR ART.	AGENDA	CO	NTR	OL	NOTES
213/216	1. Welcome/Introduction/Roll Call/Attendance List/Agenda	1	2	3	FIS Form
603.3.7	2. Approval of minutes of the last meeting				FIS Form
303.3.1	3. Technical Part				
303.4	Appointment of Jury				603.4.9.1
305	Appointment of Course Setters				WC and COC list / Jury
607	Ratification of Forerunners				Tro and odo norrour,
301	Classification WC and COC	1000	_		FIS
215	Updating of entries				Quota (WC/COC/FIS)
704	1st training list (DH) and others			1	621.7
217/621	The Draw			_	603.4.6/621.9
308.1	Wearing of start numbers		_	-	000.4.0/021.0
617.2.2	Rules for protests (15')	-	-	-	640
617.2.2	Start list of 2nd run			1	621.10
	Report of the day by the O.C.	$\vdash$			021.10
206/207/222	Report of the day by the O.C. Report by the Technical Delegate	-		-	603.4.9
200/201/222			-	-	1003.4.9
242/704/004	Report by the other members of the Jury	-			904/1004
213/704/804	Review of the intended Programe (good or bad weather)				1 304/1004
	- Weather forecast	-		-	1
	- Orientation of the courses in the area	-		-	-
	- Inspection of the course		_	-	1000 101
	- Course preparation		_	-	603.4.6.1
	- Medical services	_	_	_	603.3.9
	- Training/Warm-up course		_	-	614.1.3
	Proposal of team captains	en a			1
	Final programme-Confirmation	-		-	4
	First run on lift				1
	<ul> <li>Jury meeting at Start or at Finish</li> </ul>			_	1
219/220	<ul> <li>Time and place of prize giving</li> </ul>			_	608
	Distribution of radio equipment (Jury)				6034.8
	4. Administrative Part				
216/220	Accrediting of teams, officials, press, radio, TV, etc.				
	Lodging, meals, refreshments				WC and COC regulations
	Issuing and returning of start numbers				1253
	Official statements/notice board				1
	Re-imbursements				]
	Mailbox at the race office				1
	Clothing check				
	Parking/lift facilities				702.4
	Opening hours of the race office				
	Check on radio sets (PTT)				
	Next meeting				
	5. Miscellaneous				
		1			1
					1
					1
					1
					1
					1
			-	1	1
				1	
					1
					-

FÉDÉRATION INTERNATIONALE DE SKI INTERNATIONAL SKI FEDERATION INTERNATIONALER SKI VERBAND

# 6.1.5. Team Captain's Meeting Minutes:

#### MINUTES / PROCES-VERBAL / PROTOKOLL

Mannschaftsführersitzung von	i I Réunion des Chefs d'équip om	e au					
JURY / JURY / JURY	Name, Surname / Nom,		TECHN. DATA/DONNEES				
	Prénom / Name, Vorname	Nat	Run / manche / Lauf	1st/1ère/1.	2nd/2ème/	2.	
TD		CAN	Name of course/Nom de la piste/Name der Strecke				
Referee/Arbitrel Schiedsrichter		CAN	Start/Départ/Start				
Assistant Referee/Arbitre adjoint/SR-Assistent**)			Finish/Arrivée/Ziel				
Chief of Race/Directeur de l'épreuve/Rennleiter		CAN	Vertical drop /Dénivelée Höhendifferenz				
Start Referee/Juge au départ/Startrichter*)		CAN	FIS Hom. No./No. Hom. FIS/FIS Hom. Nr.				
Finish Referee/Juge à l'arrivée/Zielrichter*)			Length/Longueur Länge**)	Factor I Factor	cteur		
1st RUN/1ère MANCHE/1. L	AUF	Nat	2nd RUN/2ème MANCHEI	2. LAUF		Nat	
Course Setter/Traceur Kurssetzer			Course Setter/Traceur Kurssetzer				
Forerunners/Ouvreurs/Vorläufer			Forerunners/Ouvreurs/Voi	läufer			
- A -			- A -				
-B-			-B-				
-C-			-C-				
- D -			-E-				
-F-			-G-				
-н-			-1-				
Number of gates/Nombre d portes	e Direction Changes:		Number of gates/Nombre de portes	Direction	Changes:		
Anzahl Tore	5		Anzahl Tore				
Weather Forecast/Prévision	ALCOMOS						
Opening times of race office							
bureau des courses/Öffnung Miscellaneous/Divers/Ve							
Wilscellaneous/Diversive	rscniedenes						
Timing/Chronométrage/Zeitmessung			Signature of Race Secretary/Signature du secrétaire la course/Unterschrift Rennsekretär				

<sup>\*)</sup> OWG/WSC, \*\*) DH/SGpl/14.11.03/progmin.doc

# 6.2. Starting Order: 1st, 2nd Run and "Snow Seed"

# 6.2.1. 1st Run Starting Order - the Draw

For FIS points – competitors are placed in order of their FIS points low to high. For National points – competitors are placed in order of their National points low to high.

A group of 15 forms the first group and these must be drawn for position. The remaining competitors start in order of their points. Competitors who have no points are drawn in a group at the end. Some points to note:

- a. If there is a tie in points for the 15th position in the first group, then the first group can be increased accordingly. (ICR ref 621.3)
- b. If in the first 15 competitors, the point difference between one and the following competitor is too great, the Jury may decide to reduce the number of competitors in the first group appropriately. (ICR 621.3)
- The Draw takes place the day before the race / DH training run (ICR621.6) (exceptions for lower level)
- d. Redraw if race / DH training run is delayed to a different date (ICR 217.6)

Updated rules are moving toward increasing the size of the first group from 15 competitors to 30 competitors in some disciplines and age groups. It is necessary to check the most current FIS, ACA and PSO rules for the correct starting order.

#### <u>Snow Seed</u> (ICR 621.10)

There is a rule for starting order in extraordinary conditions often called the "snow seed". This takes place in downhill, giant slalom or Super G (**not** in Slalom.) in the event of actual or anticipated heavy snowfall. Should the conditions not warrant it on the day of the race **as decided by the Jury**, then it is not used. It should always be drawn, however, as a precaution.

The "snow seed" is a group consisting of at least 6 competitors chosen by lot from among the last 20% of the start list. They start after the forerunners and before #1 competitor and in reverse order of their start numbers.

For example, in a field of 90 competitors, 20% is 18 and thus the six will be drawn from among bib numbers 73-90. If #75, 90, 77, 81, 84, 73 are drawn, then the starting order will be: 90, 84, 81, 77, 75, 73. These racers are shown on the regular start list with an \* beside their name.

#### 6.2.2. 2nd Race Starting Order: Two - one run race events

In a National (non-FIS) competition with only one run, the starting order for the second event that day will reverse the top 15 competitors from the start list of the  $1^{st}$  event. This means competitors will keep the same bib number but: #15 on the list will start #1, #14 on the list will start #2 and so on. The remainder of the field from  $16^{th}$  on, they run according to the  $1^{st}$  event start list.

## 6.2.3. Starting Order for 2nd Run (2 Run Race)

In a competition with two runs, the starting order for the second run is determined by the result list of the first run except for the first 30 places. For the first 30 the starting order is as follows:

- the 30th in the result list starts 1st
- the 29th in the result list starts 2nd
- the 28th in the result list starts 3rd
- the 1st in the result list starts 30th

The remainder of the field from 31st on then runs according to the order of the result list of the first run. This is shown below.

Alpine Officials Level 3 2018 v1.0

# **1ST RUN RESULTS**

	Place 1	<b>Bib No.</b> 6	1st Run Time 55.32	2nd Run Start Number 30
	2	10	55.56	29
	3	4	55.94	28
	4	1	56.29	27
	5	8	56.33	26
	6	3	56.48	25
	7	2	56.49	24
	8	12	56.51	23
	9	18	56.67	22
	10	7	56.73	21
	11	16	56.75	20
etc.				
	25	5	58.80	6
	26	13	58.85	5
	27	14	58.89	4
	28	9	59.08	3
	29	11	59.23	2
	30	15	59.18	1
	31	17	59.34	31

If there is a tie for 30th place in the results list, then the competitor with the lowest number will start first with the group to be reversed being increased according to the number tied.

What does this mean? Let's look at an example.

2 Run Race Events		An actual example is given below.				
Put the finishers in order of	The second run start list	Place	Bib No.	1st Run Time	1 Run Placing	
first run results	then looks like this	1	6	55.32	31	
1	30T - lowest bib #	2	10	55.56	30	
2	30T - highest bib #	3	4	55.94	29	
3	29	4	1	56.29	28	
4	28	5	8	56.33	27	
5	27	6	3	56.48	26	
6	26	7	2	56.49	25	
7	25	etc.			etc.	
etc	etc.	to			to	
to	to	25	7	56.73	7	
25	7	26	16	56.75	6	
26	6	27	5	56.80	5 Remember the keys are - put them	
27	5	28	13	56.85	4 in order of the first run results	
28	4	29	14	56.89	3 following the normal rules for	
29	3	30	11	57.08	2 breaking of ties i.e. high bib #	
30T - highest bib #	2	31	9	57.08	1 is listed before low bib #, then	
30T - lowest bib #	1	32	15	57.18	32 reverse the appropriate number.	
32	32	33	17	57.34	33	
33 etc.	33 etc.					

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# 7. THE RACE COURSE

# 7.1. Race Course Technical Requirements

Refer to the most current ICR and Precisions. The following is from July 2017 ICR

# Check List for vertical drop (VD), number of gates (NG) and number of direction changes (DC)

EVI	EN.	Т	owg/wsc	wc	coc	FIS	СНІ	ENL		
DH	L	VD		450 – 8	300			1 Run: 400-500m 2 Runs: 300-400m		
(Art. 700)	L	Gate Panel		)						
Downhill	м	VD		350 – 450 (2	Runs Race )					
		NG			é	as required				
	М	VD	800 (750 <sup>1</sup> )	- 1100	500 - 1100	450 - 1100		1 Run: 400-500m 2 Runs: 300-400m		
<b>SL</b> (Art. 800)	L	VD	140 - 2	20	120	- 200	100 - 160	80 – 120 3 Runs: 50 min		
					Number o	f direction c	hanges			
Slalom	L DC 30%-35% (+ / - 3)					32%-38%(+/-3)	30%-35% (+ / - 3)			
	M VD		180 - 2	180 - 220 140 - 220				80 – 140 3 Runs: 50 min		
<b>GS</b> (Art. 900)	L	VD	300 - 4	00	250 -	- 400	200 - 350 <sup>2)</sup>	200 - 250		
		D0		Number of direction changes						
Giant Slalom	L	DC		11% - 1	13 % - 18%	13% - 15%				
	IVI	Gate Panel								
4	M	VD	300 - 4	50	250	e)& blue (see - 450	200 - 350 <sup>2)</sup>	200 - 250		
<b>SG</b> (Art. 1000)	L	VD	400 - 6	00	350 -	- 600	250 - 450	350 - 500		
		5.0			Number o	f direction c	hanges			
_	L	DC		6% min		7% min	8% - 12%	7% min		
Super-G	M	Gate Panel				0,75 x 0,50 e)& blue (see	art. 695)			
	M	VD		400 - 650		350 – 650	250 - 450	350 - 500		
Р		VD		80 - 10	00		U14: 60-U16: 80			
(Art. 1220) Parallel	L	NG		20 - 3	0		U14: 12 – 15 U16: 15 – 22			
		Gate Panel	0.75 x 0.50	red co	urse / blue co	ourse				

In exceptional case (see art. 701.1.1)

see art. 901.1.4

		U21	U18	U16	U14
SG	Max VD			4	50
	Min VD	450m Men, 4	400m Ladies	2	50
	DC	7% FIS, 6%	6 WC/COC	8%	- 12%
GS	Max VD			3	50
	Min VD	220 Men, 2	200 Ladies	2	00
	DC	11% -	15%	13%	- 17%
	Distance	nce 27m			
SL	Max VD 160				60
	Min VD			1	00
	DC	30% -	- 35%	32-	38%
	Distance			12m Delay gate max distance turning pole to turning pole: 15m	10m Delay gate max distance turning pole to turning pole: 15m
KK	Max VD			2	00
(608.12)	Min VD			1	20
	DC			10-	12%
	Distance (SL/GS)			ICR 60	8.12.3.3
	Distance (GS/SG)			ICR 60	8.12.4.2
Parallel	VD			100	
	DC			20-30	

## Other Course characteristics and equipment

- There are safety and other requirements for GS and SG Gate panels, e.g., high visibility orange panels. Please review these at ICR 690
- The required number of direction changes for each race discipline, race level, and age category is shown in the above chart. These values change often and the current ICR or ICR Precisions should be referenced for the correct value.
  - SL 801.2.4, GS 901.2.4, SG 1001.3.4
- The is a min/max Vertical Drop for each race discipline, race level, and age category is shown in the above chart. These values change often and the current ICR or ICR Precisions should be referenced for the correct value.
  - SL 801.1, GS 901.1, DH 701.1, SG 1001.1

### 7.2. Piste Preparation

Technologies and techniques for course preparation have evolved rapidly over the past two decades. The following is a summary of important tasks practiced by Kurt Hoch, the past Race Director Women's World Cup until the mid 2000's.

#### 1. Machine preparation

- Basic principle: Higher roller pressure faster tiller speed; slower machine run, reversing the tiller for further compression (local preparation)
- Daily machine preparation (Exception: stable crust, poor base, minimal air humidity, warm:
- Natural snow mixed with artificial snow
- Timing of machine preparation (optimal temperature, air humidity)
- For basic preparation, piste should be left open for tourists and prepared with machines on a daily basis
- Steep sections with cable winch (turning around behind the edge of the section, so the pressure of the machine will be greater)

#### 2. Water

- In specific areas or the whole piste
- Safe method: boot pack, then water, finally packing with skis on, no sliding.
- Or: break up with machine, then water, pack with machine (effective at certain temperatures and air humidity i.e. does not work when base is very dry)

#### 3. Dealing with new snow

- In specific areas or the whole piste
- Artificial snow in addition: mix it up, prepare several times with machine.
- Remove new snow with machines or by hand (shovel I) if the base is good

#### 4. Preparation of special areas

- Start Freeze/ice ramp when necessary, starting platform partially free of snow for ski pole placement
- Finish Daily machine preparation get rid of large uneven areas, make sure there is snow on the outside of the finish area
- Individual gates during the competition
   Side slip (individually or in groups), with rakes (depending on the circumstances with the rough or smooth side) Pulling along the length of the rut, basic principle to begin wooing on the piste immediately and check it after each competitor
- Spill zones
  - Prepare with machines if there is enough space to maneuver, otherwise make the area compact with snow and shovels so it will not break through during the race.
- Prevent waves/uneven terrain before and after a hole through working with rakes or shovels
  If the piste breaks through badly,
  - Depending on the temperature, use water and snow, have a short break or
  - Water snow chemicals + snow combination, short break when necessary

#### 5. Use of chemicals

- Snow hardener with different methods- Sodium chloride, Sodium carbonate, Sodium nitrate, Ammonium nitrate.
- Big difference in actual effect. High moisture in snow needed, test beforehand on small area.

#### 6. Jumps

- Take off. incline(15-20), take off area flat as possible
- Landing: Firm preparation, long enough run out area before the next change of gradient.

#### 7. Preparation of icy sections

- If "glass" or too icy, break up with rakes, if it is too hard to stand with crampons then salt can be used in certain temperatures
- Check base before considering use of machines for very thick ice. Ice machines can also remove thin
  ice areas.

#### 8. Slipping

• Pairs / groups of 4, frequency at the direction of the jury.

#### 9. Re-homologation periods

- A Piste is inspected and validated by an assigned inspector as appropriate for various race disciplines. This validation process is called Homologation and is intended for FIS level races and higher, although we attempt to stage Children's races on these same Pistes. This is especially true for Children's SG and DH. The validation has time limits and re-inspection is required at the end of this period.
- For DH/SG period is 5 years, ICR 650.6.6.1
- For SL/GS the period is 10 years, ICR 650.606.2
- Also reference other Homologation information at ICR 650

#### 7.3. Preparation of the Piste

Preparing a hard, consistent race track is a task that can be made simpler with advance research and planning. It pays to contact coaches and officials who have used that track before, and the ski area professionals who manage the general snow conditions on the hill. You can discover past and expected problems and identify the resources and best methods available to solve them.

Usually, the best piste for a race track is one that is groomed regularly and skied by the general public every day. There is no substitute for the random edge pressure of many skiers. Man-made snow can also be of great advantage. Of course, these conditions are not always perfect. Weather, topography and the necessities of ski area management can introduce challenges.

In some cases minor extra machine work to widen the track (for safety installation, etc.) is necessary. In more extreme situations entire tracks or sections must be built from ungroom areas. Sometimes thin areas need to be rebuilt or snow assembled for a start ramp. It is best to tackle these tasks months or weeks before your event, and then keep on top of them. Make sure new snow is being properly incorporated regularly so that soft layers are minimized. Today's grooming machines work by pressing a spinning tiller on the snow to break up the top layer, heat it a little, and add some air. Finally it is formed by the rear skirt and left to set. When a small amount of new snow is present it can be effectively mixed with the old snow but a large amount of new, dry snow is very hard to compact. A member of the ROC and/or a local coach should inspect the track with a drill regularly so that groomers can be informed of any concerns and ROC can make proper preparation for any problems.

When the above steps are followed, you can concentrate on particular conditions expected on the event day. Is new snow expected? How much and when? Grooming decisions for the night before an event should be made in consultation with the TD and knowledgeable locals but one goal to keep in mind is not to destroy a viable surface if you are not sure you can create a new one in the time and conditions available. Relatively moist snow groomed at 2am on a clear cold night might be ready for course setting at 8am but might take much longer to set if warmer or cloudy conditions occur. Sometimes leaving a good surface alone and clearing off any snowfall in the morning by hand will give the best result.

### 7.4. Course Maintenance and Repair

Most aspects are covered in detail in the Race Worker Training Manual except for the application of chemicals other than water to harden the snow surface, and the current practices regarding course marking and contrast mediums.

#### 7.4.1. Chemicals

Usually associated with spring events or glacier training, the need to apply chemicals to harden snow that has sufficient liquid water content can occur at any time in some of our climates. The chemicals commonly used are simple salt (sodium chloride) or a high nitrogen fertilizer (46-0-0) which react with the water in the snow to freeze the top layer. Salt is usually cheaper but may not be preferred at your ski area for environmental reasons. Both are commonly available in small amounts or in bulk and are supplied in 20-25kg bags in a pilled (pelletized) form. Some nitrogen formulas have material handling issues which can be checked with the supplier.

If you expect to encounter warm, soft snow you will need to plan on applying a thin, even coat - perhaps more than once. Don't forget your start area, ramp and finish area! Amounts needed can vary from a 2-3 bags for a short SL course upwards. Local coaches with summer training experience can help with quantities. Potential chemical use will usually be discussed at the team captains' meeting and all decisions in this area will be taken by the jury. They will often want to know that a test area has been treated successfully.

It is possible to spread the chemicals directly from an open bag but it is far easier to transfer the material to a 5 gallon pail. The spreaders should have good chemical resistant gloves and goggles at a minimum. It is important to be prepared in advance as some items may not be easy to find at a ski hill.

Handfuls of chemical are broadcast as evenly as possible in a large arc. Helpers can come behind with refill bags and to help work the material into the snow. Immediately behind the application crew some slippers should make the surface as smooth as possible. In most conditions the snow will begin to harden quite quickly and lumps or ridges left can become rock hard. At this point it is crucial to leave the surface alone to set up (15-30 minutes) before testing it with forerunners.

#### 7.4.2. Course Marking and Contrast

Often overcast conditions, light/shadow transitions, fog or simply the speed that the racer is traveling make it necessary have visual aids in addition to gates so that the track and any obstacles can be adequately perceived.

In GS races, the inside line above and below the turning gate is usually marked with a dye line.

For speed, the jury will often call for the application of dye beside or on the track to help the racer see.

Use of orange, high visibility gate panels is recommended for critical turns in low / flat light areas and where a turn is tucked into a deeply shaded area on an otherwise bright light track.

The most most economical and environmentally benign product used is food coloring dye mixed with water and common windshield antifreeze.

- Best applied with a 5 gallon backpack type hand pump pressure sprayer readily available at garden or building suppliers, a mixture of 500ml dye (use blue or green available in bulk from bakers suppliers), a standard 1 gallon jug of windshield antifreeze, and the balance of water.
- The mixture and apparatus must be kept in a warm location, preferably near the start, until used.

- An operator can quickly mark a course or apply contrast, but not both, in one pass.
- One or two apparatus might be adequate for a GS but four or more might be necessary to run a long DH.
- Recharges should be available in the warm area.

Operators ski down the track, pumping pressure into the tank with one hand and applying the dye with the other. A 6-12 inch bar of bright color is desired so the nozzle must be held quite close to the snow and speed must be controlled. This is a job for strong skiers who know the racing line. Course marking is done inside the line above and below the turning gates. Contrast is applied in several forms as necessary. It can be a line outside the race line or bars across the track. Don't forget the finish line and the red warning line.

A common problem with this or any other application is that the operator or another worker slips the material off before it can soak in so make sure the operators know where the tails of their skis are, and keep everyone else off.

There is an excellent manual on Course Marking available among the Officials materials on the ACA website

#### 7.4.3. Safety Systems

Racer speeds and piste preparation have developed so that one can no longer assume that a racer leaving the course by any means other than finishing or quitting can safely come to a stop in a pile of snow. Many systems have been used to alleviate this situation and later abandoned as unsafe, from frozen hay bales to plastic C fencing.

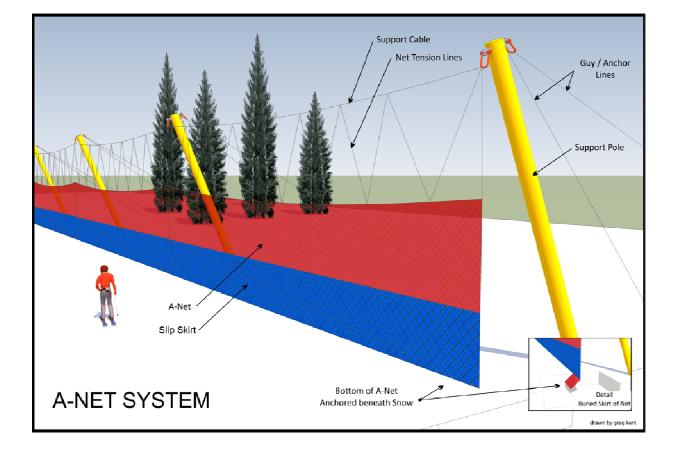
The current solutions are net-based and designed to absorb the racer's energy in a relatively controlled manner.

#### 7.4.3.1. <u>'A' System Nets</u>

'A' nets are used in Downhill and Super G events to protect areas where it is impossible to use 'B' net type fences due to height and space. These nets form a barrier between the racer and objects such as trees, rocks, cliffs, etc.

Officials that plan to work with Downhill or Super G events or in areas that have 'A' system nets should consult with an engineer or someone with extensive knowledge and experience before undertaking a new installation. 'A' net installation is a very specialized skill and is best left to qualified technicians employed for the purpose. They are expensive as well as time consuming to install and therefore usually erected for high profile events like World Cups or NorAm. Once installed they usually remain in place for the remainder of the season thereby giving the opportunity to schedule lower level speed events on the same piste where they benefit from the additional safety provided. The nets must be well-engineered so that injury does not occur when the net is impacted. 'B' net systems are often installed in front of 'A' nets to reduce possible injury from net impact. The bulk of any net installation should be accomplished in the summer so that only the actual installation of the netting itself is to be done just prior to the competition.

The design of the net system must take into consideration many factors. Some of these factors are: the expected angle of racer impact, sufficient space behind the net to allow for distortion on impact, the height of the net as well as the length of the net. It is more time-efficient to carefully scrutinize each possible design plan well before the on-hill construction process begins.



The most important feature of the net system is that the net itself is covered with material such as polyethylene or small mesh to provide a sliding surface and to prevent the competitor from any intrusion into the netting. This is known as 'slip skirting'. It is very important to inspect this covering daily during training and the competition. Any time the net is impacted, the net and the protective covering must be inspected again.

'A' fencing slip skirt must be buried at the base to a depth of approximately one foot so the racer will not go under the fence.

#### 7.4.3.2. <u>'B' Systems</u>

'B' System nets are specifically designed free standing fencing systems installed where 'A' system nets are not warranted but high speed spills are expected. These systems can be of one layer, two layers or three layers. Consideration can be given to using four layers.

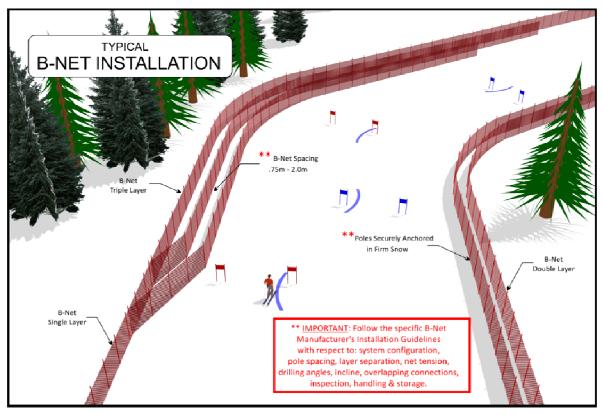
At present there are five main manufacturers of 'B' net systems. It is important that installers become familiar with the specific manufacturer's instructions in installing these systems. It is also important that different manufactured systems not be integrated into the same area. All manufacturers offer installation videos and manuals to assist in installing systems.

These systems incorporate hanging the nets on polycarbonate poles with specially designed hooks, or installing the systems on polycarbonate poles already attached to or in the nets. The poles are drilled into the snow to a depth of approximately 12-14 inches.

Layers of netting must be installed as per manufacturer's guideline. An example of one manufacturer's instructions ~ the "back" layer of netting is installed 2 to 4 meters from the hazard being protected. The second layer is 2 meters in front of this, and if necessary additional layers are 2 meters apart again.

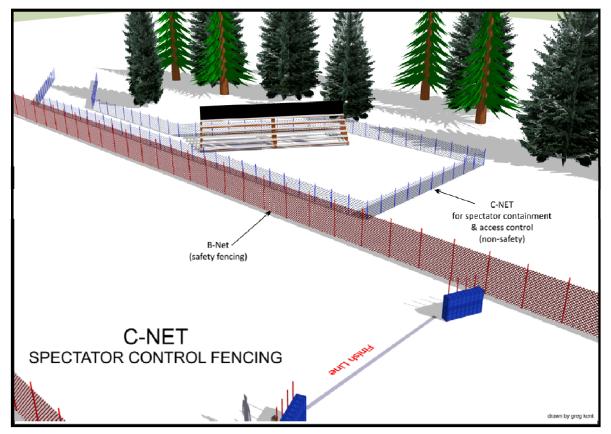
The theory of this fencing is that a racer hitting the primary will be decelerated and stopped, or if the impact is sufficiently great, be encased in the primary net, half of the momentum (say) in the primary fence; and continuing into the secondary layer to be decelerated further and stopped. If necessary, the process will be repeated with the racer continuing into the third layer another half of the remaining in the second and the remainder in the third. The polycarbonate poles will shear, collapse or be pulled from the snow throughout the system(s) in dispersing the racers impact energy.

It is important to ensure the "B" systems are maintained daily to allow for the proper use when impacted. This could be things like removing any new snow or snow pushed up against the nets during the course of daily activity, replacing poles in the snow due to falling over, and other similar duties.



#### 7.4.3.3. <u>'C' Fencing</u>

C- Fence is used for crowd control as a barrier to keep spectators outside of the race arena. The woven net is installed using polycarbonate poles hung with clips in areas away from the racers fall line where spectators are can watch the race.



7.4.3.4. Padding of Obstacles

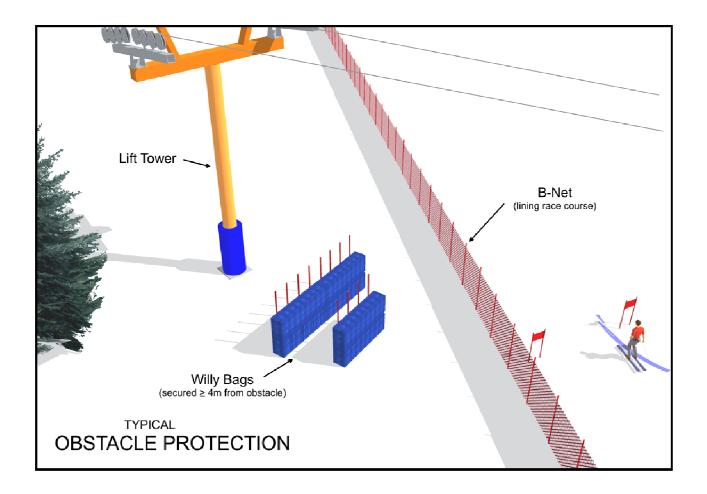
#### Willy Bags

The "Willy bag" is a most useful tool to provide protection on courses. They are moved about the mountain and can be adapted to unlimited uses.

What are "Willy bags"? The first Willy bags were made of Rip Stop Nylon about 2-3 meters long and about 1.5 meters wide, a big sack with a heavy duty zipper on one end. As time went by, the design was refined in order to lower the cost by using Poly Vinyl cloth with nylon mesh re-enforcement. In some areas the bags have been made of heavy nylon mesh that was then encased in a nylon bag.

The first bags were filled with polystyrene "peanuts" as this material is available throughout the United States and Canada. The bags should be filled comfortably, but not stuffed, with this material. The poly filling will withstand multiple impacts before it must be refilled. Newer bags are available with inflatable bladders, making their storage off season more compact than the regular bags.

Willy bags can be attached to bamboo poles erected about four meters in front of TV lift towers, snow-making hydrants and prominent trees on both sides of the trail and also placed behind nets. At the finish area, place them in front of finish posts, timing buildings and interval timing lights. The list of things they can be attached to is endless. It has been found that the bags are most effective when they are tied into place.



#### 7.4.3.5. Other Obstacles

Racing introduces some man made obstacles you should deal with. Specifically, timing posts and interval timing locations should be addressed from a safety viewpoint.

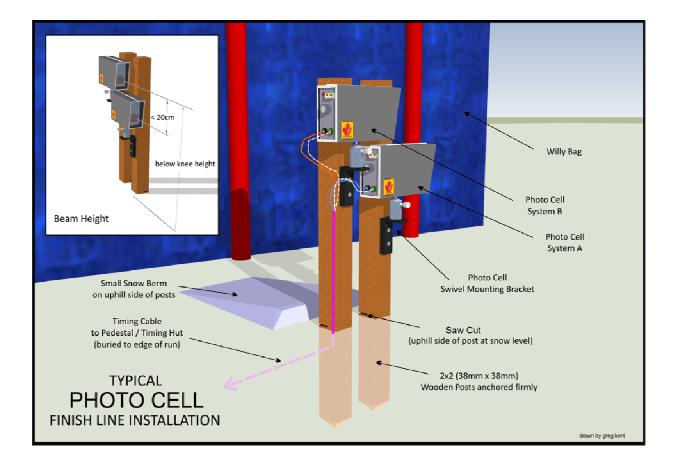
From a timing viewpoint, safety comes into play at any timing equipment installation (except the start where there generally are no hazards from a timing perspective). At intervals using beams, and at the finish, the beams must be set so that the skier cannot be injured in a fall by the equipment.

The normal safety is to place the equipment sufficiently away from the line of the racer so the chance of impact is greatly reduced. In World Cup racing, the equipment is usually placed outside of all safety and crowd control fencing, then a small hole in the fence is made so the beam may pass through unobstructed.

In addition to the above, the posts the beams are mounted on are

- 1. cut to be no higher than necessary or pounded in to such a level
- 2. cut at the snow level almost all the way through on the uphill side so if the skier does impact them the post will shatter.
- 3. at the finish line, 'willy bags' are set in front of the photo cells at an angle to deflect a falling skier.
- 4. means of protecting the posts must be installed to the satisfaction of the Technical Delegate.

A typical photo cell installation at the Finish with safety considerations looks like this.



There are minimum width distances for Finish Lines which vary by discipline as follows,

Slalom 10 meters
Giant Slalom 15 meters
Super G 15 meters
Downhill 15 meters

The photocells of the timing eyes at the Finish Line are capable of projecting 25 meters or more

#### 7.5. The Start Area

It is necessary to prepare the start area with the same care and attention as the course. When planning and/or preparing the start area several requirements must be kept in mind.

A Start Corral should be constructed to accommodate waiting competitors, coaches and technicians that will be present in the start area. This area should separate from the start area officials so that the surrounding noises and preparations of the racers do not interfere with their duties or in any way compromise the validity of their procedures such as the start timing (hand back-up). The start area should be fenced (or at least roped off) in order to limit access to the immediate start area.

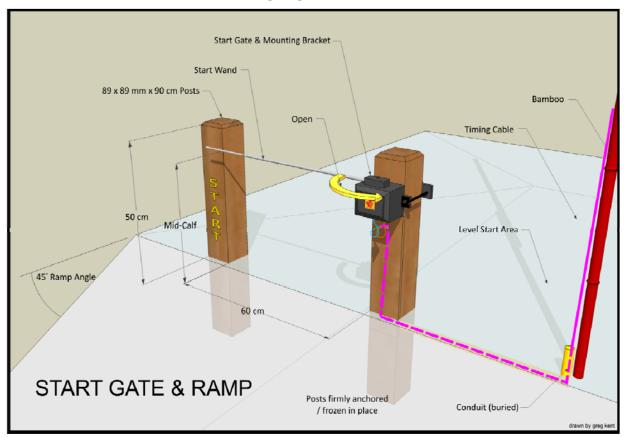
The racer should be able to stand in a relaxed position in the start. A ramp (from the start gate down to the course) should allow for rapid acceleration and clear direction to the first turn.

In addition, there must be enough space allowed in the immediate start area for the start officials to perform their duties. That area is closed to the start officials, one competitor and one coach/trainer (ICR 613.1). The start area can become more or less important depending on the level of the race.

Other issues to be considered at the Start are,

- Crash helmets required by all competitors and forerunners. The helmets may differ by discipline (ICR 707, 807, 907, 1007)
- Start number (bib) requirements (review ICR 628 Penalties)
  - The Start Referee should have a supply of spare bibs to cover situations where bibs go missing
  - A spare bib for a competitor re-run is **not** required
- Delayed starts (ICR 613.6). Note Start Referee practices and discretions.
- False Starts (ICR 613.7). Note Start Referee practices

A view of the Start is shown in the following diagram.



#### 7.6. The Finish Area

The primary requirement for this area is to provide an area large enough to allow the racer to stop without the necessity of performing amazing gymnastic feats or other dangerous maneuvers. The size will vary with the event. Downhill events require the largest area because of the highest speeds. Slalom events would likely require the smallest area as the emphasis in this event is primarily on technical ability. However, keep in mind that speeds are continuing to increase in ALL disciplines. What was sufficient in terms of a certain size several years ago is simply not acceptable today - or even tomorrow.

The terrain should be flat. However, it is even better still if it has a slight uphill slope. The entire area must be fenced. At times additional fencing is needed to protect the tired competitor. These finish area fences are excellent places to advertise the sponsors, for example.

Finish areas are generally at the bottom of the mountain that usually has a higher recreational skier population. For this reason, care must be taken to protect both the racers and the recreational skiers from each other.

The finish area must be prepared just as carefully as the race course. Hard consistent snow provides an equal advantage to all racers and lessens the chances of injury due to inconsistent snow conditions. It is important to be especially careful when new snow falls as the finish tends to be overlooked during final preparations by course workers. It is easy to understand how excessive loose snow in the finish area could cause a rapidly finishing racer possible injury as he tries to stop.

Finish banners should announce the FINISH for the competitors as well as for the spectators. The posts used to hold the banner should be well away from the competition course and of course, should be well protected by Willy bags. One way to get the posts out of the way is to locate them 20-30 meters away from the track. Ropes or guy wires with break-away fittings should be used to hold the banner in case of high winds or if someone hits the rope/wire, such as a racer. The break-away fittings are buried beneath the snow so as to prevent unnecessary injuries.

At the finish line, the timing posts must be bermed as mentioned before, plus protected by fencing set at an angle to deflect a falling skier, plus possibly by willy bags. This is in addition to placing them as far apart as possible as the terrain will allow. Most beams can transmit at least 25 meters.

Just as problems in the start area depend on the level of the race, problems in the finish area will also vary according to the level of the event. Attendance of the press, television and other media people will play an important part in the planning for space in the finish area as well as for the start as they'll be there, too! At a smaller event, the primary concern should be limited to the control of competitors, ski storage AND ABOVE ALL ELSE - SAFETY. These are different problems each of which can be solved by adequate planning ahead.

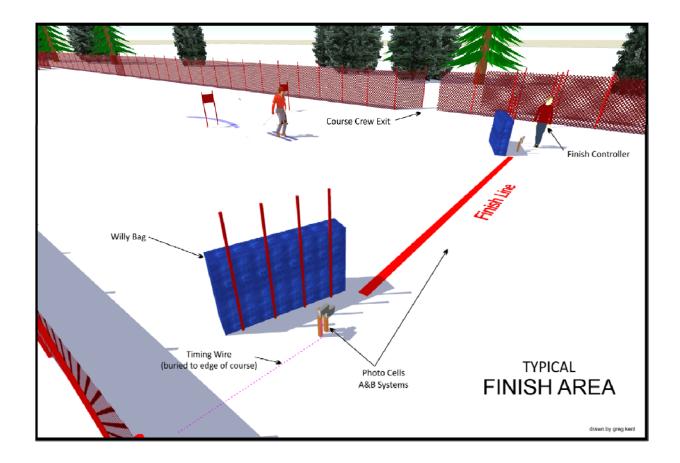
The marking of the finish area should be re-accomplished for every race. A dyed finish line helps both the competitor and the officials. A red line, even if television is not present, is important in that it teaches the competitor what to expect at perhaps his next higher level of competition. In all planning stages and execution of race plans it is important to keep in mind that we are at all times trying to train our competitors. Today's well-trained racer may be tomorrow's Olympic gold medal winner!

#### Course Workers Entrance/Exit

Many race organizing groups ignore an important problem - how do course workers, coaches, gate judges and security personnel get onto the course without going through the start wand area. Further, how do they exit without going through the finish line.

A separate entrance for course workers, coaches and so forth should be established in the start area, but out of the line of action of the racers. Similarly, they should be able to leave the course at various points including near the finish without crossing the finish line. Exits along the course will require gate guards to keep the public from wandering onto the race course.

A view of the Finish Area and Course Workers Exit is seen in the following diagram.



# 7.7. Course Setting

Under the current rules, coaches normally set the courses. In most cases a local coach will set the first course. Visiting coaches appointed by the Jury sets the balances of the courses. Some areas hosting multiple events at lower level races have found that if a coach would like to set a course, he/she must also serve as Referee for one of the other events. Each area has different problems although similar in nature, and must solve their problems within the rules of the sport.

The organizers, under the direction of the Chief of Course, should be prepared to provide the Course Setter with all necessary assistance when it comes time to set the course. This includes, but is not limited to, sufficient poles in good repair, drills and of course the manpower to help should be available on the hill. The Chief of Course should also have on hand extra fences, Willy bags and gate poles available and ready to install as necessary after the course is set.

A Downhill course is usually set in the same manner every year. This does NOT mean that the direction gates are placed in the same position each time. The protection required is known and is often specified on the Homologation Certificate. These protection devices can AND SHOULD be constructed and installed well in advance of the beginning of training.

The Jury, led by the Technical Delegate, is responsible for the technical and protection aspects of the course. They must be sure that the course meets the requirements of the appropriate rules (and/or variations) for the specific competition. This includes all necessary protection measures being fully in place prior to the beginning of training, if required, or the competition.

#### 7.7.1 Course set timing

It is required the course setter be on site and the course be set with all protection measures in place within given time periods before inspection by the competitors. In general the periods are described by ICR 603.8.1 and ICR 603.7.4 (... "ready in time so competitors are not disturbed during their inspection"). The "ready by" requirement for Downhill events is specifically described by ICR 703.2.1

#### 7.7.2 Other Course set detail

Some other important detail on gate construction and passage is as follows,

- Gate construction, terminology and passage, ICR 661 Control of Passage (Explanation)
- Slalom Gate set, ICR 801.2.1 to 801.2.4 and diagram
- Single Pole Slalom set and passage, ICR 804.3 and diagram

Please reference and review this

#### 7.7.3 Obligation for competitor inspection

In general all race participants should pre-inspect the course they will run, competitors and forerunners. For Downhill events it is required that all competitors inspect and train on the course. ICR 703.2.3 and ICR 704.1

### 7.7.4 Method of competitor inspection

Historically, the method of inspection varied by race discipline. Now it is usual for the Jury to decide the method and communicate their instructions to competitors via the Team Captains. This may be done at the Team Captains meeting but may come later depending on the conditions seen by the Jury during their course inspection. For example,

- due to a light snowfall overnight they may request the competitors side slip out excess snow during their inspection
- they may request competitors move out of the race line while inspecting some areas due to thin patches
- not to inspect over jumps in a speed course but to leave the race line and go around them

In these cases the Jury will communicate instructions to the waiting competitors via radio through the Start Referee or some other official at Start.

#### 7.8. Training

In Downhill events and in some Super G competitions one or more days of training are required. It is prior to this 1st day of training that the course should be prepared as for the race which includes all equipment and safety measures in place.

During the training days the Jury must observe the track to be certain that conditions remain safe and allow reasonable training for all. The track itself can be maintained during the training by controlled side slipping or by other available means. After each run is completed more extensive work can be accomplished.

**Training days are for everyone!** This is when everyone gets to understand what they are supposed to do during the real thing. They become accustomed to their tools, location whatever. They also start to understand their responsibilities and those of others.

#### 7.9. Race Day - The Real Thing!

The actual competition day is the same as the training days. Unless there has been a drastic change in the weather, the Downhill track should be at its best. The course workers and other officials have more experience now as the training days have sharpened their skills and abilities.

Alpine Officials Level 3 7-15 2018 v1.0

The technical events and even Super G for the most part do not give officials the chance to "rehearse" as Downhill training does. This is the "real thing" - it is not a dress rehearsal! This is when the results of all prior planning, organizational skills and a myriad of other details come together. How well they come together will depend most of all on the pre-race activities and planning since the day the race was awarded to the area. The Race Organizers, the Chief of Course and all other officials have developed their own check lists to ensure that the event will proceed in a smooth manner. The necessary tools must be available for course repair. Workers must be available to properly use the tools. Extra poles, flags, drills, shovels, rakes and so on must be on hand to make sure a rapid repair can be made on the course during the race. It is necessary to repair the track during the event it must be done as quickly as possible.

#### 7.10. Course 'freeze' during speed events

During the running of a DH or SG race the ROC maintains a situation where only racers or forerunners are moving on the course unless there is a course hold underway. The only exception to this is where a side-slipping team may move between several gates of the course well in advance or behind the racer. This situation is called a course freeze and is crucial to conducting a safe race. It is often difficult for the ROC/Jury to maintain the freeze but they must persist in the effort to ensure the safety of competitors, volunteers and coaches. The consequences of not doing so can be life threatening. The Jury should take pains to reinforce their expectations at the Team Captains meeting and during the race by appropriate radio channels if the practice is not followed.

If it is necessary for individuals to move while racers are on course they should be instructed to.

- move with the side-slip crew, only if an experienced skier and leaving the course at the same locations as the crew members
- move during a course hold, instructed to move to their destination quickly and their position monitored before restarting the race

Another dangerous practice seen in recent years is individuals moving on course while using a cellphone. Being distracted in this way while a racer may be approaching you at high speed is just as dangerous as driving a vehicle while using a cellphone.

Another practice seen on course which should be discouraged for safety reasons is transporting equipment or clothing down the track during side slipping or course holds.

#### 7.11. Tear Down

Now there is still one more step and that is to get the mountain cleaned up and ready for the usual hordes of skiers. As quickly as possible, the flex poles are brought to the bottom. Fences are taken down, Willy bags are collected and the trail is open to the public once again.

This is the best time to inspect all of the equipment. Examine the Willy bags for evidence of "sun checking", tears or cuts. Bamboo should be sorted and the good ones bundled, probably twenty to a bundle, tied and stored out of the weather. Tired bamboo should be retired at this point. Flex poles need to be examined for breaks, cracks, joint integrity, etc. Those poles needing repair can then be set aside and taken care of PRIOR TO THE NEXT EVENT. Broken poles can be discarded and new poles ordered. The inventory can then be stored in good order and ready for the next race on the schedule.

At the Coaches Meeting (or one of the last ones if multiple occur) the subject of Tear Down should be discussed, if the racers and coaches are expected to participate. Teams should be assigned areas of the course to take apart, or special tasks such as transporting fencing, equipment etc. be assigned.

Be sure everyone knows where the equipment is to be deposited, so it may then be transported further to long term storage containers or location(s). If the racers are not to participate, then the course workers, gate judges, security personnel and others involved with running the race must do this work and be suitably informed of this responsibility early in the process and again on the morning of the event itself.

#### 8. TIMING

Timing for FIS and ACA National calendar events must comply with the FIS timing rules (see ICR 611) and the FIS Timing Booklet.

Timing rules for National calendared races differ from FIS races in that homologated timing equipment and the use of 2 electronic timing systems in non-championship races are recommended but not required. For clarity: Use of independent backup hand timing is required for all national points races. It is a matter of athlete safety and fairness that no reruns are needed because of missed times.

See the Timing section in the Level 2 Course Manuals.

#### ICR 611.2 Timing Equipment

For all events in the FIS Calendar, electronic timers, start gates and photocells homologated by the FIS must be used. A list of these approved devices will be published. Races using timing equipment other than those on the homologated FIS list will not be considered for FIS points.

Specifications and procedures for timing are more fully described in a separate FIS Timing Booklet.

#### 611.2.2 Hand Timing

Manual (hand) timing, completely separate and independent of the electronic timing, must be used for all competitions listed in the FIS Calendar. Stopwatches or hand operated battery powered timers that are installed at both the start and the finish and capable of expressing times to at least 1/100th (0.01) precision qualify as proper hand timing devices. They must be synchronized prior to the start of each run, preferably with the same time-of-day as system A and system B. Printed records, either automatic or hand-written, of recorded hand times must be immediately available at the start and at the finish.

#### 8.1. Synchronization of Timing Systems

#### 611.2.1 Electric Timing (in part)

... Synchronization of the timing systems must occur with 60 minutes of the start of each run. Synchronization of all systems must be maintained throughout each run. Timers must not be resynchronized during any run.

#### 611.2.1.1 Start Gate (in part)

The start gate must have separate electronically isolated switch contacts for triggering the start inputs of both system A & B.

#### 611.2.2 Hand Timing (in part)

... They (the hand timers) must be synchronized prior to the start of each run, preferably with the same time-of-day as system A and system B.

#### Timing Booklet, Alpine Skiing, v2.54 May 2016 Page 22 (in part)

Synch confirm at +1 minute:

Synchronization to the Time of Day for **all** systems must be accomplished. Connect all timing devices that run in time of day at one start source (**on single contact only for checking**) and start the time of day of all timing devices. Trigger the timing devices again after 1 minute and chick if the time of day for this impulse is within a **1/1000ths** (**0.001**) for System A and System B timers. **If they are not, you must resynchronized** and try again. . . . .

Homologated starting gates have two separate contacts. It is not sufficient to synchronize the timers by simply opening the start gate.

Synchronization must be executed with all timers connected to receive the start impulse from a single source. Use of a single "plunger" trigger is the preferred method. Alternatively, all timers must be connected to just the System A pair or just the System B pair of plugs from a start gate.

#### 8.2. A Timing Best Practice:

After the forerunner reports have been received from the Finish Referee, the TD should seek or receive confirmation from the Chief of Timing that:

- all of the timers are correctly synchronized,
- both the start and the finish hand timers are operating correctly, and
- both the start and the finish hand timers are being operated correctly.

#### 8.3. Calculated Net Manual Time - EET

System B or Hand times may be used in the official results after a correction has been calculated.

Effective fall 2017, the missing System A **time of day** element (start impulse or finish impulse) is calculated to the precision of the System A timer (1,000's or 10,000's of a second, as applicable) and manually inserted into the timing data (M flag).

- TOD Replacement produces better result, most of the time
- TOD replacement works with or without synchronization
- Math can be done either way, alternate minus primary or primary minus alternate
- For athletes missing both start and finish time, NET Time calculations (old method) produces exact same result as doing the math with a replaced TOD start and replaced TOD finish
- Replacement calculations should be done to the .001 precision
- Look for and use electric system B whenever possible, no matter how you do the math, electric gives a much better result!

#### 611.3.2.1

- Calculation of the correction time of day impluse:
- Subtract the electronic time from the time taken by hand (or vise versa) for the all of the 10 competitor times preceding the missing time. If there are not 10 times before, complete the calculation with the remaining times after the missed time.
- The sum of the 10 time differences is divided by 10 and rounded up or down (0.044 -> 0.04, 0.045 -> 0.05) to give the correction which must be applied to the hand time of the competitor without an electronic time.

.001 prin	nary	and .01 replacement sys	stem (hand timing	g)	Calculate to
	Bib	Sys A TOD Fin	HT Finish TOD	Sys A - HT	Sys A precision
	27	08:19:18.019	08:19:17.88	0.139	
	30	08:21:20.141	08:21:19.92	0.221	
	31	08:27:20.215	08:27:20.14	0.075	
	32	08:28:01.178	08:28:01.13	0.048	
	33	08:28:40.759	08:28:40.58	0.179	
	34	08:29:21.983	08:29:21.94	0.043	
	35	08:30:03.018	08:30:02.86	0.158	
	36	08:30:38.179	08:30:38.03	0.149	
	38	08:31:20.619	08:31:20.52	0.099	
	39	08:32:01.521	08:32:01.43	0.091	
Missing	40		08:32:43.89	1.202	
			/10	0.120	Add to HT to calc missing A finish pulse
		Replacement Finish		Primary Start	Resulting Net Time
		08:32:44.010	minus	08:31:24.489	00:01:19.521 Calc'd A time

Refer to the current ICR and the National Competition Rules for further timing details.

#### 8.4. Technical Reports

Timing information including the FIS Timing Booklet, Timing Equipment Homologation Information and FIS Timing Report is available on the FIS web site – <a href="https://www.fis-ski.com">www.fis-ski.com</a>.

For timing information the Officials program uses the FIS Timing Booklet for FIS races and for non-FIS races. The Timing Booklet provides step by step use of the Timing Technical Report (TTR). The timing reports provide data on the timing equipment used and information about the accuracy of the timing procedure for FIS sanctioned races and National sanctioned race events.

The following is an example of the Technical Timing Report.

- For FIS races, the TTR must be uploaded after the results xml file. The FIS TD is required to verify the TTR on-line prior to submitting the on-line FIS TD report.
- For National Points races, the Chief of Timing must complete the report and the TD must confirm that the data is correct prior to the results being sent to the ACA: <a href="www.acapoints.ca">www.acapoints.ca</a>. Hardcopies of the TTR are retained by the PSO and the host club.

					CODEX exa	mple 0247
F/I/S	Timing & Da	ta Technical Rep	ort	Alpine	321	
1773	To accompany TD Report im	mediate transmittal One form re	quired for each Co	odex	Version 7.	.1
Location:	Bromont, Quebec				DH: SL GST S	s⊡ s⊡
Nation:	CAN				MEN: 1 LAC	MES:□
Event Name:	SUPER SERIE SPORTS E	XPERT				
Date (dd/mm/yy):	02-16-12					
	Brand	Model	Serial	Number	Homologation #	
Sys A Timer:	TAG HEUER	CP540		1587	TAG.070T.	
Sys B Timer: Start Gate:	TAG HEUER	CP540		1215	TAG.070T.	
Finish Cells A:	ALGE	STSnM2S		0212038	ALG.S53T.	
Finish Cells B:	TAG HEUER TAG HEUER	HL 2-32 HL 2-32		769 770	TAG.L49T.	
Software	Brand	Version	Date	Results = Tapes	TAG.L491.	10
Scoring and Results Preparation:	SplitSecond	National FIS 6.24 rev 9	2012-02-09	Confirmed	٦	
ocoming and Results Preparation:	SpiitSecond	National FIS 6.24 rev 9	2012-02-09	Contirmed	_	
Connections to Start:	System A	System B	,	Voice Comm.	7	
Cable, Radio or other- (Specify)	Cable	Cable		Cable/Radio	1	
					_	
POWER ON Time (warm-up):	7:16	At least 30 minutes before Synchro	onization.			
Time of day		1st Run			2nd Run	
expressed in thouandths.	System A (TOD) #	System B (TOD) #	Hand Sync,	System A (TOD) #	System B (TOD) #	Hand Sync
Synchronization Time	9:50:00		9:50:00	13:57:00		13:57:00
Synch confirm at +1 minute	9:50:59.657	9:50:59,657	Way voice	13:57:59,901	13:57:59,901	
Start TOD First Competitor*	10:00:35,232	10:00:35,230	Net Time	14:08:37,734	14:08:37,732	Net Time
Finish TOD First (1) (52)*	10:01:16,529	10:01:16,527	41,29	14:09:22,789	14:09:22,787	45,05
Hand Time First Competitor *	Residence of the second		41,41			44,94
TOD Last Competitor *	10:58:41,257	10:58:41,245		14:41:27,308	14:41:27,300	E 1 1 1 1 1 2
Finish TOD Last ( 83 ) ( 65)*	10:59:29,319	10:59:29,306	48,06	14:42:11,470	14:42:11,462	44,16
Hand Time Last Competitor *	10.00.20,010	10.00.20,000	48,08	14.42.11,470		44,32
* First and Last to Finish with complete data.		The State of the S	40,00			44,32
Best run-time System A		Bib:(1)	41,29		Bib: (15 )	40.13
Were all Results from system A?	Indicate:	Yes No	77,00			10,10
List any or all bib numbers used in th WHY? Batteries Data Source for replacement system	☐ Snow obscuration	☐ wire break		e run): Photocell alignment System C	☐ Other? (describe)	
Comments:						
comments:						
	20 1000					
We certify that the timing and calculat	tions of this event adhered	to the FIS rules				
,	and orong wallered					
		YES X NO				
Chief of Timing - Name (Print)		Email, Telephone		Signature /	1	
Bissonnette F	Roch	101		1/		

Email, Telephone

TLARBERE\_56 @SYCHARICO.CA 647,222,43/5

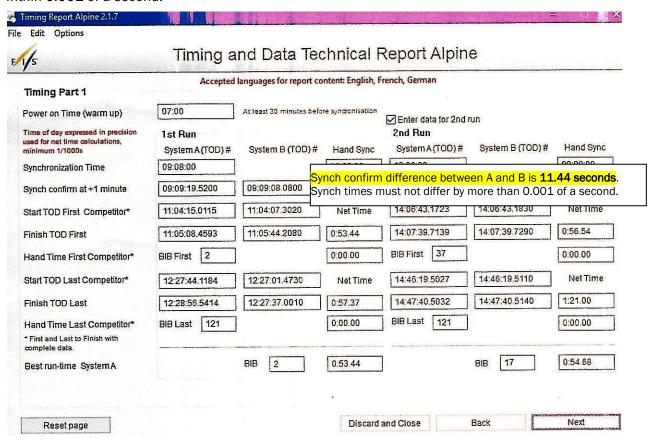
Download this form from www.fis-ski.com

Technical Delegate - Name, NAT (Print)

Lambert, John (CAN)

1018

roch@diacarb.com 450-357-6100 The following screen shot from the FIS TTR software illustrates a time of day synchronization that is not within 0.001 of a second.



2018 v1.0

#### 9. POINTS SYSTEM

#### 9.1. Definitions

#### Points:

Points are calculated using results or racer points (see below). Usually the advantage of the best two results in each discipline is used to calculate the points. Also called Seed Points or List Points.

#### Points List:

A listing of competitors giving their points in each discipline. FIS list is valid for specific dates and only the current list may be used for the race entries.

#### Race Penalty

This is a calculated number used to equalize races. It allows for weighing the race results according to the caliber of the competitors finishing among the top ten finishers in that race and their performance relative to their seed points.

#### **Race Points**

These points are determined by the specific formula in which the Racer's time is compared to the winning time. The winner of a race always gets 0.00 points. There isn't an ICR rule that says so but the Race Points formula discussed next makes this obvious. Race points are used in the calculation of race penalty.

#### Racer's Points or Result

A racer always gets a result from a race, which are his race points added to the race penalty.

#### 9.2. Race Points

Race points are a handicap system that compares a racer's time with the winner's time, based on a linear function. Because races are run within a well-defined set of limits and rules, the winner's time and other times in a specific race can be related to other similar events.

Race points are calculated on the basis that the winner receives "zero": points and all others some greater value based on how much longer they took to complete the course compared to the winner. The following formula is used:

$$P = [(T_x / T_w) - 1] \times F$$

$$P = (T_x \text{ times } F \text{ divided by } T_w) \text{ minus } F$$

P = race points

 $T_X$  = racer's time in seconds

 $T_W$  = winner's time in seconds

F = 60/(CM - 1)

The CM value is arrived at by statistical analysis of worldwide results. For the various disciplines the value of F are shown below.

N.B. F values are updated every two years and available on each FIS list.

#### Some Important Points to Note in this Calculation:

- 1. All steps of the calculation must be done to at least 4 decimal places with no rounding off occurring until the calculation is complete.
- 2. Rounding off to two decimal places is done as follows:

Ignore the 4th decimal place and use the value of the 3rd decimal to round the 2nd decimal place.

0 - 4 goes down i.e. stays the same, 5 - 9 goes up. e.g.  $105.5689 \rightarrow 105.57$   $105.5649 \rightarrow 105.56$ 

3. As there are no sets of tables for manual back-up calculation, checking of the program and your calculations must be done on a regular basis. Note that a ' $T_0$ ' time of 100 seconds in slalom and a  $T_x$  time of 108 seconds will give a points value of 48,00. The same times will give values of 70,40 in GS, 84,80 in Super G, 105,60 in DH and 99,20 in SC. This will allow you to check your program. You should also check that the winner's time gives a value of zero points.

Following are sets of sample values for the five disciplines to allow you to practice the calculation of points.

Racer	Time	Time in seconds	P – DH	P – SL	P – GS	P-SG	P-SC
1. AAA	1:58.99	118,99	0,00	0,00	0,00	0,00	0,00
2. BBB	1:59.74	119,74	8,64	3,91	5,61	6,62	6,74
3. CCC	2:03.52	123,52	52,16	23,60	33,88	39,97	40,74
4. DDD	2:04.01	124,01	57,80	26,16	37,55	44,30	45,14
5. EEE	2:04.29	124,29	61,02	27,62	39,64	46,77	47,66

#### 9.3. Calculation of FIS Race Penalty

Not all races are of equal quality and to simply give all winners the same point value would not differentiate between the various levels of races. Therefore, each race has a penalty calculated for it which is a direct measure of the caliber of the race - the lower the penalty, the better the caliber of the race.

You will notice FIS races use different "maximum point values" compared to the National races. An example of FIS race penalty and points information required for FIS races is shown below. Some of the FIS penalty information can change with every Points List

Using FIS Points List information below ~ <u>Variables needed for FIS Calculation:</u>



#### Alpine Skiing

#### 2017/2018

#### 1st FIS points list 2017/2018

#### Valid from 01-07-2017 to 09-08-2017

Category/Catégorie/Kategorie	Race level	Minimum penalty	Maximum penalty
owg,wc,wsc	0	0.00	0.00
COM	0	0.00	4.00
FQUA,EQUA	0	9.00	999.00
FEC,SAC,UVS,NAC,EC,WJC,ECOM,ANC	1	6.00	999.00
NC	2	8.00	999.00
AWG,CISM,FIS,CIT,UNI,JUN,CORP,NJC,NJR,YOG	3	9.00	999.00
ENL	4	40.00	999.00

			MEN				GE	NERAL				LADIES	S		
	ADDER		Z-Value	Men	/Ladies			AI	DDER			Z-Value			
Disc.	Level 0	Level 1	Level 2	Level 3	Level 4		F Value	Max points	Disc.	Level 0	Level 1	Level 2	Level 3	Level 4	
DH	0	0	2	3	13	0.00	1250.00	310.00	DH	0	0	2	3	13	0.00
SL	0	0	2	3	13	0.00	720.00	145.00	SL	0	0	2	3	13	0.00
GS	0	0	2	3	13	0.00	980.00	200.00	GS	0	0	2	3	13	0.00
SG	0	0	2	3	13	0.00	1080.00	250.00	SG	0	0	2	3	13	0.00
AC	0	0	2	3	13	0.00	1150.00	250.00	AC	0	0	2	3	13	0.00



# PENALTY CALCULATION

CALCUL DE LA PENALITE

PUNKTEZU	SCHLAGSBE	RECHNUNG
----------	-----------	----------

Name der Vera	ement							
Date	anstaltung		Event	Mama	-546-	TD		
Date				11 10 6576965	of the	ID		
Datum			Epreuves Bewerbe	4110120100	des TE	20		
	at finial	1 10						
Result	Number	Name	illeurs à l'arrivée				To to	T
Résultat	Dossard	Nom		Tin	mps	FIS-Points Points FIS	Best 5 5 meilleurs	Race points Pts de course
Resultat	Nummer	Name		Zei		FIS-Punkte	5 besten	Rennpunkte
							<del>                                     </del>	
							-	-
			ted / 5 meilleurs					
TOTALS / T							_	
(B)	Points FIS	3 des 5 m	5 started eilleurs ayant pris le rteten FIS-Punkte	e départ				
(A)	Points FIS	S des 5 m	5 to finish in top 1 eilleurs dans les pro unkte aus den erste	emiers 10				]
(C)	Race Poi	nts of co	rresponding comp de ces concurrents tsprechenden Wett	etitors				
`alculated					Zussk	alog		
			ité calculée / B		Zuscr			
AL	+ !		C	=		: 10		
			le correction / I			→+z Art. 4.4	.7)	
ategory A	dder / A	dditif de	catégorie / Ka	ategorie-Ad	der			
			appliquée / Ang			ezuschlag		
	D / O:	- h	u DT / Untersc	briff doe TC	١٥.			Nr/No/Nr
Signature T	1 / Cirin							

#### 9.3.2. Penalty Calculation Procedure.

- 1. List top 10 finishers
- 2. Add up list points for the best 5 list point finishers from the top 10
- 3. Add up the list points for the best 5 list points who **started** the race irrespective of where they finished or even if they finished
- 4. Add the results of the best 5 who finished and the best 5 who started
- 5. Deduct the race points of the best 5 list points holders
- 6. Divide the result by 10

Use correction value and category Adder as allocated by FIS for level of race (WC, COC or FIS)

# An Important Point to Note in FIS Race Penalty Calculation

If two or more competitors have the fifth best points, which should be taken into consideration for the penalty calculation, the competitor with the higher race points will be considered for the penalty calculation. (Reason: better penalty).

#### 9.3.3. Completed Penalty Calculation

A recent example of a completed form

			Slalom Ladie final SS 2017	-01-08			
			FIS PENALTY CALCULATION	-01-00			
THE BEST	10 A	FINISH:					
RACE	BIB	CODE	COMPETITOR	FIS	BEST 5	RACE	
RESULT	NR.		SURNAME+NAME	POINTS		POINTS	
1	13	107648	BURGESS, Georgia	47.26	47.26	0.00	
2	11	107759	ROUSSIN, Heidi	41.16	41.16	4.31	
3	6	107990	SMITH, Sierra	62.41	62.41	4.69	
4	9	107811	PATTERSON, Soleil	66.60	66.60	9.25	
5	18	107758	OBRIEN, Mikaela	75.90			
6	16	107763	LEVEILLE, Florence	67.38	67.38	15.68	
7	22	108023	FAUCHER, Dorothee	78.38			
8			THOMAS, Abby	69.13			
9	28	107873	FORTIN, Roxanne	87.78			
10	27		CARDINAL, Frederique	87.29			
THE BEST	5 AT	START:					
						101	
2	11		ROUSSIN, Heidi	41.16		11:18	
DNF1			CUMMING, Meg	42.92	/	1/1010	
			WEARMOUTH, Antonia	45.40	^	161	
1			BURGESS, Georgia	47.26	(		
DNF2	15	107589	NOLIN, Frederique	47.33			
TOTALS							
(B) FIS	POINT	OF BEST	5 AT START	224.07			
			5 TO FINISH IN TOP 10		284.81		
(C) RACE	POIN	TS OF COR	RESPONDING COMPETITORS			33.93	
CALCULATE	D PEN		.81 + 224.07 - 33.93 : 10 =			47.495	
		(	A) (B) (C)				
ROUNDED						47.50	
CATEGORY	ADDER					3.00	
CORRECTIO		JE (Z)	,			+0.00	
			/2	11		50.50	
PENALTY A	APPLIE	D:	1/1/1	4 1018		50.50	
			1 ant	1 1000			
			LAMBERT JOHN	(C)	AN)#1018		
			SAINTE-ANNE LIST: FLW0817	CAN6	283.1018	SF9 / 1	
			T SECOND SOFTWARE		TIMIN	G ALGE TIMY2	
PXE							
8 janvier	2017						
			Page 5				
						,	

#### 9.4. Calculation of Result

To arrive at a final value for the race, we add Race Points + Penalty Points for each racer to determine Result Points for the race.

Let us look at a National Points example to see how this works.

	Time in sec.	Race Points	Penalty	Total Points
Winner	111,72	0,00	125,18	125,18
Competitor A	116,26	23,16	125,18	148,34
Competitor B	116,72	25,51	125,18	150,69

The value that appears for each competitor on the National Points List is calculated by averaging the points results of the two best races in one season for each discipline. FIS has similar calculations for calculating the competitor's "result". Refer to the FIS "Rules of Alpine Points" on the FIS web site for the specific calculations.

Thus if Competitor A's two best results in one discipline were the above result of 148.34 and another result of 156.24, then the value for A in the points list would be

$$(148.34 + 156.24)/2 = 152.26$$

#### 9.4.1. FIS RESULT PACKET

Race results with penalty calculation are submitted on-line by uploading .xml files in the prescribed formats. The files are emailed to <a href="mailto:alpineresults@fisski.ch">alpineresults@fisski.ch</a>. Files are to be named in the following format:

CANcodex\_TD#.xml CAN1383\_1018.xml

note: race codex must be 4 digits e.g. 0567 not 567.

The subject line for uploading emails should be "Results CANcodex.TD # e.g. Results CAN1383.1018

TTRs are submitted on-line by uploading .xml files in the prescribed formats to <a href="mailto:alpineresults@fisski.com">alpineresults@fisski.com</a>. The TTR software has an email facility built in. Copies should be sent to the RA, the TD and the Canada FIS TD Commissioner at the same.

yearALcodexTR.xml 2017AL1383TR.xml

The TD Report is prepared and submitted on-line by the FIS TD using his/her secure FIS portal. The TD is to send a copy to the Race Administrator for record keeping.

Hardcopy and scanned copies of all reports are to be retained by the Race Administration for 1 year. In addition to the results, penalty, TTR and TD Report, retained records include all minutes, 1<sup>st</sup> Run Start Lists, Referee Reports, Accident Reports, supplementary reports and timing strips.

#### 9.4.2. PROOF READING CHECKLIST FOR CRITICAL ERRORS

Thorough proofreading of Official Results and other required reports is a basic responsibility of the Technical Delegate, Although reference to the following checklist will not cover all of a TD's tasks in this regard, it should help to catch or to avoid errors.

**Technical Data:** All technical data on all results headers and reports must he complete, accurate, consistent, and must meet the requirements.

#### Check:

Name/Date/Site/Discipline/Sex/Category of events	
1st Run Results and Start Orders(s) headings	
Official Results headings	
Legal numbers of gates for the vertical drop	
Measured "running" length of downhill and Super G noted on the Official Results, etc.	

#### Official Results:

Proofreading of Official Results can be simplified somewhat by first doing various "spot checks". If these turn up deficiencies, then more thorough proofreading, line-by-line, must be done. Discontinuities In data are easy to spot and can be keys to big problems needing attention and correction.

#### Check:

Correct totaling of times and correct calculation of FIS points	Ш
for first ten finishers, plus random samples of later finishing racers	
Proper handling of equal placements (ties)	
Card numbers appear for all registered racers	
Number appearing on Start List = Number on official Results including all DNSs, DSQs and DNFs	

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There are a number of errors that can appear in, or be discovered by proofreading, the pe Transcription and typographical errors are easily made; refer to original data. Computer processarily produce correct penalty calculations and are prone to rounding "errors" based assumptions, order of calculations and precision in the program.	rograms may not
Check:	
Correct mathematics (addition, subtraction, division) and correct rounding (1-4 down, 5-9 up)	
Correct seeding and FIS points	
Minimum penalties (by category) noted & respected	
Penalty & applicable minimum appear on TD Report	
Manually check and "sign-off" on all computer calculated & printed penalty calculations	
Signatures:	
Authentic signatures are required on several items. Most documents should bear at least responsible or supervising official. Official Results and TD Report should be signed only a proofreading. The TD is responsible.	
Check:	
Official Results and TD Report	

Confirmation of Technical Data form (TD & Referee)

Various minutes and other reports (i.e. Referee's Reports, Protest, Jury Minutes)

**Penalty Calculations:** 

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#### 10. COMMON PROBLEMS WITH GATE JUDGING

- 1. Gate Judges **not in position**, in position too late to properly observe or in poor choice of location to properly observe the passage of competitors. The Gate Judges, or at least a sufficient number for adequate control, must be at their stations well before the start of the race.
- 2. **Indecision!** Usually the result of failing to anticipate the possible decisions a Gate Judge may need to make. Plan ahead! At difficult 'combinations' of gates, the Chief Gate Judge should take the time to point out the types of situations that might be encountered at this position.
- Missing or unclear diagrams. One of the most important duties is a drawing of the fault committed absolutely required. I.
- 4. When there is a **delay in the collection** of the scorecards a delay is usually then passed on to the Jury proceedings and the preparation of the 2nd run start list or the results. The Chief Gate Judge is responsible for the rapid and efficient retrieval of the gate judge cards.
- 5. **Missing gate judge cards** in the event that a gate judge was overlooked by the person picking up cards after a run, the gate judge should make every attempt to deliver his card to the Jury as soon as possible, preferably the Referee in the finish area but at least to the Race Office.
- 6. **Missing Gate Judge with Faults marked on his/her card**: A Gate Judge is responsible for reporting to the finish to provide-needed information in regards to a recorded fault. The Chief Gate Judge should be present to present the Gate Judge to the Jury and to present the Gate Judge's qualifications to the Jury, if needed.
- 7. A Gate Judge's job is not finished when the last racer has crossed the finish line. The Gate Judge must be willing to serve as a witness, if needed, when a Protest is under consideration by the Jury. If, at the end of the Protest period (usually 15 minutes after posting the list of disqualification's), there is no protest to the Disqualification, the Gate Judge will be dismissed from duty by the TD.
- 8. Inadequately trained Gate Judges 'last minute' recreating of anyone available. Difficult to work around the video can be of some help in this last minute training.
- 9. Inadequate clothing for extreme weather conditions this is another plan-ahead item. Gate Judges must be prepared for all kinds of weather.
- 10. When possible, reserve Gate Judges can be used to relieve persons needing to get warm or otherwise, more comfortable. However, a shortage of Gate Judges seems to be the most common problems.
- 11. Adequate number of Gate Judges? This is an eternal question. The only guidance provided by the ICR is in 669.1 and 669.2. Generally the ROC should strive for 1 gate judge to 3 gates in Slalom and decrease for the speed events. Often there are insufficient volunteers to allow this and compromises are made, for example
  - Start Referee covers gates 1 and 2
  - Chief Gatekeeper covers top gates following those assigned to Start Referee
  - Finish Referee covers last two gates

The important point is for the Chief of Gate Judges to inform the Jury of the coverage and when the assigned Gate Judges are in place.

An evaluation of the above will point out a common factor - lack of planning and training. All of these can be avoided or minimized by good planning and understanding of duties by the Chief of Gate Judges. The effort is well worthwhile due to the important functions of the gate judges.

Other issues in which Gate Judges are often involved are as witness to "Grounds for Interference" (ICR 623.3), or determining whether a competitor received outside help in recovering from a fault in their vicinity (ICR 661.3). These ICR points should be studied and understood.

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A point of reassurance for the Gate Judge is that the competitor has an obligation to "make correct passage" around a gate in accordance with ICR 661.4, even if the gate is missing (ICR 661.4.1.3). If the racer and coach feel they have an argument for a re-run rather than DSQ in such circumstance it is their obligation to raise this with the Jury.

# 11. RE-RUNS, SANCTIONS, DISQUALIFICATIONS AND PROTESTS

The following must be read in conjunction with the indicated sections of the ICR.

- 220 Team Officials, Coaches, Service Personnel, Suppliers and Firms Representatives
- 223 Sanctions
- 225 Appeals Commission
- 620 Start Order
- 621 Group Draw and Start Order
- 623 Re-runs
- 624 Interruption of the run or training
- 625 Termination of a Competition
- 627 Not Permitted to Start
- 628 Penalties
- 629 Disqualifications
- 640 Protests
- 641 Types of Protests
- 642 Place of Submittal
- 643 Deadlines for Submittal
- 644 Forms of Protests
- 645 Authorizations
- 646 Settlement of Protests by the Jury
- 647 Right of Appeals
- Rules regarding the Homologation of the Courses

There are key points for a Jury to consider in processing protests appropriately,

- Is it of a type within the ICR (ICR 641)
- Has it been submitted in the prescribed manner
- Is the submission within the required deadline (ICR 643)

Other important points of note are

- A protest of the Referee Report (a DSQ) must be made within 15 min of posting (ICR 643.4)
- Physical evidence must be presented to support a protest (ICR 640.1)
- The Jury can and should consider video evidence in resolving a protest (ICR 646.2)

Overall considerations of the Jury in resolving a protest and deciding an appropriate penalty for an infraction are

- Did the competitor gain some advantage from the issue being considered?
- Were other competitors placed in a disadvantage?
- Did the issue jeopardize the safety of others? racers or volunteers? (ICR 629.2)

#### 11.1. Guiding Principals

- 1. Think Do not rush
- 2. Hearing Accused has the right
- 3. Facts You must have them
- 4. Consider Discuss all options
- 5. Decision Make it fit the crime
- 6. Written All Jury decisions
- 7. Deliver FIS, Federation (National/Local, as applicable), Person



# REPORT BY THE REFEREE

PROCES VERBAL DU JUGE ARBITRE PROTOKOLL DES SCHIEDSRICHTERS

	ce u					Codex			
Ort Name of event					Pays Land				
					Date Date Datum				
Category Gender					Event				
é disqualifié	s selon le l	215							
vuraen im S	inne aer iv				Judge	Notes			
			No. de portes Tor Nr.			Notes Bemerkung			
					211				
Vr.)									
_									
De	élai		Date Date Datum		Le juge	eferee e arbitre chiedsrichter			
	e disqualifié wurden im Se	have been disqualifie é disqualifiés selon le F wurden im Sinne der IV	e disqualifiés selon le RIS: wurden im Sinne der IWO disqu. e Nat.  Nat.	have been disqualified according to ICR: é disqualifiés selon le RIS: wurden im Sinne der IWO disqualifiziert:  Nat. Gate NO. No. de portes Tor Nr.   Deadline Délai  Date Date Date	have been disqualified according to ICR: é disqualifiés selon le RIS: wurden im Sinne der IWO disqualifiziert:  B Nat. Gate NO. No. de portes Tor Nr.  Gate No. Horizante  Juge Torric  Deadline Délai  Date Date Date	Gender   Event			



# PROTESTS RECLAMATIONS PROTESTE

Place/Lieu/Ort	Cour	ntry/pays/land		Codex	
Name of Event		- Talker Market Market	Date/date/Datum		
Category	Gend	der		Event	
Reasons for protest				ICR Refe	
Motifs de la réclamati	on			Référenc	
Gründe des Protestes				Bezugsq	uellen IWO
				-	
				-	
				-	
				_	
				-	
		J. D. L.			
Name of protester/	Auteur de la réclamation/Verfas	sser des Protestes			
			Date and time of	Pa	yment of deposit
Function	Surname, First Name,	Team	Date and time of submission		yment of deposit
Function Fonction	Surname, First Name, Nom de famille,			épôt car	rsement de la ution
Function	Surname, First Name, Nom de famille, Prénom Familienname,	Team Equipe	submission	épôt car	rsement de la
Function Fonction	Surname, First Name, Nom de famille,	Team Equipe	submission Date et heure du d	épôt car r Eir	rsement de la ution
Function Fonction	Surname, First Name, Nom de famille, Prénom Familienname,	Team Equipe	submission  Date et heure du d  Datum und Zeit de	épôt car r Eir	rsement de la ution nzahlung des
Function Fonction	Surname, First Name, Nom de famille, Prénom Familienname,	Team Equipe	submission  Date et heure du d  Datum und Zeit de	épôt car r Eir	rsement de la ution nzahlung des
Function Fonction Funktion	Surname, First Name, Nom de famille, Prénom Familienname, Vorname	Team Equipe Mannschaft	submission Date et heure du d Datum und Zeit de Zustellung	épôt cau r Eir Be	rsement de la ution nzahlung des
Function Fonction Funktion	Surname, First Name, Nom de famille, Prénom Familienname, Vorname	Team Equipe Mannschaft  t caution reques par l	submission Date et heure du d Datum und Zeit de Zustellung	épôt cau r Eir Be	rsement de la ution nzahlung des
Function Fonction Funktion	Surname, First Name, Nom de famille, Prénom Familienname, Vorname  t received by / Réclamation e Surname, First Name,	Team Equipe Mannschaft  t caution reques par /	submission Date et heure du d Datum und Zeit de Zustellung	épôt cau r Eir Be	rsement de la ution nzahlung des
Function Fonction Funktion  Protest and deposit	Surname, First Name, Nom de famille, Prénom Familienname, Vorname  t received by / Réclamation e Surname, First Name, Nom de famille,	Team Equipe Mannschaft  t caution reques par l Signature Signature	submission Date et heure du d Datum und Zeit de Zustellung	épôt cau r Eir Be	rsement de la ution nzahlung des
Function Fonction Funktion  Protest and deposit Function	Surname, First Name, Nom de famille, Prénom Familienname, Vorname  t received by / Réclamation e Surname, First Name, Nom de famille, Prénom Familienname,	Team Equipe Mannschaft  t caution reques par /	submission Date et heure du d Datum und Zeit de Zustellung	épôt cau r Eir Be	rsement de la ution nzahlung des
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Function Fonction Funktion  Protest and deposit Function Fonction Funktion	Surname, First Name, Nom de famille, Prénom Familienname, Vorname  t received by / Réclamation e Surname, First Name, Nom de famille, Prénom Familienname, Vorname	Team Equipe Mannschaft  t caution reques par / Signature Signature Unterschrift	submission Date et heure du d Datum und Zeit de Zustellung	épôt cau r Eir Be	rsement de la ution nzahlung des
Function Fonction Funktion  Protest and deposit Function Fonction Funktion  Date	Surname, First Name, Nom de famille, Prénom Familienname, Vorname  received by / Réclamation e Surname, First Name, Nom de famille, Prénom Familienname, Vorname  Signature of pre	Team Equipe Mannschaft  t caution reques par I Signature Signature Unterschrift	submission Date et heure du d Datum und Zeit de Zustellung Protest und Betrag hinterle	épôt cau r Eir Be	rsement de la ution nzahlung des
Function Fonction Funktion  Protest and deposit Function Fonction Funktion	Surname, First Name, Nom de famille, Prénom Familienname, Vorname  t received by / Réclamation e Surname, First Name, Nom de famille, Prénom Familienname, Vorname  Signature of pre Signature de l'au	Team Equipe Mannschaft  t caution reques par / Signature Signature Unterschrift	submission Date et heure du d Datum und Zeit de Zustellung Protest und Betrag hinterle	épôt cau r Eir Be	rsement de la ution nzahlung des



# MINUTES OF JURY DECISIONS (WITHOUT PROTESTS) PROCES-VERBAL DES DECISIONS DU JURY (SANS RECLAMATIONS) PROTOKOLL DER JURYENTSCHEIDE (OHNE PROTESTE)

Competition/ manifestation/ veranstaltung		L $\square$	м	]
Discipline / Discipline / veranstaltung		Date	I Date / Da	atum
lury memkbers present/membres du jury présents/anwesende Mitglieder der Jury	Nat		S	ignatures/signatures/ nterschriften
Fechnical delegate	-	With voteing rite	-	interscrimen
Délégué Technique	1 1	Avec droit de vote	1.1	
Fechnischer Delegierter	1 1	Mit stimmrecht	11	
Referee		With voteing rite	$\dashv$	
Arbitre		Avec droit de vote	1 1	
Schiedsrichter		Mit stimmrecht		
Assistant Referee		With voteing rite		
Irbitre-assistant	1 1	Avec droit de vote		
SR-assistant		Mit stimmrecht		
Cheif of race		With voteing rite		
Directeur d'épreuve		Avec droit de vote	1.1	
Rennleiter		Mit stimmrecht	11	
Start Referee		With voteing rite	++	
Judge au départ		Avec droit de vote	1 1	
Startrichter		Mit stimmrecht	11	
Finsh Referee		With voteing rite	+	
Finish à l'arrivée	1	Avec droit de vote	1 1	
Zielrichter		Mit stimmrecht	11	
Others present at the meeting/ Autres personnes convoquées/	Andere	eingeladene Personen		
Name			Nat	Function
Nom			Nat	Fonction
Name			Nat	Funktion
			_	
Summary of decisions taken Rappel succinct du motif Kurze Beschreibung				
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	e TD			
Heure d'affichage Date Le	TD			
Anschlagzeit Datum De	r TD			
133.33				



# MINUTES OF JURY DECISIONS (WITH PROTESTS) PROCES-VERBAL DES DECISIONS DU JURY (AVEC RECLAMATIONS) PROTOKOLL DER JURYENTSCHEIDE (MIT PROTESTE)

Place / Lieu / Ort		Countr	y / Pays /		codex	
Name of event Nom de l'événement Name der Veranstaltung				-	Date Date Datum	
Category		Gende	r		Event	
Jury members present / M			sende Mitgl	ieder der Jury		
Function Fonction Funktion	Surname, First I Nom de famille, I Familienname, Vorname		NAT	With voteing rit Avec droit de vo Mit stimmrecht		
Technical Delegate Délégué Technique Technischer Delegierter	Tomano			YES NO		
Referee Arbitre Schiedsrichter				YES NO		
Assistant Referee Arbitre-assistant SR-Assistent				YES NO		
Chief of race Dricteur d'épreuve Rennleiter				YES NO		
Start Referee Juge au départ Startrichter				YES NO	J	
Finish Referee Juge à l'arrivée Zielrichter				YES NO		N - F - Table
Others present at the mee	ting / Autres personne	s convoq	uèes / Ande	ere eingeladene į	personen	
Summary of reasons for protified to the la reclamation of Kuran protestgrundes	protest / Rappel succin ze Beschreibung des	ct du	ICR Refer Référence	rences es RIS/ Bezugsqu	uellen IWO	
Decision / Décision / Entsch	neid					
Time Published / Heure d Anschlagzeit	affichaged / Date	iDate/Da	tum		Signature of TD Signature de DT Unterschriften des TD (please sign and print)	

# 12. CHECK LIST FOR RACE ORGANIZERS

# 12.1. Simplified check list for Race Organizers. 1. Early Fall a) Contact ski area management and obtain approval for the event. b) Check rules to see that terrain selected conforms to the rules for the event. c) Obtain approval for the event at the Zone meeting for inclusion in the Divisional calendar. d) Appoint a Race Chairman and Race Secretary. e) Establish and maintain regular contact with the ski area. 2. Four Weeks Prior to the Race or Earlier a) Make arrangements with ski area re course preparation, lift operation, ticketing, course equipment and communications. b) Plan and acquire all needed equipment and spares and all supplies. c) Appoint and confirm all major officials, qualified for the level of race. d) Install and test all communications and timing wiring. e) Issue race notice. f) Contact Technical Delegate appointed to your race re accommodation, arrival, plans etc. g) Check on course preparation and grooming. 3. Two Weeks Prior to the Race a) Check with all committee chairman and chiefs to ensure that they have enough personnel. b) Check with Chief of Equipment on progress of equipment. c) Order prizes. d) Inform TD of the progress of preparations and impending problems. e) Check safety provisions as applicable. f) Thoroughly test all timing and communications equipment on the hill. g) Check course preparations. One Week Before Race a) Re-check all arrangements; inspect trail preparation personally. b) Bring equipment to ski area and race site if possible. Check with ski area. d) Contact all major officials for progress report and contact TD with status report.

□ k) Firm up schedule of events and confirm with officials and ski area.

h) Arrange for preparation and installation of start and finish areas.

Prepare for seeding meeting and draw.

Arrange for dignitary to present awards.

Prepare race rules.

f)

i)

j)

e) Insist that the course be packed, rolled, graded etc. during the week before the race.

Make arrangements for chemical course preparation if needed later.

5.	The	e Day Prior to the Race
	a)	Confirm with Race Secretary that all is ready.
	b)	Check communications and timing system again.
	c)	Do final grooming and set first course(s).
	d)	Do final preparation of start and finish areas.
	e)	Do final preparations for coaches meeting and draw.
	f)	Confirm lift operation with ski area according to schedule.
6.	Eve	ening Before Race
	a)	Coaches meeting, followed by draw.
	b)	Jury meeting.
	c)	Major officials meeting.
	d)	Make adjustments developing from these meetings.
	e)	Publish race schedule, start lists, etc.
7.	Ra	ce Day
	a)	Arrive early!
	b)	Final installation of timing and communications system two hours prior to race start.
	c)	Jury inspection.
	d)	Final course preparation as needed - dying, numbering, flagging.
	e)	All officials in place and ready in plenty of time prior to the start.
	f)	Fore-runners go prior to start and report to Jury.
	g)	Start on time.
	h)	Remember to keep all racers, coaches and officials informed of current events and any changes.
	i)	Confirm quiet place for jury meeting.
	j)	Make certain Chief of gate judges keeps gate judges informed for potential Jury meeting.
	k)	Process results as quickly as possible.
	I)	Distribute unofficial results as soon as they are available.
	m)	Ensure quiet, secure area for results production.
	n)	Ensure course clean-up is satisfactory.
8.	Ke	y Elements on Race Day
		urse maintenance is particularly vital and should start before trouble spots develop and should continue il the last racer has finished.
	Be dril	certain to provide sufficient equipment on the course: Poles, flags, rakes, bars, shovels, tiger torches and ls.
	Pro	vide independent communications for Jury and Chief Officials.
	Avo	oid interfering with timekeeping team and those working on results.

**Thank everyone** - All volunteers, officials and area management.

# 12.2. Check List for Chief of Administration ONE MONTH BEFORE Make up and send race notice Alpine Division, Alpine Canada Alpin, PSO Officials Chair, TD Check Quotas and host zone quotas in Green Book Talk to TD(s) about need for accommodation, preview of race course 2. Check Supplies Waterproof paper for manual timing sheets Scoreboard sheets Gatekeeper cards Labels, markers, dye for marking gates White and colored Xerox paper Ink cartridges for fax machine, photocopier, printer Clipboard Draw board, draw cards, 2 sets of ping ping balls (15) File folders in appropriate colors Blank computers discs Manila envelopes □ Order most recent RACE RESULTS (e.g. dTris, etc.) program 3. 2 WEEKS BEFORE Meeting with ROC Discuss preliminary agenda, schedule and race rules to present at coaches meeting. Follow FIS forms for agenda and schedule. Discuss ticket order with mountain (preliminary discussions will have already taken place as ticket price is needed on race notice). Arranging tickets for athletes and coaches with all-area passes is recommended. Upload FIS Points list from FIS and National Points from Alpine Canada Alpin web sites. are on ACA web site Officials section. Test run race software. Check that points upload options work. Locate homologation reports for FIS races.

☐ Make sure you have received all FIS forms on disc. Go to <u>www.fis-ski.com</u>, alpine, publications. National forms Confirm codex #'s for all races (Individual #'s for M & F each day). Organize bibs, banners, media coverage and awards. Find out who will be presenting awards. Locate draw board, get 2 sets of ping pong balls each numbered 1-15 for the top seed random draw. Make draw cards. ☐ Have all current FIS rule books on hand (ICR book IV for Alpine. FIS Timing. FIS Equipment. FIS Points. 4. A FEW DAYS BEFORE THE RACE Input entrants into your race software. Check daily codex #'s for M & W. Get TD # Confirm current F Factors and minimum/maximum point values.

5.	AFTER COACHES MEETING
	Edit entries (add or pull racers as necessary)
	Double check that the actual number of racers is the same number in race program – good check after editing.
	Title races
	Make on-hill packages for start referee (including spare bibs), finish referee, TD, referee, Chief of Gates (Start lists with schedule, local rules, Referee's reports, protest forms).
6.	AFTER RACE
	Make race files and FIS version
	Email race files daily to BC Alpine and Alpine Canada Alpin
	Email FIS files along with TD report to Switzerland
	Also as requested by FIS or National mail or courier a package
	Keep track of volunteers on the volunteer database document. Send to PSO as applicable
	Compile race results package as per the FIS Distribution list. Send/Mail ASAP
7.	HAZARDS in the SECRETARIAT
LO	CATION
	Public area where staff is easily distracted
	Area is too small and not dedicated to Secretariat
	Great distance from the race site without a good communication plan
	Area which is not adequately lighted
	Inadequate power supply for computing & duplicating requirements
FAI to:	LURE to read or to refer to guidelines provided by governing association or the assigned TD in regards
	Seed Board procedures
	Results headings (technical data)
	Competitor information on race documents:
	Correct Points List and race results transfer software
	CODEX
	Adder and correction value for FIS penalty
	Racer names must be spelled as on the Point list
	Recording votes and signatures of Jury
	Completion of all documents
	Having computer input operators or typists that are knowledgeable in preparing the proper race documentation;
	Having staff who can remain until the proper documentation is complete.

Alpine Officials Level 3 2018 v1.0