



CHIEF OF COURSE – ALPINE SEASON 2027

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. FIS Alpine, Para Alpine Timing Booklet
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 on the U.S. Ski & Snowboard website. A summary is included in this Study Guide.

*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 rule number.

CHIEF OF COURSE CERTIFICATION EXAMINATION:

Examination is open book with an allowed time limit of 2.5 hours and may be administered only at U.S. Ski & Snowboard-approved Alpine Officials' Clinics; it is NOT A TAKE-HOME EXAM!

Knowing, understanding, and using rule books is encouraged. Electronic devices may be used to search through official U.S. Ski & Snowboard and FIS documents while taking examinations. Electronic devices and AI tools, however, may not be used to conduct general Internet searches, research external sources, or obtain answers beyond the content of the official rule documents while taking examinations. Calculators may be used to perform any required calculations.

Completed examinations must be retained by the clinic examiners; they are not returned to individuals taking them. In addition, a *Study Guide is not intended as a replacement for taking notes for use during examinations at U.S. Ski & Snowboard Alpine Officials' approved clinics.*

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 2027

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.

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.
- **Credentials and Venue/Race Arena Access:** "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.

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. *This information is available on the U.S. Ski & Snowboard website.*

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 2027 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. Members may only serve in the capacity permitted by their membership. To serve as a coach in the competition/race arena, a member must possess a valid coach membership, and, they must, at a minimum, be also be listed either as “ACTIVE” or “IN PROGRESS” towards Level 100 Coach certification.

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.

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 the 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 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. *(Coach membership includes Official membership.)*
 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** must be current Official members of U.S. Ski & Snowboard and must also be certified as a Referee. They must also have attended a yearly Alpine Officials' Continuing Education Clinic (Update & Review).

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 arenas that have been inspected for use as competition courses. All Alpine competitions that appear in the U.S. Ski & Snowboard calendar may only take place on competition courses homologated or registered by U.S. Ski & Snowboard and/or FIS and approved for that event. [202.1.2.3]

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

Jury may allow irregular start interval for U14 and younger GS [U622.2.3.1]
 - 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 OR 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; 2027 Alpine Competition Guide**).
 - a. U.S. Ski & Snowboard non-FIS events use current edition of course setting specifications available on the website and in 2027 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 2027 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. Downhill racecourse and its “dimensions”
 - I. Slalom racecourse and its “dimensions”
 - J. Giant Slalom racecourse and its “dimensions”
 - K. Super G racecourse and its “dimensions”
 - L. Parallel racecourse and “dimensions”
 - M. **Preparation of a Racecourse:** To ensure aligned procedures in all events, one general rule for course and surface preparation has been introduced to the general (600) section. In each case, event, location, and situation-specific needs are to be ensured by the Jury and the OC.

Art. 696: For all competitions listed in the FIS Calendar, the competition course should be completely prepared and race ready before the first Jury inspection. It shall include all installations specified in the Technical Advisor’s or homologation report, or as agreed between the organizer and the Technical Delegate (for Olympic Winter Games, FIS World Championships, and World Cup, the Referee or Assistant Referee) prior to the arrival of the teams. All the facilities (start area, course, and finish area) must be completely prepared and ready for racing prior to the first Jury inspection. Competitions should be conducted on the hardest course surface appropriate to the race level. The Jury and the Organizing Committee shall jointly ensure appropriate planning and management of weather and snow surface conditions, taking all relevant variables into account. (U696 will be in 2027 ACR.)
 - N. Inspection, Controlled Freeskiing and Warmup (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. **[202.1.2.3]**
 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. **[202.1.2.3]**
 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; homologation number for the original course must be used in all reports/documents.*
 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

(FIS login is required in order to access maps, photos, reports, etc. on 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

GS & SL racecourse: adequate numbers

DH & SG racecourse: adequate numbers

Banners: Start, Finish, Sponsors, etc. and Banner Supports

Radios/communication equipment; spare batteries, chargers

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 [2027 Alpine Competition Guide; ADDITIONAL REGULATIONS]

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. [FIS Alpine, Para 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 to be used and ends after the last competitor has crossed the finish line and all race-required installations are removed.
- B. Potential problem areas should be anticipated; 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!



This concludes the Chief of Course Study Guide.

The following section contains a recap of the Season 2027 Update & Review – Continuing Education for Alpine Officials. It is intended for use in Divisions/Regions that do not require attendance at a separate Update & Review Clinic.

- **If your Division/Region does require attendance at a separate Update & Review Clinic, you may wish to stop reading at this point.**
- **If your Division/Region does not require attendance at a separate Update & Review Clinic, you should continue reading the rest of this document.**

Please note that all current education materials have been updated to include known changes.

The updated materials also contain those items contained in the “Review” portion of the Season 2027 Update & Review.”

With the exception of items that apply mainly to Race Administration, the following section contains a major portion of the “Season 2027 Update & Review for Continuing Education.”

U.S. SKI & SNOWBOARD COMPETITION UPDATE: SEASON 2027

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

1. USE OF INTERNET-BASED TIMING/RESULT PLATFORMS (U612.4.1)

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 any **run** of an event. Competitor lists, Club entries, Start Lists, Results, Referee Reports, may be posted, and standings/times should be updated at the conclusion of each **run** ideally prior to or in conjunction with the Referee Report. The use of a scoreboard and/or announcer is strongly encouraged. *If the event includes U14 and older athletes, the above restriction does not apply.*

2. U12 AND U14 SUPER G TRAINING TIMES (U1256.4)

“Training times are not to be posted” will be re-inserted in the ACR.

3. U14 GIANT SLALOM COMPETITOR START INTERVALS (U622.2.3.1)

The Jury may allow irregular (non-fixed) competitor start intervals for U14 and younger Giant Slalom.

4. U10 COMPETITORS AND SOFT EAR HELMETS (U707, U807, U907, U1007, U1255.4)

In Giant Slalom events, including mixed age events with U10, U12, and U14 Competitors, U10 competitors may wear soft ear helmets.

5. GATE JUDGES (U669.3)

The Jury, along with the support of the Organizing Committee may opt to not use Gate Judges for U.S. Ski & Snowboard Slalom provided they take measures to cover the entire course with sufficient Jury members, Jury Advisors, and Eyes of the Jury (Connection Coaches).

6. THREE RUN SLALOM (803.2.2)

FIS-amended rules for 3-run Slalom have been added to the ACR and are applicable for both non-scored and scored events. There will be no minimum vertical drop, but USSS age-group maximum vertical drop, minimum time, and minimum penalty will apply; TRS start order will be clarified as required.

7. ALPINE OFFICIALS’ SPECIALTY AREA EXAMINATIONS

Electronic devices may be used to search through official U.S. Ski & Snowboard and FIS documents while taking examinations. Electronic devices and AI tools, however, may **not** be used to conduct general internet searches, research external sources, or obtain answers beyond the content of the official rule documents while taking examinations. Calculators may be used to perform any required calculations.

NOTE: An official who does not pass an examination is NOT allowed to retake the failed examination within the same competition season. An appeal of a failing examination may be filed; refer to “Appeal of an Official’s Examination Grade” contained in Chapter XI Alpine Officials’ Program in the Alpine Officials’ Manual, for detailed information.

FIS COMPETITION UPDATE: SEASON 2027

The following are only applicable at FIS events:

1. PENALTY CALCULATION ADDER (Art. 4.5 Rules for the FIS Alpine Points)

An 8-point Adder has been introduced for addition to the calculated penalty for all events and both genders for Levels 2, 3, and 4.

2. SPEED EVENT COURSE WIDTH (ICR Art. 1002.1, 702.3)

The width of the speed event courses will be at 40m which is the same as that required for technical events.

3. DELAYED GATE: Outside Pole Positioning (ICR Art. 801.2.3)

The outside pole of the delayed gate:

- Must not interfere with the racing line.
- Must be positioned within a maximum 90° angle from the horizontal line relative to the turning pole.

4. CIT CATEGORY EVENTS

Season 2027 calendar will include CIT events. For current rules and procedures, please refer to: FIS Rules for CIT Races and FIS Precisions for the Northern Hemisphere.

5. AIRBAGS (Specifications for Alpine Competition Equipment Art. 3.5.2)

Airbag protector system is now mandatory for race level 0 and 1 speed events. There is no longer an exception for Nor-Am Cup, South American Cup, Far East Cup, or World Junior Championships.

6. CUT RESISTANT UNDERGARMENT PANTS (Specifications for Alpine Competition Equipment Art. 3.5.3)

Cut-resistant undergarment pants with a minimum protection level of 3 stars are mandatory for all FIS Alpine events. **The use of cut resistant shirts or cut resistant full body suits is strongly recommended.**

U.S. SKI & SNOWBOARD & FIS UPDATES: SEASON 2027

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

1. ONLINE EVENT MANAGEMENT/REGISTRATION PLATFORM: SkiReg

Organizers of all U.S. Ski & Snowboard sanctioned events will be required to use **SkiReg** for event management and registration. ***FIS events require that a “FIS Entry Form” also be submitted.***

2. INJURY REPORTING

The overall goal of FIS is to support a reduction in injury rates which may include changes in rules and regulations, equipment, or coaching techniques. For this purpose, a reportable injury is defined as an injury that occurs during competition or official training requiring attention by medical personnel.

For a solid evidence base, a detailed Injury Report is necessary. The Technical Delegate plays an important role in registering incidents, but they are NOT responsible for registering medical details.

It is NOT the duty of the Technical Delegate to gather/record any medical or other sensitive data or to question anyone about the incident. Fact finding, if required, will be done by the respective departments within FIS with a validated Injury Registration Form.

If an accident results in serious injury or death, immediately contact Jeff Weinman at U.S. Ski & Snowboard Competition Services.

The above will have an impact on Technical Delegates and the member of the Organizing Committee who may be designated to complete injury reports at U.S. Ski & Snowboard sanctioned. First Reports of Accidents/Injury are only filed online: U.S.”AG First Report of Accident” through a link on the Club Insurance page on the website; FIS as part of the Technical Delegate Report.

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

Required for all injuries involving athletes, coaches, officials, or spectators where an insurance claim may be filed:

- Regardless of national federation affiliation.
- Regardless of whether or not Ski Patrol evacuation was required.
- Report should only contain facts; speculation should be avoided.
- Injuries/accidents that occur within the competition arena (including Start and Finish areas) should be submitted by the Technical “Director” or an event official.
- Injuries/accidents that take place outside of the competition arena must be submitted by a coach, parent, or the respective athlete.

- Report will be refused if fields requiring data input are empty. If the required information is not available, “NA” or similar text must be inserted.
- Report must only be filed online; instructions and required reporting form may be found under “Participant Accident” at usskiandsnowboard.org/sport-development/club-development/club-insurance.
- Filing instructions as well as a sample of the reporting form are available in the Master Packet of Forms. The sample of the reporting form is intended only for gathering required data prior to online filing.

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

4. COURSE PREPARATION (696, U696)

For all competitions listed in the calendar, the competition course should be completely prepared and race ready before the first Jury inspection. It shall include all installations specified in the Technical Advisor's or homologation report, or as agreed between the organizer and the Technical Delegate prior to the arrival of the teams. All the facilities (start, course, and finish area) must be completely prepared and ready for racing prior to the first Jury inspection. Competitions should be conducted on the hardest course surface appropriate to the race level. The Jury and the Organizing Committee shall jointly ensure appropriate planning and management of weather and snow surface condition while taking all relevant variables into account.

5. SUPER G COURSE SETTING (Art. 1003.1.1)

The following sentence has been reworded: “Gate combinations according to Art. 803.3 are allowed only in clarifications regarding Para events.”

6. POINTS LISTS

FIS and National Points Lists will be updated weekly instead of every two weeks.

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

1. CONTROLLED FREESKI ON THE RACECOURSE

If the opportunity to freeski the competition course is made available:

- Freeski must be controlled by the Jury and the Organizing Committee.
- Freeski opportunity must be made available to all competitors.
- Freeski information, e.g., course inspection time, start time, and the number of runs allowed must be communicated to all participants.
- On-hill competitor security measures – including yellow flags, if required by the type of event and/or terrain – must be in place.

The Jury must conduct an inspection of the slope condition and on-hill competitor security measures prior to the start. *Jury Minutes documenting the inspection and acceptance are required.*

2. SLALOM POLES and GATE PANELS (U680.2.1.1, 701.3.2)

Slalom poles must be contrasting, alternating colors; turning pole must be a flex pole. For **scored** U14 events, 72" gates may be allowed.

For **Downhill and Super G**, in the event the safety netting is the same color as the gate panels, where the gates cannot be seen against the backdrop, an alternative color may be used. Poles should be the same color as the panels.

3. 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.

4. FORERUNNERS

Non-FIS 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.

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] [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.](#)