



CHIEF OF COURSE – ALPINE SEASON 2026

STUDY GUIDE

This Study Guide is intended to be used as an educational and review aid for individuals interested in alpine officiating. Downloading, printing, and reading the Study Guide must not be substituted for actual attendance at an Alpine Officials'-approved clinic or used as a replacement for actual instruction at any Alpine Officials'-approved clinic.*

**Alpine Officials' Manual, Chapter VII. "THE RACECOURSE" may be printed and used in conjunction with this Study Guide.*

REFERENCE RESOURCES:

1. U.S. Ski & Snowboard Alpine Competition Regulations (ACR)*
2. ICR of the FIS, Current Edition
3. Precisions to both ACR and ICR, if published
4. U.S. Ski & Snowboard Alpine Officials' Manual

PowerPoint presentations: "Clean Hill Initiative Revisited," "Courses," and "B-Net" are required viewing at U.S. Ski & Snowboard Chief of Course Clinics. Additional information that should be reviewed is posted on the SafeSport resources page (usskiandsnowboard.org/safesport-athlete-safety/safesport-resources). A summary is included in this Study Guide.

***NOTE:** ACR mirrors, when possible, ICR numbering. U.S. Ski & Snowboard exceptions have a "U" preceding the rule number; the "U" is a part of the number.

CERTIFICATION EXAMINATION:

Chief of Course Certification Examination will be available at Alpine Officials'-approved clinics. Allowed time limit is 2.5 hours. The examination is open-book, and familiarity with available resources is required. Examination must be administered only at scheduled clinics. It is NOT A TAKE-HOME EXAM! The use of computers to "search" rule books is **NOT ALLOWED**. Completed examinations must be retained by the clinic examiners; they are not returned to individuals taking them. Please refer to Region/Division publications for schedules. *The Study Guide is not intended as a replacement for taking notes for use during an open book examination at any Alpine Officials'-approved clinic.*

NOTE: In addition to Competition Official (CO) certification requirement in place for all Alpine Officials, Level 1 Chief of Course (CC) certification requirements include:

- Attendance at a level 1 Chief of Course (CC) Clinic*
- Successful completion of Chief of Course (CC) Examination

** On-snow clinics are acceptable and recommended for Chief of Course (CC) certification; successful completion of Chief of Course written examination is still required.*

If you have problems with this Study Guide or have suggestions for improvements, please contact the Chair of the Alpine Officials' Education Working Group: aoewgchair@gmail.com. Thank you.

U.S. SKI & SNOWBOARD

CHIEF OF COURSE - ALPINE

SEASON 2026

PLEASE NOTE: Procedures that impact your event operations and programs must be relayed to all event officials, Team Captains, and competitors. The procedures must – without question – be respected and observed.

Alpine Officials' resource materials are prepared to be accurate and in compliance with current rules and procedures while maintaining a nationwide outlook. The content of the material is reviewed by senior Alpine Officials prior to being submitted for acceptance by appropriate U.S. Ski & Snowboard authorities. If an item included in the resource materials appears to be in conflict with current rules and procedures, please contact U.S. Ski & Snowboard Competition Services for clarification and/or interpretation.

MINOR ATHLETE ABUSE PREVENTION POLICY (MAAPP) & SAFESPORT CODE

The following are updated as required. Please refer to links posted on the U.S. Ski & Snowboard website for access to complete and current information. usskiandsnowboard.org/safesport-athlete-safety/safesport-resources

1. MINOR ATHLETE ABUSE PREVENTION POLICY (MAAPP)

MAAPP applies to “In-Program Contact” within the Olympic & Paralympic movement. Its implementation is required for the U.S. Olympic & Paralympic Committee (USOPC), National Governing Bodies (NGB), Member Clubs (also known as Local Affiliated Organizations or LAO), and Paralympic Sport Organizations (PSO).

MAAPP applies to all U.S. Ski & Snowboard employees, contractors, athletes, officials, and members. It also applies to participating non-members, e.g., foreign officials, timing companies, volunteers, and any adult participants. MAAPP has three primary components: 1) Education & Training, 2) Required Prevention Policies, and 3) Recommended Prevention Policies.

2. SAFESPORT CODE

U.S. Federal Law requires that adults who have frequent contact with, or who are in positions of authority over athletes, must receive consistent education on prevention and reporting of all allegations of sexual misconduct, bullying, hazing, and abuse of all forms. This impacts all U.S. Ski & Snowboard member clubs, coaches, officials, and Club Volunteer members.

3. ADMINISTRATION PER MAAPP & SAFESPORT CODE:

The Local Organizing Committee (LOC), as well as other individuals and entities as set out in the MAAPP and the SafeSport Code, are responsible for monitoring and enforcing all requirements. These requirements include, but are not limited to:

- Memberships: Using the U.S. Ski & Snowboard website, the Race Administrator must verify that all individuals who are granted competition arena access must have current and applicable U.S. Ski & Snowboard memberships. *Individuals whose memberships are “pending,” or whose names appear either on the Centralized Disciplinary Database or the Pending Membership List must not be issued any access that would allow competition arena access.*
- Centralized Disciplinary Database: All persons with credentials or venue access that allows access to the race arena must be checked against the U.S. Center for SafeSport’s Centralized Disciplinary Database. If listed, race arena/venue presence is not allowed. *If you have a name match but cannot verify whether or not it is the individual attending the event, please contact Member Services.*
- Volunteer Competition Worker Registration: Completion of a current “Volunteer Competition Worker Registration” is required for any workers/volunteers who are over the age of 18, are not U.S. Ski &

Snowboard members, properly credentialed FIS officials, coaches and trainers, or regular employees of Organizer or of Ski Area/Landowner acting within the scope of their employment.

- “Blocks” of coaches’ tickets must not be provided for participating clubs. This practice does not allow the Organizing Committee to make their best effort to comply with SafeSport requirements.

Due to circumstances, it may be necessary to allow one coach to pick up all of a team’s coach credentials/lift tickets. In this case, the coach must list all the names to whom the credentials/lift tickets will be issued. The Race Administrator must verify non-presence on membership pending lists, and non-presence on Centralized Disciplinary Database for all recipients, and the coach must sign for receipt of the credentials/lift tickets thereby confirming identity of the recipients.

Please Note: The responsibility for communication and enforcement of MAAPP and SafeSport policies is the responsibility of the Local Organizing Committee (LOC) as well as other individuals and entities as set out in the Competition Administration Summary, the MAAPP, and the SafeSport Code. All this information is available on the U.S. Ski & Snowboard website at usskiandsnowboard.org/safesport-athlete-safety/safesport-resources.

The Jury is only responsible for technical matters within the **closed competition areas**. [601.4] The **closed competition areas** are defined as the “race arena” which is accepted as being those areas which the Jury inspects and accepts as being suitable for competitors’ presence; e.g., start arena, race course, finish arena.

In addition to noting that sanctions can be applied and a penalty imposed for “actions within and without the competition area,” **223.2.1** includes conduct within “any location connected with the competition.” These locations include, but are not limited to the following areas that are required for the orderly conduct of an event: Team Captains’ Meetings, Jury meeting areas, timing building, equipment control area. *Neither the “closed competition areas” (within or without the fencing) nor “any location connected with the competition” include lift lines, cafeterias, parking lots, warmup area, or warmup courses etc., unless rules state otherwise; e.g., U14 regulation which prohibits waxing application on ski area property.*

SEASON 2026 CHIEF OF COURSE STUDY GUIDE

I. PERSONNEL:

A. Membership Requirements

1. **U.S. Ski & Snowboard SANCTIONED NON-FIS EVENTS:** Jury members, Jury Advisors (Start & Finish Referees), Chief of Course, Course Setters, Chief of Timing and Calculations, and Race Administrator are required to be ***current, appropriately certified, U.S. Ski & Snowboard Coach or Official members***.

With the exception of the Race Administrator and the Technical Delegate, these officials must have also attended a yearly Continuing Education Clinic (Update & Review). *The Race Administrator and Technical Delegates are required to attend a yearly certification-specific Workshop. Qualified members of foreign federations recognized by FIS must hold a valid U.S. Ski & Snowboard membership in order to serve in any of the above positions at U.S. Ski & Snowboard sanctioned non-FIS events.*

2. **U.S. Ski & Snowboard SANCTIONED FIS EVENTS:** USA officials at FIS events, e.g., Technical Delegate, Referee, Assistant Referee, Chief of Race, Start Referee, Finish Referee, Chief of Course, Course Setters, Chief of Timing and Calculations, and Race Administrator are required to be ***current, appropriately certified Coach/Official U.S. Ski & Snowboard members; Continuing Education requirements also apply. A “qualified member of a foreign federation” is recognized as meeting requirements.***

If a foreign FIS Federation lists a coach on their FIS entry form, the Federation is certifying that the coach has the knowledge and ability to fulfill the duties of a Team

Captain: e.g., serve as a Jury member or set a course; *this satisfies the “qualified member of a foreign federation” requirement for FIS events.*

3. **U.S. Ski & Snowboard** Coach or Officials members whose membership status is marked “PENDING,” may not have completed membership requirements, e.g., SafeSport Training and/or background screening, and they must not be granted race arena/venue access. They must not be appointed to serve as Jury members, Jury Advisors, Chief of Course, Course Setters, Chief of Timing & Calculations, or Race Administrator.

NOTE: Competitors who are 18 years of age and older who have not completed SafeSport Training and/or background screening will also be designated as “PENDING.” These athletes must not be allowed to participate in any capacity in any U.S. Ski & Snowboard event until “ACTIVE” status is achieved.

4. If an OC fails to comply with membership requirements, it is jeopardizing the event liability insurance.

- B. Chief of Course** acquires required knowledge and skills through education and experience. They must be familiar with local snow conditions on the terrain concerned. The Chief of Course is responsible for the preparation of the event arena in accordance with the directives and decisions of the Jury and the homologation report. The Chief of Course is often affiliated with or has a strong relationship with the resort and should be the “local authority” regarding area weather patterns, availability of resources, and existing snow conditions.

Learning the responsibilities and applications of the Chief of Course in the classroom setting is a bit like teaching swimming without a body of water. Individuals wishing to certify as a Chief of Course, should seek multiple opportunities to work under “experts” on the race hill and gain knowledge that may apply to the ski area where an individual may serve as the Chief of Course.

As the Referee provides the connection between the coaches and the Jury, the Chief of Course is the connection between a resort’s mountain operations department and the Jury.

1. Chief of Course needs to establish early communication with ski area management, including Mountain Operations (grooming and/or snowmaking), Lift Operations, Race Department, and Ski Patrol. *An important facet of communication with ski area management and the Ski Patrol is clarification of those areas for which the Jury has jurisdiction (Race Arena) and which areas ski area management and Ski Patrol are under the supervision of the ski area (Race Venue). It is critical that any operational procedures adopted by the resort which could affect the event are also clarified and discussed prior to the start of each season.*
2. Chief of Course needs to know the racecourse and snow preparation and should be able to evaluate the racecourses set under their jurisdiction. Their responsibilities include the start and finish areas and the timing installations as well as the actual race trail.
3. Chief of Course must work with Course Setters and have ample help to assist the Course Setters for all runs. This includes supervising the cleanup immediately following each run or the event.
4. Successful completion of the responsibilities of the Chief of Course requires organization, leadership, personnel, and equipment.
5. Chief of Course must know, understand, and abide by the rules. The Chief of Course should participate in all Team Captains’ Meetings, Jury inspections, and Jury meetings.

6. Chief of Course must be a current Coach or Official member of U.S. Ski & Snowboard and must be a certified official in one (or more) of the following: Chief of Course, Chief of Race, Referee, or Technical Delegate.
 7. The Chief of Course must attend a yearly Alpine Officials' Continuing Education Clinic (Update & Review), in order to serve in the position and retain certification.
- C. **Course Setters** answer to the Jury for the particular competition. The Course Setters and the Chief of Course need to follow the directives of the Jury, and if the racecourse has been set prior to the Team Captains' Meeting, the Course Setters are required to provide a report for the Team Captains concerning the course set.

In order to set a course appropriately, the course setter must respect the terrain, the snow cover, and the ability of the participating competitors. The Chief of Course can assist Course Setters by answering questions related to the terrain, snow cover/conditions, and other factors associated with the race arena.

Depending on the age group of the participating competitors or the level of competition, racecourses are required to be set within U.S. Ski & Snowboard and FIS specifications regarding the number of gates, the width between the poles of each gate, the distance between successive gates, and the restrictions applied to vertical combinations (flushes and hairpins). In general, racecourses should have rhythm and the preferred line should be obvious.

Course Setters must follow the rules governing course setting for the event being contested. They are obliged to set in accordance with the course protection plan set forth by the Homologation Report, and any additional request from the Jury and Chief of Course. ***It is strongly suggested that Course Setters take the time to familiarize themselves with all the documented requirements contained in the respective Homologation Report prior to setting a course. [603.7.2]***

NOTE: What is a Homologation Report? It is a multi-page document containing maps, photos, reports, etc., describing an arena that is to be used for competitive skiing has been inspected and approved by U.S. Ski & Snowboard and/or FIS.

D. **Course Workers/Volunteers**

1. Properly trained and equipped for their tasks.
2. Strong skiing skills to perform required tasks with ability to competently maneuver steep slopes while carrying equipment and materials, including heavy loads.
3. Supervised by trained, experienced crew leaders or the Chief of Course.
4. Trained in the proper use of racecourse maintenance equipment.
5. Trained in proper radio communication procedures.
6. Aware of details for improved margin of racecourse security:
 - a. Daily Program (schedule), including training, and forerunner and racer course inspection and start times
 - b. Course inspection techniques authorized for competitors

- c. Start intervals – time planned between the consecutive forerunner and competitor starts; critical for course workers and officials to know when it is clear to work or communicate between starts.
 - 1.) DHT, DH, SG: Regular (fixed) with a minimum of 40 seconds
 - 2.) GS: Regular (fixed) with a minimum of 30 seconds
 - 3.) SL: Irregular (nonfixed) as determined by the Jury
 - d. Location of staging areas, e.g., replacement poles and/or equipment
 - e. List of course positions and related terminology
 - f. Event Medical Plan protocol following an accident with an injury; including but not limited to Ski Patrol response, presence, venue exiting
7. Aware of “Start Stop” and its procedures that are applicable at all levels of competition. *ANY Jury member, Eyes of the Jury, or Jury Advisor **MAY** call a “Start Stop” when necessary, to address critical situations. No other official or event personnel are authorized to call a “Start Stop!” Failure to comply may result in a “walk over,” effectively impairing the Start Referee’s ability to receive the transmission.*

NOTE: It is strongly recommended that the Chief of Course reports over the dedicated race crew channel that a “Start Stop” has been called.

- a. The command “Start Stop” is called via radio by a Jury member, Eyes of the Jury (a coach positioned at a yellow flag zone), or Jury Advisor when it is necessary to control the departure of the next racer – usually because the preceding racer has fallen and the racer or racer’s equipment is blocking the course. When this command is issued, the Start Referee must immediately close the start.
- b. The command “Start Stop, Yellow Flag.” is called via radio by the Jury member, Eyes of the Jury, or Jury Advisor who called the “Start Stop” when it is necessary to control the departure of the next racer and also to “Yellow Flag” (stop) a racer who is already on course – again, because the preceding racer may have fallen, and the course may be blocked. When this command is issued, the Start Referee must immediately close the start.
- c. The Start Referee must immediately, and in a concise manner, respond via radio:
 - 1.) That the start is closed, and
 - 2.) Must state the start number of the last competitor to have started as well as
 - 3.) The start number of the competitor held at the start.

Example: “start stop confirmed, number 23 on course, number 24 at the start.”
- d. When “Start Stop” or “Start Stop/Yellow Flag” is called, Ski Patrol assigned to the event and in radio contact with the Jury, is now on alert that medical assistance may be required.
- e. If the Jury/Eyes of the Jury/Jury Advisor call for medical assistance:
 - 1.) Ski Patrol assigned to the event first verifies that the course is clear, e.g., no racer is on course!
 - 2.) Once Ski Patrol assigned to the event has verified that it has a clear course, it responds to the call for medical assistance.

SKI PATROL ASSIGNED TO THE EVENT - NOT COACHES/TRAINERS/ OFFICIALS/PARENTS / OTHER COMPETITORS - ARE THE FIRST RESPONDERS!

- f. The individual (Jury member, eyes of the Jury or Jury Advisor) who called the “Start Stop” or “Start Stop, Yellow Flag” is responsible for releasing the course hold.
 - g. The course is reopened at the direction of the Jury: either from top to bottom, bottom to top or from the position where the incident requiring the “Start Stop” occurred.

NOTE: It is strongly recommended that the Chief of Course reports over the dedicated race crew channel that a “Start Stop” has been lifted, and the race is scheduled to restart; e.g., “Hot Track.”

NOTE: Only the members of the Jury, Jury Advisors, and Eyes of the Jury (Connection Coaches) are authorized to call a “START STOP.” The Chief of Course may call for a “course hold” as required for maintenance of course. The Chief of Timing & Calculations may call for a “timing hold,” if required. Both a “course hold” and a “timing hold” will require that the start be closed and no additional competitors be started until cleared by the appropriate official.

“START STOP” is the verbiage in the rule. However, depending on circumstances, an area may actually use “START STOP / START STOP” (double command). It is imperative that all event personnel authorized to call a stop start are made aware of an area's existing radio protocols.

II. THE RACECOURSE AND THE TRACK

- A. Racecourse or the *piste* is the trail or slope, where the competition is to be contested
 1. The ideal racecourse should be maintained so that all competitors have equal opportunities regardless of their start position.
 2. Proper preparation is essential! It is important to cooperate with the Organizing Committee (OC), ski area management, and the personnel in charge of slope maintenance, grooming, and snowmaking regarding procedures regarding the following areas:
 - a. Course preparation:
 - 1.) Pre-season by clearing brush, tall grass, obstacles, and if available early season snowmaking.
 - 2.) Mixing snow types is critical in establishing consistent piste
 - 3.) Manage grooming throughout race season
 - b. Apply proper grooming techniques immediately prior to race day
 - 1.) Slow track speed
 - 2.) Tiller bar and blade control
 - 3.) Reverse till versus forward till
 - 4.) Down pressure
 - c. Managing snow depth
 - 1.) For adequate track condition (approximately 24 inches)
 - 2.) For adequate depth for fence installation (approximately 24 inches)
 - d. Adequate, trained staffing for piste preparation and maintenance
 - 1.) Fence Crews: A-Net, B-Net, C-Net, Crowd Control, etc.
 - 2.) Section Chiefs
 - 3.) Course Workers
 - 4.) Slip Crews: (Figuring the #'s (lift time, intervals, sections, travel time) # of slippers per group X Lap time (to include # of slipper pullouts + time to lift base + time on lift) X Slipping interval + minimum reserve = # of slippers)
 - 5.) Snow Plan (If required by changing weather/course conditions)

- e. Course Materials
 - 1.) Gates and panels
 - 2.) Fencing and protection devices
 - 3.) Drills and proper bits
 - 4.) Snow hardening agents
 - 5.) Course coloring agents and sprayers
 - 6.) Shovels and rakes
 - 7.) Timing installations and security/protection
 - 8.) Additional equipment as needed
3. During the race: Equipment, clothing, supplies, etc., not in use must be secured and off the hill; “Clean Hill Initiative” is the goal. When not being used, drills must be in holsters; coaches and Gate Judges must place equipment, clothing, and backpacks, etc., outside the field of play (fencing) and away from potential spill zones.
4. Clean up after the race: The hill should be cleared of equipment and debris. [Refer to “Race Arena Dismantling Recommendations” in the Master Packet of Forms (MPF) on the U.S. Ski & Snowboard website.]
5. On-hill security/protection installations require specific knowledge and experience and should follow this creed: **ADA**
 - **A**void the obstacle
 - **D**eflect a fallen competitor away from an obstacle
 - **A**bsorb the energy to stop a fallen competitor before competitor reaches the obstacle.
6. Sources for security/protection installation information are as follows
 - a. Homologation requirements
 - b. Jury inspection requests
 - c. Manufacturer’s recommendations
 - d. Historical knowledge of the piste
 - e. FIS or U.S. Ski & Snowboard appoint Technical Advisors for upper-level competitions, e.g., World Cup, Continental Cup, and National Championships. They work with the organizers in advance of the competition to prepare the racecourse and verify the availability of necessary on-hill competitor security/protection equipment.
- B. The *Race Track* is a sequence of gates through which the competitor passes. The gates are set in accordance with specifications stipulated by U.S Ski and Snowboard and/or FIS and are particular to the event being contested, DH, SG, GS, SL, or P. The following resources will assist the Chief of Course to understand these specifications:
 1. Setting of the Gates (**Refer to USA Course Setting Specifications: Scored and Non-Scored; 2026 Alpine Competition Guide**).
 - a. U.S. Ski & Snowboard non-FIS events use current edition of course setting specifications available on the website and in 2026 Alpine Competition Guide. Gate count is decided by the distance between gates (turning poles); specific gate combinations may also be required.
 - b. FIS-event SG, GS and SL gate counts are based on direction changes. The required number is calculated on a percentage of vertical drop. FIS DH gate count is based on what is required.

NOTE: The Start Gate and the Finish Line are not included in actual gate counts! [614.1.2.3]

2. Width between the poles of each gate.
3. Distance between turning poles of two successive gates.
4. What restrictions apply to vertical combinations (SL flushes, hairpins, and delays)?
5. Track should:
 - a. Be set to the appropriate level of competition.
 - b. Have a variety of turns that involve a skillful use of the terrain.
 - c. Difficult sections should not be set right at the beginning or at the end of course.
 - d. Be technically challenging.
 - e. Should require complete turns.
 - f. Have rhythm and the preferred line should be obvious.
 - g. Should lead competitor through the center of the finish.
 - h. Be legal but also fair and appropriate for all competitors.
 - i. Be set in agreement with the Homologation Report's security plan.
 - j. Situations that may increase the inherent risk of the sport should be avoided.

III. RACECOURSE, THE "TRACK" AND THE RULES

A. Dimensions

1. Minimum and maximum vertical drop per U.S. Ski & Snowboard ACR and FIS ICR.
2. Minimum width of the racecourse per U.S. Ski & Snowboard ACR and FIS ICR.
3. Width and separation of the gates per U.S. Ski & Snowboard ACR and FIS ICR.
4. Timing requirements (Manual and Electronic) per U.S. Ski & Snowboard ACR, "FIS Alpine Skiing Timing Booklet," and FIS ICR.

B. Some applicable rules for review

1. Single Pole Slalom and Single Gate Giant Slalom (Refer to current U.S. Ski & Snowboard ACR and FIS ICR).
 - a. What do the rules require regarding the color of the poles?
 - b. In what situations must you install both outside poles/gates and turning poles/gates?
 - c. What is the "gate line" definition for Single Pole Slalom and Single Gate Giant Slalom?
 - d. In which event, and under what circumstances, is a competitor allowed to "hike?"
 - e. How far does a competitor have to hike (step back) in order to complete "clear passage" when they miss a gate in a single pole Slalom?
 - f. How far does a competitor have to hike (step back) in order to complete "clear passage" when they miss a gate in a double pole Slalom?
2. Course setting rules and vertical drop requirement for events with mixed age groups.
3. Differences between gate counts/setting for non-FIS and FIS events.
4. Start/Finish preparation and course setting for Parallel events (**Refer to current edition of Parallel rules (Art. U1220) in 2026 Alpine Competition Guide and its Precisions; FIS ICR (Art. 1220) and its Precisions.**)

C. Supervision of the Training

- D. Rights of the Jury During Competition: Race Arena
- E. The Start Gate/Start Area (Start Gate is not included in the gate count)
- F. The Finish Line/Finish Arena (Finish Line is not included in the gate count)
- G. Homologations: Course, Gate Panels, Gates, Timing Equipment
- H. Preparing the Downhill racecourse and its “dimensions”
- I. Preparing the Slalom racecourse and its “dimensions”
- J. Preparing the Giant Slalom racecourse and its “dimensions”
- K. Preparing the Super G racecourse and its “dimensions”
- L. Preparing the Parallel racecourse and “dimensions”
- M. Inspection and Training (on the racecourse)

IV. **RACECOURSE HOMOLOGATION**

- A. U.S. Ski & Snowboard Course Approval (Inventory available on U.S. Ski & Snowboard /FIS websites)
 - 1. Required for all U.S. Ski & Snowboard Downhill (DH), Super G (SG), Giant Slalom (GS), Slalom (SL), and Parallel (P) events, both scored and non-scored.
 - 2. Required for U.S. Ski & Snowboard Masters events.
 - 3. Course setting needs to conform to the homologation inspection report and U.S. Ski & Snowboard/ FIS requirements.
 - 4. Current FIS course homologations supersede existing U.S. Ski & Snowboard course approvals, provided no major changes have taken place on the racecourse and re-inspection is current.
- B. FIS Racecourse Homologation (Inventory on FIS website)
 - 1. U.S. Ski & Snowboard and FIS calendared events are to be held on racecourses that are homologated (approved) in advance by the FIS.
 - 2. Homologation requests are directed to the U.S. Ski & Snowboard representative of the FIS Alpine Racecourses Subcommittee; *they are not sent to FIS Office.*
 - 3. Downhill (DH) and Super G (SG) courses must be re-homologated every 5 seasons. Downhill (DH) and Super G (SG) events must be held on currently homologated hills.
 - 4. Slalom (SL) and Giant Slalom (GS) courses must be re-homologated every 10 seasons. In cases of *force majeure*, Slalom (SL) and Giant Slalom (GS) events may be staged on replacement hills. These hills are required to meet standards of the original homologation, e.g., installation of on-hill competitor security measures. *Jury Minutes must be generated to document the need to use a replacement course.*

5. All courses – DH, SG, GS, and SL – must be re-homologated whenever there have been major modifications to the hill including, but not limited to:
 - a. Erosion, landslides, or overgrowth
 - b. Construction of buildings or chairlifts
 - c. Construction of shelters, parks, roads, tracks, etc.
 - d. Installation of snowmaking hydrants, snow retention fences, or additional hardware

NOTE: Homologation files are available for review on the following websites. These files – not paper copies or copies posted on independent websites – are the **only** valid sources for verification of a course homologation:

media.usskiandsnowboard.org/CompServices/Homologation/

(Login is required: **User ID = homologation; Password = Allout2022!**)

fis-ski.com/DB/alpine-skiing/homologations.html

(Maps, photos, reports, etc. are not accessible at this site.)

NOTE: *A new inspection of an existing course (FIS/ National) voids the previous homologation of an existing course.*

FIS course homologations supersede U.S. Ski & Snowboard course approvals. If a FIS course homologation is declared void, any existing U.S. Ski & Snowboard course approval is also void.

NOTE: An Organizer should not depend entirely on the homologation of a racecourse by the FIS and ignore exceptional snow and weather conditions. Natural conditions like insufficient snow depth, unfavorable surface snow conditions, dense fog, heavy snowfall, or rain may make the trail unsuitable for holding a specified competition.

V. RACECOURSE MATERIALS

A. Suggested List of Supplies – Have extra of everything available!

Gates – Adequate numbers & spares	Banners: Start, Finish, Sponsors, etc. and Banner Supports
GS & SL racecourse: adequate numbers	Radios/communication equipment; spare batteries, chargers
DH & SG racecourse: adequate numbers	External speaker mics for radios (if required)
Gate Panels and Spares (DH, SG, GS)	Security Measures: as needed
Wrenches/Gate Keys	“Willy Bags” & filling
(if screw-in gate bases are being used)	Air Fences and inflating device (leaf blower)
Tool kit (pliers, screwdriver, etc.)	Scoreboard and/or Official Notice Board
Water, as required for course preparation	Tags/stickers for numbering gates
Snow hardening agent for snow treatment	Tape: Duct, electrical, fabric, etc.
Buckets & spreaders for snow treatment	Plastic garbage bags
Course coloring agent and sprayers	Timekeeping Equipment: Electronic and Manual/Hand
Drills: Extra batteries, chargers, spares	Finish Timekeeping Equipment protection measures
Drill Bits: Proper size for gate base	Signage: “Trail Closed,” etc., and Barriers, as needed
Wedges, hammers/mallets, pine boughs	Crowd Control System
Shovels and rakes (steel, grain scoop, etc.)	Public Address System
Heavy Twine/baling wire; zip ties, bumblebee rope, hi-vis flagging, B-Net or A-Net repair twine	

B. Factors to Consider for appropriate race arena construction

1. Type of event
2. Number, age, size, anticipated speed, and ability level of competitors
3. Nature of racecourse
4. Available personnel

5. Current snow conditions
6. Anticipated weather conditions

VI. START AREA, START LINE AND THE FINISH AREA

A. Start Area

1. Integral and important part of the racecourse carefully planned and prepared.
2. Closed off from public.
3. Sheltered or near adequate shelter.
4. Sufficient area for competitors, coaches, service personnel, extra clothing/equipment.
5. Exit other than through start gate.

B. Start Line and Start Gate

1. Location should be well considered.
2. Level start platform and start area with restricted access.
3. Start gate preparation and equipment in accordance with rules. [15.2 FIS Alpine Timing Booklet]
4. Proper surface preparation to limit deterioration (Start Pads or watered-down start deck).
5. Start gate leads competitors onto the racecourse through the first gates.
6. Track from start line to first gate prepared and maintained as well as racecourse.

C. Finish Area and Finish Line

1. Conforms to current requirements of U.S. Ski & Snowboard and/or FIS.
2. Enough length and width to allow competitors to stop.
3. Access for officials and competitors without crossing the finish line.
4. Adequate egress for officials, competitors, and course crew.
5. Adjacent areas to accommodate timing, scoreboard, media, and spectators.
6. The last gate directs competitors to the middle of the finish line.
7. Vertical poles or banners may be installed to identify location; horizontal banner may be attached to vertical posts.
8. Finish line clearly marked with a coloring agent.
9. All finish installations located and secured to protect competitors.
10. Prepared and maintained as well as rest of racecourse.

VII. RACECOURSE PREPARATION SUGGESTIONS

- A. Advance work is a key element
 - 1. Organizing Committee should consider the recommendations of the area management and the consideration of the skiing public.
 - 2. Keep area management and mountain operations informed, involved, and committed.
- B. Actual Preparation
 - 1. Clear obstacles from slope and course – prior to first snowfall.
 - 2. Slopes used by recreational skiers are groomed on a regular basis; supply input on scheduling to provide good density.
 - 3. Surface as firm and smooth as possible prior to race day.
 - a. Mogul cutting: Use grooming machines well in advance of the event.
 - b. 12 hours are required for reworked snow to properly “set;” *air temperature and snowfall are important considerations when estimating required setting time.*
 - c. Keep in mind it is often better to “wait” for conditions/temperatures to stabilize.
 - 4. Mechanical preparations are dependent on the ski area “rolling stock,” the snow conditions, and anticipated weather. The ski area employee in charge of grooming is generally the most knowledgeable source of information relative to the needs of the slope. Event personnel should discuss preparation of the racecourse well in advance of the event. This will help establish that the grooming staff is aware of current snow preparation requirements and how these requirements differ between preparation for competition and preparation for recreation.
 - a. **Track Packing** can be used early in the season to develop a base. This provides initial compaction and provides a rough surface to which future snow can adhere. This may also help in consolidating deep, dry snowfalls until they can be worked more intensely. With care, track packing may provide enough consolidation and adhesion for new snow to adhere to a frozen base.
 - b. **Tiller Bar** is hydraulic powered to apply significant down pressure and turn over the snowpack. It is the standard grooming device for most ski areas with modern grooming equipment. It leaves a smooth or slightly rippled surface, but if worked in very deep snowfalls, it may leave layers of compacted snow. Continuous packing is necessary during heavy storms, or a sufficient period of time must be allowed after grooming to allow top layers to “set.”
 - c. **Cutter Bar or Blade** is used to “cut” moguls and move/turn over snow and should be followed up by finish grooming to leave a skiable surface. This type of grooming requires skilled operators.
 - d. Certain level of events requires that racecourses be prepared with the use of a **Water Injection Bar or by spraying water on the track in conjunction with grooming.** These techniques add water to the racecourse, and when set, provides a firmer or denser racing surface.
 - 5. Mechanical Preparation Issues. Mechanical preparation is quick and usually effective, but machines have limitations.
 - a. Compacting power is diminished on very steep slopes.
 - b. Control of the machine may be difficult in some conditions.
 - c. Some machines do not maneuver or pack well on a sidehill.
 - d. Under some circumstances, can damage the prepared track.

- e. If insufficient time for the surface to be slipped by skis after working, machinery is best kept off the racecourse until the depth of new snow can no longer be handled by working on skis.
6. Manual Preparation. If machines are not available or their use would be ineffective.
 - a. Snow cover is very thin.
 - b. The slope is too steep for effective machine use.
 - c. Crust layer will support skis but break under machines.
 - d. Racecourse is covered with old unpacked snow.
 - e. Great depth of new snow on top of a prepared surface.
7. Types of Manual Preparation
 - a. **Boot Packing** should be done several days in advance to be as effective as possible. When boot packing, several passes over the slope are usually needed. Boot holes should be left open and not packed or slipped over until two days before the event or beginning of training. The racecourse should then be ski packed on the day before the event, and the ridges should not be slipped.
 - b. **Ski Packing** is necessary when there is very thin snow cover, a racecourse needs smoothing after being boot packed, isolated areas that cannot be reached by machinery, or machinery is not available.
 - c. **Side Slipping** is used for final smoothing of the racecourse and/or removing loose snow from the track.

As may be apparent, the Chief of Course must be able to evaluate conditions and react appropriately. This is a critical piece for a successful event.

VIII. SPECIAL SITUATIONS

- A. If New Snow Is Expected Overnight
 1. Defer course setting until morning.
 2. Cat crews should constantly be packing new snow as it falls Racecourse maintenance crews should be prepared to begin work on the racecourse as early as possible to move new snow off to the sides of the actual track - if it is not too deep or heavy.
 3. Consider use of a designed “SNOW PLAN” – **Excess Snow Fall**. With more than a very light coating of new, very dry snow, it is recommended that the first slipping crews clear a wide area away from and on both sides of the track. This will create an area for placement of snow removed from the actual track. *Starting from the center of the track will create “berms” which can “set up” and create removal difficulties.*
 4. Inspection: The same “setting up” can also occur if snow is allowed to pile up at the gate bases. Solutions include course workers using grain scoops to remove the excess snow or a course crew worker/official instructing the competitors to flatly sideslip when moving through the course as wedging will create piles of loose snow (duff).
 5. During the race: The goal is to maintain a course that is equitable for all competitors, and course slippers should be reminded of this goal. As competitors pass through the course, berms may develop either at the base of the gates or in the track. *Note that the track will not require as much “grinding off” of roughness (berms) as it will smoothing out of loose snow. One recommendation is to have “spotters” who, keeping competitors’ start*

intervals in mind, can be positioned along the course so they can easily either move to or call for required course repair.

6. While smoothing the track makes it erode more evenly, remember that smoothing the berm or “The Low Line” is an important task that the Chief of Course and their crew should perform.
- B. Consider use of a designed “**SNOW PLAN**” – **Thin Snow Cover**. Dry snow/thinly covered areas can be sprayed with water, making the available snow become more resistant to ski traffic. The air temperature should be considered before using water as a preparation agent because in order to be efficient, it must refreeze either by contact with air below 32 degrees F, reaction with a snow hardening agent, or by contact with a lower and colder portion of the snowpack. When applying water, using less than what you think may be required, is recommended.

In specific situations, the application of snow hardening agents to loose snow will create a more durable racing surface. In other situations, a shovel, some loose snow, application of a snow hardening agent, and a propane torch (weed burner) can suffice. The loose snow is “cooked” with a periodic sprinkling of the snow hardening agent into the heated area, and as the melting of snow crystals creates free water, crystals beneath are percolated and refrozen.

This type of patch is useful for rocks that cannot be physically moved. This process takes time and it is suggested that these areas be cordoned off prior to competitor’s course inspection in order to protect them during the actual inspection.

- C. Ice Patches can either be:
1. Tilled or aggressively raked to add “texture” to the ice.
 2. Industrial-type propane torches can be used to partially melt relatively large areas to allow loose snow to adhere.
- D. Snow hardening agents may be recommended. Snow hardening agents can be used when:
1. Adequate moisture exists in the snowpack and/or:
 2. Melting of ice is sufficient for new snow to adhere in a variety of situations including:
 - a. When snow is sticky.
 - b. Snow is too soft or wet due to mild weather and/or rain. Snow hardening agents can only be effective in the presence of free water occurring due to melting snow crystals.

Sunshine is a great source of energy to create the water needed. Overcast skies, low humidity, and evaporative wind on the piste can create conditions where snow hardening agents are effective to only a shallow depth, even with temperatures well above freezing. Snow hardening agents can “run out” of free water, resulting in a breakable crust that can lead to holes in the course. It is important to prepare the snow hardening agent test patches to verify enough penetration depth for a structurally solid surface.

NOTE: Organizers should work with ski area management regarding types of snow hardening agents allowed by the area/local environmental agencies/regulations.

- E. Application of Snow Hardening Agents
1. Upper layer of snow is ski packed and then smoothed with skis or rakes and shovels.

2. The section to be prepared is “salted” by hand or with a spreader.
 3. Snow hardening agent is scattered on the surface and then covered with a thin layer of snow by side slipping or shoveling.
 4. The treated area should extend beyond (outside) the track itself.
 5. Start and finish areas should also be prepared in the same manner as the racecourse. A treated racecourse may become smooth only after several skiers use it, so advance preparation for an adequate number of forerunners will assist in providing an even surface for all competitors.
 6. Warmup/training areas, if provided, should be treated in the same manner as the racecourse.
- F. Snow Hardening Agent Preparation Issues. Preparation of the run with snow hardening agents, if done in due time, is more effective than applying water because it allows the snow to become moist and even. However, the following should be noted:
1. Granular spring snow may be hardened by the use of additives.
 2. With new snowfall, the snow needs to be treated and compressed during or immediately after the snowfall to take advantage of the humidity in the new snow.
 3. When using snow hardening agents, **prepare several test patches** adjacent to the course in order to evaluate the effectiveness of the snow hardening agents.
 4. Snow hardening agents are generally not recommended for use with dry snow at low temperatures.
 5. When snow hardening agents are used, snow hardens differently at varying depths and lasts for differing amounts of time. Refer to historical reactions of snow hardening agents and test patches.
 6. When time is short, or if a run needs overnight preparation with cold and loose snow, water and snow hardening agents may be used in combination. In this case, the *piste*:
 - a. Should be boot packed or track packed, windrowed, or other means of “opening” the surface of the snowpack.
 - b. Water should be applied to “open” surface of the snowpack.
 - c. Run should be worked in small areas; mixture of water should be immediately boot packed or tilled into the snow and then ski packed to make it smooth.
 7. Although snow hardening agents may be used in varying amounts on certain sections of GS, SG, and DH racecourses, it is best to prepare an entire SL racecourse evenly.
 8. When damp or wet snow that does not freeze because of mild temperatures, snow compaction may be obtained with snow hardening agents. Such products may also be effective because of rain and/or a rise in temperature.
 9. Very wet, rippled snow is usually found in the spring when there is warm, rainy weather or when rainfall mixes with snow. The same substances used for wet snow are effective, but much deeper preparation is needed before snow hardening agents are spread and must

be repeated after spreading. If the snow is very humid, it may be necessary to use a different snow hardening agent.

10. A racecourse may need to be softened when rainfall is followed by a sudden freeze - a difficult situation that generally requires machine work by experienced operators.

NOTE: *Prior to “setting,” some “snow hardening agents” can damage equipment. In addition, traces of some “snow hardening agents” can be transferred from on-hill clothing/equipment to travel clothing/equipment and may cause airport security alerts.*

IX. RACECOURSE MAINTENANCE SUGGESTIONS

- A. Racecourse maintenance begins with the preparation of the slope that is to be used and ends after the last competitor has crossed the finish line and all race-required installations have been removed.
- B. Potential problem areas should be anticipated and proper planning should be undertaken to avoid problems.
- C. Constant racecourse maintenance work is necessary during the race to slip or shove out ruts, holes, and “chatter marks” from the turning areas. If properly prepared and undisturbed, snow density should be consistent within the snowpack. Even and predictable erosion will develop in the turns. An area of snowpack that has set, subsequently been disturbed by machine and is not yet well “glued together” may require course crew’s efforts to maintain a smooth racing surface.

Uneven erosion caused by slight variances in snowpack density is generally quite manageable with skis and/or tools. In some cases, attempting erosion control may be more damaging as the area may be fragile due to lack of bonding. It is important to catch deterioration in such areas early as bonding may be possible with packing in new/wet snow or in colder temperatures, sprinkling with water and adding snow.

- D. Objective is to make the racecourse as equitable for the last competitor out of the start gate as it was for the first competitor.
- E. Remember maintenance of start and finish areas is as important as that of the racecourse.
- F. If pre-race preparation has succeeded, maintaining the racecourse during the race will be easier. Part of maintenance will be preparation for the next day's training or race.
- G. As with other race operations, racecourse maintenance is easier and more effective if:
 1. It is properly organized.
 2. The workers are shown leadership and coordination, and are properly trained.
 3. Communication is in place to lessen delays in response or error in assigned tasks.
 4. Racecourse maintenance work is done by several crews under the direction of an experienced leader and staffed by skiers with the ability and skill for the job.
 5. Crews are assigned a section of the racecourse that they will work continuously, or they rotate down the racecourse and move from one section to another.

6. If a rotation system is used, one crew should always be either already at the start or on the lift headed for the start
 7. The Chief of Race should be permanently stationed at the Start. If the Chief of Course has to temporarily leave the start area, they should appoint a replacement who has the proper certification and knowledge of the event being staged. If the Chief of Course has to permanently leave the start, membership/certification/update requirements for the replacement must be respected.
- H. The security of all competition participants – coaches, competitors, officials, volunteers, and ski area personnel as well as the efficiency of a racecourse crew are core concerns.

Generally, the more qualified racecourse crew members who have access to radio communication, the better. However, regardless of whether or not they have a radio, every racecourse crew member should be familiar with the race program/schedule.

Familiarity with the race program/schedule includes but is not limited to the intervals between consecutive starts for forerunners and competitors. *Fixed start interval competitions (GS, SG, and DH) require that this information be published on the race program.* Knowing the available time between starts can permit the racecourse crew to make better use of their time and preserve the margin of their security in performing their duties during the event.

1. The Chief of Course should always be aware of actual start intervals: those published in the Program as well as any changes approved by the Jury.
 2. All racecourse crew members should be aware of changes to published/announced start intervals and must communicate that to other competition workers, e.g., Gate Judges if they do not have radios.
 3. It is common to have a longer start interval for the first group (usually 15 competitors); if the event is televised, this interval is lengthened.
 4. During the main portion of the competition field, the start interval is often shortened; e.g., the minimum as dictated by the type of event: DH, SG, and GS.
 5. It is common and recommended that the start interval for a final group of competitors (usually three to five) be lengthened to reduce the possibility of a rerun required by issues beyond the control of the competitor on course, e.g., obstruction created by a fallen competitor, and/or required gate repair/replacement, and/or required course repairs.
 6. For events using random seeding, an athlete or their Team Captain may request that the Start Referee increase the start interval prior to an individual athlete's start. The Start Referee must notify the Jury, timing, course crews, etc., of any start interval changes.
- I. Repairing damage. With sufficient organization and course crew education, it should not be necessary to interrupt the race for maintenance for more than brief intervals. Should an interruption be needed, the delay must be approved by the Jury and announced to all officials, competitors, and coaches.
1. Competitors' course inspections may damage a racecourse more than race or training runs will and may necessitate repair before the race or training run can start.

2. Establish a communication system to make sure racecourse is clear of all competitors so that maintenance work can start.
 3. Turns, landing areas after jumps, flats, and traverses are all areas that require regular maintenance. Some sections only need sideslipping, but others may require major work with shovels, torches, water, and snow hardening agents.
 4. Weather permitting, maintenance work should be done as soon as possible so a developing problem is not aggravated, and all major repair work should be completed after the last run of the day so the racecourse may “set” overnight.
- J. Recent challenges due to extremes in weather/climate change that may have caused alterations to slope use, vertical drop, and location of start and timing installations. The Chief of Course should be aware of alternate racecourses and the range of the track within the Homologation.
1. Anticipating future challenges may include consideration of higher start locations, and higher finish/timing installations.
 2. Having additional timing/communication cables to allow greater range of timing/finish line locations.
 3. Other considerations can include alternate courses, even moving events to alternate nearby resorts. (*Moving to an alternate resort will require a new Schedule Agreement.*)
 4. Construction of mobile timing buildings should be considered for the off season.
 5. Coordination within the Organizing Committee can result in successful completion of events/schedule due to you being prepared and knowing your alternatives.
- K. Race arena dismantling is outside the jurisdiction of the Jury; it is the responsibility of the Organizing Club and Ski Area. Unless a race arena is being kept intact for future competitions/training, dismantling is required, and the assistance of Team Captains/Teams may be requested. When a run is left in a condition that it can easily be returned to use by the public, ski area management is more likely to be receptive to future event scheduling.

Dismantling requires the presence of many individuals and inasmuch as their focus is directed towards proper dismantling, transport, and storage of required course materials, the following process is strongly recommended:

- Entrance to start area should be controlled so only those assisting in race arena dismantling are able to access the race arena
- Crossings that would allow individuals to enter the race arena at a place below the start should be controlled in an effort to eliminate entrance
- Finish arena should be controlled so only those assisting in race arena dismantling are able to gain access to the race arena
- Finish arena, crossings, and start area should be dismantled in the listed order

The above process should be fully explained at the Team Captains’ Meeting and such discussion should be referenced in applicable Team Captains’ Meeting Minutes. The process should also be posted on the event’s Official Notice Board.

A good Chief of Course will anticipate problem areas and organize crews accordingly!

With the exception of items that apply mainly to Race Administration, the following section contains a major portion of the “Season 2026 Update & Review for Continuing Education.” If this section - which is included in the Chief of Course PPT - is utilized, it should address the requirement for attendance at a Continuing Education Clinic.

Please refer to the following for additional educational information: 2026 edition of U.S. Ski & Snowboard ACR, online edition of current FIS ICR and, if applicable, current Precisions to the ACR and ICR].

UPDATE & REVIEW FOR CONTINUING EDUCATION

U.S. SKI & SNOWBOARD COMPETITION UPDATE: SEASON 2026

The following changes are only applicable for non-FIS events:

1. SLALOM POLES

- Slalom poles must be contrasting, alternating colors; turning pole must be a flex pole. (U680.2.1.1)
- For scored U14 events, 72" gates are allowed.

2. USE OF INTERNET-BASED TIMING/RESULT PLATFORMS

Any event that includes U14 and younger athletes is not allowed to post "real-time" results or times on an internet-based timing/result platform during the race. Competitor lists: e.g., Club entries, Start Lists, Results, Referee Reports, may be posted, and standings/times should be updated at the conclusion of the event.

3. TECHNICAL DELEGATE’S DAILY ALLOWANCE AND MILEAGE

The amount of the daily allowance for which a Technical Delegate may submit an invoice has been increased to \$150 per race arena inspection/training/competition day. If multiple tasks are completed in one day, e.g., travel and race arena inspection, only 1 daily allowance may be invoiced. In addition, an actual “travel day” is considered to be a one-way trip of five or more hours; two one-way trips of less than five hours only equal one day. Current IRS-approved mileage is \$.70 per mile, but it may be adjusted January 1; please verify and calculate mileage based on the current IRS-approved amount.

4. ALPINE OFFICIALS’ CONTINUING EDUCATION (UPDATE & REVIEW) REQUIREMENT

Certified Alpine Officials are required to attend an approved yearly Continuing Education Clinic (Update & Review) or certification-specific Workshop prior to being appointed to officiate at any U.S. Ski & Snowboard sanctioned event.

FIS COMPETITION UPDATE: SEASON 2026

The following are only applicable at FIS events:

EQUIPMENT SPECIFICATIONS

3.5.2.4 Airbags: With the exception of Nor-Am Cup, Far East Cup, and Junior World Championships, where it is strongly recommended, competitors must use an airbag for all FIS Level 0 and Level 1 speed events. (FIS Specifications for Alpine Competition Equipment)

3.5.3.4 Cut-Resistant Undergarment Pants: With a minimum protection level of 3 Stars, cut-resistant undergarment pants are required for all Level 0 and Level 1 events (technical and speed). Use of the undergarment is strongly recommended at other levels of competition. Please note: *“Cut-resistant undergarment is intended to provide supplementary protection and not infinite cut protection.”* (FIS Specifications for Alpine Competition Equipment)

3.5.4 Shin Pads (Carbon Shin Shells): No additional rigid parts are allowed to be worn as shin pads inside the boot. To treat medical issues, additional protection pads, as soft padding, can be approved by FIS. Those pads must be made of soft material (e.g., gel, foam) and be flexible in all directions. Additionally, they cannot have a preformed, curved shape adapted to the leg, and their size must not exceed the height and width of the ski boot tongue. (FIS Specifications for Alpine Competition Equipment)

NOTE ABOUT COMPETITION EQUIPMENT

The term “competition equipment” implies:

- All items of equipment used by athletes in competitive skiing.
- This includes all clothing and implements that serve a technical function.
- *Equipment is the responsibility of the individual competitor and, if applicable, their parents/legal guardians.*

This applies to all U.S. Ski & Snowboard sanctioned events: non-FIS and FIS.

U.S. SKI & SNOWBOARD & FIS UPDATES: SEASON 2026

The following are applicable to both Non-FIS and FIS events:

1. TIMING & DATA TECHNICAL REPORT (TDTR)

A Timing Data Technical Report (TDTR) is required for all levels of competition, and the FIS TDTR software is used for preparing and submitting the report for all events, both non-FIS and FIS.

If an event requires calculation of a replacement time (EET), copies of all calculations must be included with the Timing & Data Technical Report (TDTR):

- Submitted to results@fis-ski.com or janez.flere@fis-ski.com
- Submitted to tdtr@usskiandsnowboard.org
- Included in the PDF “Event Document Packets”

2. HEAD TAX CALCULATION/VERIFICATION/PAYMENT

Regardless of whether or not the registration system of choice calculates and submits required Head Tax, the Organizing Committee is responsible for calculation, verification, and payment of all National, Regional, and Divisional Head Taxes within **14 days (2 weeks)** after the event. **All late payments to U.S. & Snowboard shall accrue interest at a rate of one and one-half percent (1.5%) per month, or the maximum rate permitted by law, whichever is less, until paid in full. Organizers who fail to submit head taxes risk loss of Club Certification and the ability to host other competitions until coming into compliance.**

3. REGIONAL DEVELOPMENT TEAMS – FEE WAIVERS

Named members of the U.S. Regional Development Teams are entitled to waived event fees (entry and lift). These athletes are exempt from payment of U.S. Ski & Snowboard National Head Tax. (Refer to MPF 52: Head Tax Waived Athletes, September 2025.)

4. U.S. SKI & SNOWBOARD FIRST REPORT OF ACCIDENT

- Required for all injuries involving athletes, coaches, officials, or spectators for whom an insurance claim may be filed:
 - regardless of national federation affiliation
 - regardless of whether or not the accident/injury occurred within the race arena fencing
 - regardless of whether or not Ski Patrol evacuation was required

Online filing is required; reporting form and instructions can be found under “Participant Accident” at usskiandsnowboard.org/sport-development/club-development/club-insurance.

- ***First Report(s) of Accident for named U.S. Ski Team members will be filed by U.S. Ski & Snowboard staff.***

5. ELECTRONIC TIMING

Time of day times must be immediately and automatically sequentially recorded on printed strips **or memorized electronically**. (U611.2.1; 611.2.1 adds “for level 3 and 4, is acceptable.”)

6. CHIEF TIMEKEEPER

The Chief Timekeeper must publish unofficial times as quickly as possible (on the scoreboard, etc.) If the electric timing fails, the Chief Timekeeper must communicate immediately with the Start Referee and the TD. **The**

equivalent Electronic Time report must be prepared. The Jury must control and approve it. The report may also be shown to the representative of the nations concerned. (U612.4; 612.4 requires Jury control and approval.)

7. INTERDICTION TO CONTINUE

If a competitor's **skis** come to a complete stop, they must no longer continue through previous or further gates. If a competitor continues without their skis coming to a complete stop, they must not interfere with the run of the next competitor or be passed by the next competitor. (614.2.3)

8. GROUNDS FOR INTERFERENCE

Blocking of the course has been replaced by blocking of the **"racing line"** in both articles. (623.2.1 and 623.2.2)

Clarification of the intent of Art. 623.2.3: Blocking of the racing line by a broken or detached pole caused by the competitor. This applies to all non-FIS events as well as FIS Level 1, 2, 3, 4 events.

9. CANCELLATIONS OR POSTPONEMENT - Clarification

Observing applicable deadlines, postponements must have a future date, otherwise the event is considered canceled.

GENERAL REVIEW AND CLARIFICATION - U.S. SKI & SNOWBOARD AND FIS:

1. VERIFICATIONS: MEMBERSHIP, ETC.: Required prior to granting race arena/venue access.

- The Race Administrator must verify that membership status for all named officials, coaches, course setters (if not a coach), forerunners, and competitors is current and not "Pending."
- The Race Administrator must verify that all named officials and course setters (if not a coach) are appropriately certified for their position.
- The Race Administrator must verify that the "Last Clinic Season" for all named officials, coaches, and course setters (if not a coach), is **"Season 2026."**
- The Race Administrator must verify the non-presence of all named officials, coaches, course setters (if not a coach), and adult forerunners on the Centralized Disciplinary List.
- The Race Administrator must verify the non-presence of all athletes on the Membership Hold List.

2. ADDITIONAL COACH REQUIREMENTS

- Pursuit of coach certification is required for all coach members, and **"Active"** coach certification is required in order to register for a U.S. Ski & Snowboard sanctioned competition and be granted race arena/venue access.
- For coaches who have never been certified, being **"In Progress"** towards Level 100 certification will meet the requirement.
- Level 200 Coaches will be required to be a certified Referee.
- Sport Education CE (continuing education) completion is separate from required yearly attendance at an Alpine Officials' Continuing Education (Update & Review). Attendance at both is required.

For additional details, contact sporteducation@usskiandsnowboard.org.

3. FORERUNNERS

U.S. Ski & Snowboard event: Forerunners must hold a current U.S. Ski & Snowboard membership; e.g., Competitor, Coach, Official, Volunteer, Master w/Requirements, Non-Scored Athlete, Short-Term Athlete, or General.

NOTE: Coach, Official, and Volunteer memberships may be accepted in order for an individual to serve as a forerunner. Coaches must take note, however, that forerunning may not be included in the duties outlined in their club employment contract. In addition, regardless of the type of membership, an event's equipment and vertical drop regulations apply to all forerunners.

FIS event: Forerunners must hold either a current U.S. Ski & Snowboard membership and FIS inscription or inscription in a foreign federation recognized by FIS. In cases of *force majeure*, where a sufficient number of FIS-inscribed forerunners are not available, an eligible U.S. Ski & Snowboard member may forerun after signing a FIS Athlete's Declaration. [605.1]

NOTE: FIS Athlete Declaration requires a parent or legal guardian's signature for an athlete who is not of legal age.

Adult Forerunners – Minor Participants: Adult (18+) forerunners at events including minor participants (U18 and younger) must be in good standing with a membership that includes SafeSport training and background screening. *The “Alpine Master” and “Short-Term Alpine Master” memberships do not meet this requirement and are not allowed.*

Masters Events: U18 and younger forerunners, including those with General and Short-Term Memberships, at Masters events where competitors may have the “Master” or “Short-Term Alpine Master” memberships that do not include SafeSport Training and background screening must be accompanied by a parent or legal guardian or at least two (2) U.S. Ski & Snowboard members with a membership that includes SafeSport training and background screening (e.g., Coach w/Official, Official, Volunteer, Masters w/requirements).

As with all U18 and younger events, if U18 athletes will be forerunning a Masters event, a communication pertaining to athlete safety policies must be sent to all participants, and the QR code must be posted at the registration area.

A list of approved Forerunners must be provided for the Start Referee. This is critical if a Condensed Start List is being generated or the race result software does not provide enough space to list the names of all approved Forerunners.

4. GOLDEN RULE

- Events using TRS (Butterfly) Seeding:

Athletes who have been granted Golden Rule Seeding will start 16th+ in all runs or races of the same series unless original start list preparation (random sort)/flip/butterfly affords them a more favorable (earlier) start position.

- Events not using TRS (Butterfly) Seeding:

- All events, First Run U621.3.1: Adaptive athletes will be seeded in special groups with start order: 16-20, 36-40, etc., or by seed points, whichever is more favorable. (Placement within groups is by national point ranking.)
- Second Run with Flip 30 U621.11.3.2: Adaptive athlete groups will start in the 31st position unless first-run time affords a more favorable (earlier) start position. (Placement within groups will be by the results of the first run.)
- Second Run with Flip 15: Adaptive athlete groups will start in the 16th position unless first-run time affords a more favorable (earlier) start position. (Placement within groups will be by the results of the first run.)
- Adaptive athletes who are shown as DNS, DNF, DSQ, or NPS in the first run can start in the second run with their original bib immediately after the last qualified competitor has completed their run.

- Athletes who have been granted Golden Rule seeding may compete using the equipment appropriate to their disability.
- Adaptive athletes who are visually impaired will be accompanied by a guide. The guide provides verbal instructions to the athlete and is accorded the same consideration as the athlete. Start Referee should skip a minimum of one start interval following the start of a visually impaired athlete and their guide; Jury must be notified of any changes to start interval.

NOTE: The Golden Rule is not valid for FIS events.

5. RACE ARENA versus RACE VENUE

The Jury is responsible for technical matters within the closed competition areas. [601.4] The closed competition areas are defined as the “race arena” which is accepted as being those areas which the Jury inspects and accepts as being suitable for competitors’ presence:

- **within** (the side-to-side fencing)
- **without** (start area and finish arena) the confines of the competition area
- any location connected with the competition [223.2.1]

The Jury does inspect and accept:

- the start and finish areas as well as the ingress and egress to these areas
- the racecourse
- the type and placement of the on-hill competitor security

The Jury does not inspect or accept:

- lift areas
- parking lots
- cafeterias
- terrain parks, public trails, team meeting rooms, warmup area and warmup courses, etc.

In addition to noting that sanctions can be applied and a penalty imposed for “actions within and without the competition area,” **223.2.1** includes conduct within “any location connected with the competition.” These locations include, but are not limited to the following areas that are required for the orderly conduct of an event: Team Captains’ Meetings, Jury meeting areas, timing building, equipment control area. *Neither the “closed competition areas” (within or without the fencing) nor “any location connected with the competition” include lift lines, cafeterias, or parking lots, etc., unless rules state otherwise; e.g., U14 regulation which prohibits waxing application on ski area property.*

6. START NUMBER or BIB NUMBER

617.3.3 If two or more competitors have the same time or the same number of points, the competitor with the higher start number must be listed first on the official list of results.

- **Split Second** breaks a tie in time by defaulting to an athlete’s actual “start number.”
- **VOLA** interprets the “start number” to be the “bib number” and breaks a tie in time by defaulting to an athlete’s actual “bib number.”

Refer to these defaults when inserting an athlete in a start order or assigning an out-of-sequence bib:

- **Split Second:** inserting an athlete after the first group and assigning 15A will affect Split Second's tie breaking capability because Split Second will not accept the start number + alpha character.
- **VOLA:** assigning an out-of-sequence high value bib number to replace a missing bib; e.g., Start 6 wearing Bib 106 will affect VOLA’s tie breaking capability should a tie in time occur, for example, between Start 6 Bib 106 and Start 20 Bib 20; (Bib 106 will be ranked before Bib 20 regardless of the earlier start.)

7. HELMET RULES

Soft ear protection is only permitted for helmets used in Slalom. *Soft ear protection is not allowed in Parallel events.* [U707, U807, U907, U1007, U1233, **Helmet Rules**]

Reminder: For all events, (FIS, non-FIS scored and non-scored), helmet-mounted cameras and/or their mounts are not allowed for use by either competitors or forerunners. The helmets shall have no spoilers nor protruding parts.

8. U12 and U14 SUPER G TRAINING RUN

Official training for U12 and U14 Super G must include at least one Super G training run prior to the first competition. Official training for these age groups is an integral part of the competition, and all athletes are required to participate. In exceptional cases, a Jury can authorize a controlled freeski run in lieu of an official training run. The Jury decision must be documented in Jury Minutes. If racing with U16 athletes, ACR U1256.4 applies, and a training run must be calendared.

All sanctioned speed training runs/camps – Downhill or Super G – require that a full Jury be empaneled. In addition, they must also carry either liability insurance coverage through the U.S. Ski & Snowboard provider or through the Organizing Committee’s provider.

9. SKILLSQUEST

- The Jury members for a sanctioned SkillsQuest Tournament are: Technical Delegate, Referee, and Chief of Race. *(The Chief of Race may also be serving as the SkillsQuest Tournament Director.)*

- A SkillsQuest Technical Delegate's Checklist for U.S. Ski & Snowboard sanctioned SkillsQuest events is available in the Master Packet of Forms.
- Roster of Participants and SkillsQuest Score Card (usskiandsnowboard.org/index.php/sport-programs/skillsquest) must be submitted to jeff.weinman@usskiandsnowboard.org.

10. WIRELESS TIMING

Wireless timing has been approved for U.S. Ski & Snowboard non-championship events. FIS further restricts its use to FIS Level 3 and FIS Level 4 only. An application for the use of wireless timing at U.S. Ski & Snowboard events has been drafted, and a link to the application is available in the Master Packet of Forms (MPF). Please contact John Jett (jjett@cjtiming.com) or Matt Howard (matt.p1timing@gmail.com) for details.

11. SUPPLEMENTARY REPORT or an ADDITIONAL REPORT OF THE TECHNICAL DELEGATE

- A Supplementary Report is filed by the Technical Delegate to document event anomalies. Under some circumstances, the Referee may also be required to file a Supplementary Report.
- An Additional Report of the Technical Delegate is used to address issues that may or may not require re-homologation of a racecourse.

12. DUE PROCESS [224.7]

Prior to the imposition of a penalty (except in cases of verbal reprimands and withdrawal of accreditation), the person accused of an offense shall be given the opportunity to present a defense at a hearing, verbally or in writing. Defense can include, but is not limited to the following:

- Being advised of infraction.
- Hearing and considering all testimony and other evidence.
- Questioning all witnesses upon whose testimony the Jury relies.

Considering information from a witness who is unavailable for questioning by the accused would create a serious issue. It is also unwise for Jury members to discuss a situation and consider possible penalties prior to considering all evidence.

The Jury must adhere to the following policy:

- Consider infraction.
- Question witnesses – including athlete, coach, Gate Judge, etc. – upon whose testimony the Jury relies.
- Hear and consider all testimony and other evidence.
- Allow accused person the opportunity to present a defense and review all evidence (question witnesses, etc.).
- Deliberate.
- Make a fair decision.
- Review, vote, and sign prepared Jury Minutes documenting the decision.
- Notify affected parties. (FIS Office will address sanctions that involve a monetary sanction.)

13. PROVISIONAL STARTS – IMPORTANT POINTS

- An athlete who is granted a provisional start that is later found to be unjustified is subject to “sanction.”
- Depending on circumstances, the sanction may include a DSQ. Prior to imposing the DSQ, Jury must decide whether or not the competitor's later start provided an unfair advantage, e.g., improved weather conditions.
- A competitor shall only be disqualified if their mistake would result in an advantage for them with regard to the end result, unless the Rules state otherwise in an individual case, e.g., gate fault; false (early/late) starts. **[223.3.3]**
- If a provisional start is not approved, the competitor's status must not be changed to DNS. The only available option is DSQ, but then only if the provisions of Art. 223.3.3 have been met.

14. COLLECTIVE OFFENSES [224.3]

In accordance with Art. 224.3, a “collective offense” occurs when several persons:

- Commit the same offense,
- at the same time,
- under the same circumstances.

When addressing sanctions related to collective offenses:

- Jury’s decision as to one offender may be considered binding upon all offenders.
- Written decision shall include:
 - Names of all offenders concerned.
 - Scope of the penalty to be assessed upon each offender.

Decision will be delivered to each offender.

15. U12 and U14 AGE GROUP RULES

- U12 and under competitors are only allowed to use one (1) pair of skis in the race arena as required for an event’s inspections and competition.

Mandate is not intended to preclude an athlete using a different pair of skis to freeski while not in the race arena.

- Wax benches are not allowed in U14 and younger race arenas.
- Wax application is not allowed at a U14 and younger competition venue. A “competition venue” is defined as the “ski resort property.”

16. FORCE MAJEURE

In Alpine competitions, "force majeure" describes those uncontrollable/unexpected events (such as extreme weather, extreme surface conditions) that are not the fault of any party and that make it difficult or impossible to carry out an event. *Force majeure is “uncontrollable and unexpected;” it is not “planned.”*

- An unexpected weather occurrence that requires a program/course/assignment change.
- A last-minute ski area management decree.

17. TENURE OF THE JURY

In accordance with Art. 601.4.4.2, the active tenure of the Jury begins with its first meeting and ends, if no protests are submitted, at the expiration of the protest deadlines as noted in Art. 643 (Deadlines for Submittal). If protests are submitted, the tenure of the Jury ends after settlement of all submitted protests.

- If the Jury is no longer empaneled, they may not re-evaluate a previous decision.
- If the Jury is no longer empaneled, they may not alter an athlete’s status; e.g., assign/unassign DSQ based on previously unavailable video.
- A Jury may re-evaluate a previous decision (Art. 640.2) but only if tenure has not ended (Art. 601.4.4.2).

18. JURY MEMBERS AND THEIR VOTES

Start and Finish Referees are voting members of the Jury only for Olympic Winter Games and World Ski Championships. For other events, they must not be listed as “Jury Members Present,” as they have no vote; they do not sign Jury Minutes. *Marking “NO” indicates a “NO” vote; it does not mean an official does not have voting rights.*