



PRECISIONS AND INSTRUCTIONS
ALPINE SKIING
EDITION NORTHERN HEMISPHERE

EDITION 2018/2019

**PRECISIONS AND INSTRUCTIONS FOR THE SEASON 2018/2019
NORTHERN HEMISPHERE**

Precisions approved by the FIS Council, Costa Navarino (GRE), May 2018 and Oberhofen (SUI), November 2018.

ICR

207.2 Commercial Markings

Specifications about the size, the form and the number of commercial markings on equipment and clothing as well as the by-laws for commercial markings and for advertising are to be reviewed by the Committee for Advertising Matters and approved by the FIS Council each spring for the following competition season and published by the FIS.

207.2.1 The rules governing commercial markings and advertising on equipment and clothing as well as the relevant by-laws published in the Specifications for ~~Competition Equipment~~/Commercial Markings on Equipment, must be followed.

601.3.4 *The Finish Referee*

The Finish Referee must remain at the finish from the beginning of the official inspection time until the end of a training/event. ~~throughout the training and the race.~~

- He makes sure that all the regulations for the organisation of the finish and the finish in-run and out-run are properly observed.
- He supervises the finish controller, the timing and the crowd control in the finish area.
- He must be able to communicate immediately with the Jury at all times.
- He reports the names of the competitors who did not finish to the Referee and informs the Jury of all infringements against the rules.

601.3.9.1 ~~The Chief of Finish Area~~The Chief Steward

~~The Finish Area Coordinator is responsible for coordinating the various requirements in the finish area to deal with any requests the demanding, pre, during and post-competition activities. Responsibilities include construction and coordination of the mixed-zone, television and press interviews, winner ceremonies, doping control facility and the coordination with security for these areas.~~

The collaboration is between the LOC's Finish Area Coordinator and persons managing the above areas, together with the FIS personnel handling equipment control, teams, accreditation and access, media, ceremonies and doping controls, from the planning stages through to implementation during the event.~~The Chief Steward takes all measures to ensure that spectators are kept off the course. To this end sufficient personnel must be used. Attention should be paid to ensure sufficient space behind the barriers to permit circulation of spectators.~~

611.2.1

Electric Timing

For all international competitions, FIS World Cup, FIS Continental Cups and FIS competitions, two synchronised electronically isolated timing systems operating in time-of-day must be used. One system will be designated system A (main system), the other system B (back up system) prior to the beginning of the race.

Time of day times must be immediately and automatically sequentially recorded on printed strips at the maximum precision of the timing device according to the requirements for homologation. The final result is calculated by subtracting the start time from the finish time for each skier's run and is then expressed to 1/100th (0.01) precision by truncating the calculated net time on course.

All times used for the final result must be from system A. If there is a failure of system A, a calculated net time from system B must be used following the same procedure as set out in art. 611.3.2.1. It is not permitted to substitute time-of-day times from system B for use with system A for the purpose of net time calculations.

For all events, system A must be connected to its respective start gate contact. System B must be separately connected to another electronically isolated start gate contact.

Refer to the FIS Timing Booklet for more details regarding cabling and complete wiring descriptions, diagrams and start gate installations.

All timing equipment and technical installation should be set up or protected in such a way that danger to the competitors is avoided where possible.

Synchronisation of the timing systems must occur as close as possible to the scheduled start for the first run of the day~~within 60 minutes of the start of each run~~. Synchronisation of all systems must be maintained throughout each run. Timers must not be re-synchronised during any run.

611.3.2

In the case of a failure of the main electronic timing system (system A), the results of the electronic back-up system (system B) will be valid as per art. 611.2.1. For the Olympic Winter Games, FIS World Ski Championships and FIS World Cup, a synchronised electronic timing system with printers, connected to the starting gate and to the photocells at the finish is obligatory.

In case of a failure in the lines of the timing system between start and finish, this back-up system will allow the calculation of the times to 1/100ths of a second.

In the case that ~~calculated net~~ times of day from either system A or system B are not available for a competitor, the calculated ~~net manual~~ time of day as per art. 611.3.2.1 will be considered valid.

611.3.2.1

Utilisation of times taken by hand

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

Calculation of the correction:

Subtract the electronic time from the time taken by hand for the 10 competitors starting before the missing time. If there are not 10 times before, complete the calculation with the remaining times after the missed time.

~~The sum of the 10 time differences is divided by 10 and rounded up or down (0.044 -> 0.04, 0.045 -> 0.05) to give the correction which must be applied to the hand time of the competitor without an electronic time. Calculate the difference between the times taken by hand and the electronic times of the 5 competitors starting before the missing time and the 5 starting after or if necessary, the 10 nearest competitors. The sum of the 10 time differences is divided by 10 and rounded up or down to give the correction which must be applied to the hand time of the competitor without an electronic time.~~

611.3.2.2

Photo Finish

A Photo Finish System may be used to determine a competitor's finish time. In case of a failure of system "A" and "B", and where the competition has been recorded by the Photo Finish System, this time must be used in place of hand-timing ~~using a correction factor. The correction factor is the difference between the time taken by the Photo Finish System and the electronic times (where possible) of the 3 competitors before the missed time. Where there is not 3 previous competitors then the time of a competitor(s) immediately after the missed time can be used. The sum of the 3 (or less) time differences divided by 3 (or less) is applied to the photo finish time of the competitor without electronic time.~~

The photo finish time is taken when any part of the competitor's body first crosses the finish line. The photo finish result is to be provided to the Jury only.

Use of Drones (UAV)

616 Microphones and Special Electronic Devices

616.1 Within the areas of Start and Finish as well as in the area of the closed course, the use of microphones installed without the agreement of the organiser and the Jury ("roving" and so-called "gallows", microphones set into cameras or other technical instruments) is forbidden in training as well as in the race.

~~616.2 Unmanned and anchorless aerial vehicles (UAV) such as Drones or Quadrocopters etc., are strictly prohibited not permitted to fly over the closed Race Course area, neither during inspection, training or competition nor race, unless approved by the Jury and the organizer in writing subject to any prohibitions imposed by local laws or the property owners except with a specific written approval by the Organizer and the Jury. The Race Course area is will be defined by the Jury. Violators will be subject to sanctions by the Jury in accordance with ICR art. 223 In case of an infringement, the training/race has to be interrupted (see art. 624.f).~~

650 Rules regarding the Homologation of the Courses

650.1 General

All competitions must take place on FIS-approved (homologated) courses.

650.1.1 The courses proposed for homologation must comply with the technical requirements of the arts. 701, 801, 901 and 1001.

650.1.2 **Exceptions**

Exceptions may be granted on request.

Only the FIS Council can grant exceptions or deviations from the prescribed technical data.

The National Ski Association in question and the Sub-Committee for Alpine Courses submit the proposals for exceptions. If ~~exemptions~~ exceptions are granted the ~~exception~~ exemption is valid from date of approval until revoked.

650.2 Request

The request for the homologation of a course is to be directed to the Sub-Committee for Alpine Courses through the appropriate National Ski Association and accompanied by the documents as per art. 650.3.

~~650.3~~ **Recipients**

~~The request must be accompanied by the following documents in multi-page pdf format, sent or given to:~~

~~650.3.1~~ ~~The chairman of the Sub-Committee for Alpine Courses~~

~~650.3.2~~ ~~The appropriate National Ski Association~~

~~650.3.3~~ ~~The applicant~~

~~650.3.4~~ ~~The inspector in charge of the examination~~

650.34 Documents

The request for the homologation of a course must be accompanied by the following six ~~documents~~ elements:

~~650.34.1~~ *A description of the course, containing:*

- ~~-~~ contact address with telephone number and e-mail
- the name of the course
- the ~~geographical~~ location of the course
- ~~-~~ the type of alpine event(s) for which the homologation is requested (see art.201.6.2)
- ~~-~~ in case of re-homologation, the old homologation number and the name of the inspector that approved it
- the start point expressed in meters above sea level
- the finish point expressed in meters above sea level
- the vertical drop expressed in meters
- the surface length of the course expressed in meters (real developed length)
- the average gradient, the maximum gradient, the minimum gradient (in percentages)
- emergency evacuation arrangements for injured competitors
- ~~-~~ possible water supply for the course
- possible helicopter landing sites

- evacuation distance to the nearest hospital in kilometres and time, in winter conditions, and medical facilities available on site
- possible water supply for the course
- artificial snow-making installations
- a description of the access facilities to the start and finish areas, and of the uphill transport with hourly capacity, (personsthe turnaround time (time necessary from Finish to Start))
- a description of the start and finish areas including details of the terrain, aspect and facilities for journalists, radio and television commentators, and spectators, and description of the shelters for the competitors at the start and finish
- ~~— a description of the places requiring safety nets~~
- ~~— indications of the locations of the loudspeakers~~
- ~~— a description of the possibilities for auxiliary courses for the technical services, technical personnel, etc.~~
- ~~— evacuation distance to the nearest hospital in kilometres~~
- a description of the communication system and the available number of lines for Timing (pairs) preferably with a circuit diagram showing: type and number of underground/permanent or temporary cables including number of outlets along the course
 - ~~— underground cables~~
 - ~~— permanent air cable~~
 - ~~— temporary air cable~~
 - ~~— cross-section of lines~~
 - ~~— number of outlets along the course~~
 - ~~— connections between the finish area and the race office~~
 - ~~— connections between the finish area and the press centre~~
- details about available radio apparatus
 - ~~— connections between start and finish area~~
- ~~contact address with telephone number, e-mail and fax numbers.~~

650.34.2 A map, ~~minimum scale 1: 25,000, with contour lines and~~ with the course ~~shown drawn~~ on it: this document should show the course's location within the rest of the ski resort, lifts, other courses, parking lots, etc.

650.34.3 A ~~1: 5,000~~ profile indicating the vertical drop and the lengths (horizontal and actual (slope) measured on site) of the course (contours at the same scale) including gradients.

650.34.4 A large and comprehensive photograph image on which the course is marked. ~~It must be a genuine photograph and not a graphic representation from a prospectus.~~ The size ~~of the photograph~~ shall be at least 900x900 pixels.18 x 24 cm. The image photograph should be taken preferably from an opposite slope. If that is not possible, then an oblique aerial image photograph will be acceptable.

650.34.5 A plansketch of the entire course ~~(1 : 5,000)~~ with all details and data indicated, such as lift towers, groups of trees, snow-making hydrants, snow fences, steep sections, curves, trail intersections, etc. and information on elevations, section and resort names. The purpose of the sketch plan is primarily to provide the inspector with condensed information on the actual state of the course, any improvements planned and also the potential location of permanent safety nets (A nets).

650.34.6

A certification that ~~all the~~any development/improvement work on the ski slopes subject to approval or re-approval has been made in accordance with the existing national laws and with local and national regulations relating to the environment.

The environmental A-certification shall be provided only in case of:

- a first homologation, except if it is an already existing track or on land that needs no modification.
- a re-approval, only if additional, substantial work has been done.

650.4 The Homologation Inspector

650.4.1 Description

To be proposed to FIS for consideration as International Homologation Inspector, an individual must first be recognised within his National Ski Association as having completed the National Ski Association education and training process (if any) and as having been active and competent as a National Ski Association inspector, for both Speed (DH, SG) and Technical (GS, SL) events.

To hold a valid FIS Homologation Inspector licence the inspector must have a solid experience of several years in Alpine Skiing competitions like, as an example, National Ski Association Homologation Inspector or FIS TD/Referee or Chief of Race/Course or high level Team Coach/Athlete, and should have skills such as engineering, GIS, architecture, forestry, relevant computer skills and to be physically capable.

This experience allows the inspector to assess correctly the suitability of the courses with FIS technical requirements of the requested event (vertical drop, gradient, width, etc) and especially assess correctly the risks of a given race course; the inspector must inform the Homologation Applicant about technical issues and mainly about safety issues for which the inspector must be able to propose solutions.

650.4.2 Nomination, Education and Development

The candidate must participate in at least 3 inspections with favourable recommendation of experienced Inspectors (in agreement with the Sub-Committee Chairman) and submit to the Chairman his own documentation and Inspection Report. The candidate should also participate at the bi-annual Update and attend the annual Sub-Committee meeting session.

After successful completion of previous necessary steps, the candidate obtains a valid Homologation Inspector licence and can be assigned to individual missions.

The Sub-Committee may decide not to issue an Inspector licence if the candidate has not fulfilled all necessary requirements or is deemed to be unsuitable and needs to continue to train.

650.45.3 Appointment of an Inspector

The ~~C~~chairman of the Sub-Committee for Alpine Courses will study the homologation request and appoint an inspector to examine the course. The ~~i~~nspector for Downhill and Super-G courses (including Downhill courses to be used for Entry league races) ~~must~~should not belong to the country requesting a first homologation. ~~The inspector for Downhill~~

~~courses to be used for Entry League races should not belong to the country requesting a first homologation.~~

~~The courses proposed for homologation must comply with the technical requirements of the art. 701, 801, 901, 1001, 1102 and 1103.~~

Sufficient space must be provided on Downhill, Giant Slalom and Super-G courses, or on an emergency track or road or on the competition course itself, for the evacuation of competitors injured during the competition or training.

650.56 Homologation Procedure

650.56.1 The Applicant

~~As soon as the required documents are ready in pdf format, tThe Applicant club(ski resort, owner, organiser, club) will send the request for homologation through its National Ski Association to the Cchairman of the Sub-Committee for Alpine Courses or in agreement with the National Ski Association theyand will deliver copy of the required documents submitted with the requestit, before the on-site inspection, to the assigned Iinspector who will pass the copies to the right place. In the request the Applicant and the National Ski Association must clearly recognise that the directed improvements of the course and the instructions for safety are mandatory for the Applicant. In case of non-compliance, the appointed TD has full right to cancel the race (see art. 601.4.9.1). At the same time tThe aApplicant must remit the equivalent of CHF 150.-- per homologation to the National Ski Association reimburse travel and accommodation (full board) expenses directly to the Inspector.~~

~~This sum covers the administrative costs. The inspector's travel and accommodation (full board) expenses must be paid to him directly by the applicant. The travel from his home to the course site and back may be calculated as follows:~~

- ~~- Per travel day, CHF 100.--~~
- ~~- Train fare: first-class~~
- ~~- Travel in his own car: CHF 0.70 per kilometre~~
- ~~- Air travel: economy~~

650.56.1.1 The Applicant (ski resort, owner, organiser, club) is responsible for the observance of applicable environmental regulations during development of the course including completion of any improvements required by the Inspector.

~~650.5.1.2 The Applicant must accompany the Inspector during the inspection, and for DH and SG the usual course setter of the race should be present as well. If the Inspector orders only minor improvements, the condition of the courses after completion of these improvements must be reported to the Inspector as soon as possible. For more extensive work, the Inspector will decide whether an additional inspection is necessary.~~

~~650.5.1.3 If necessary, the Applicant has the responsibility to translate the Homologation Report so that the requirements are clearly understood by those reading and using the report.~~

650.56.2

The National Ski Association

The request for homologation prepared by the Applicant must be submitted by its National Ski Association ~~and then forwarded~~ to the Chairman of the Sub-Committee for Alpine Courses. The National Ski Association will check if the Applicant has reimbursed the Inspector's expenses and if not will require the Applicant to meet this obligation.~~If the inspector orders only minor improvements on the courses, the condition of the courses after completion of these improvements must be reported to the inspector by 31st October* of the current year. For more extensive work, the inspector will decide whether an additional inspection is necessary. Courses which have not been found to comply with the FIS specifications, and have not been homologated by 31st October* of the current year, may not be used in the following winter for competition. These competitions will be removed from the FIS Calendar.~~
~~*) = For the Southern Hemisphere by 30th April~~

650.56.3

The Inspector

After the request for homologation has been received by the Chairman of the Sub-Committee for Alpine Courses, from the Applicant via the National Ski Association, the Chairman will appoint an Inspector. The Inspector immediately contacts the Applicant about the time for thehis inspection and ~~sends a copy to the appropriate National Ski Association.~~ The inspector will receive a pdf copy of the homologation papers documents before thehis inspection. After thehis inspection, if no further work is needed, he the Inspector writes thehis Inspection Report, ~~and marks the required improvements in red on the course plan. In case improvements are required on the course, the Inspector directs these to the Applicant and makes sure that those works have been carried out before filling the final on-line Inspection Report.~~ After checking all other documents, the Inspector uploads he sends the complete set of documents on the FIS Website through the "Homologation On Line System", ~~to the chairman of the Sub-Committee for Alpine Courses in multi-page pdf format. The latter will examine and ratify them. The homologation documents will be loaded on the FIS Website.~~

It is left to the discretion of the Inspector to decide whether, in addition to the summer inspection, a second inspection in winter will be necessary in consideration of different conditions in winter. This applies especially to safety regulations and the placing of nets. In case the course is not suitable for international races or for the given event, the Inspector writes the Inspection Report and sends it to the Chairman of the Sub Committee for Alpine Courses. The request will then be deleted and the National Ski Association will be informed.

650.56.4

Issue and Publication of the FIS Homologation Certificate

~~If the inspection report is affirmative and no further work is needed, t~~The Chairman of the Sub-Committee for Alpine Courses will examine and ratify the documents received via the "Homologation On Line System". The Chairman may ask the Inspector for further clarifications or amendments as he has the right to refuse the Certificate's issue if the Chairman considers that the race course or the documentation are not compliant with FIS rules or FIS standards. If the inspection report is positive then the Homologation Certificate will be issued and immediately

published on the FIS website, together with the complete set of documents (Homologation Booklet) that will be visible to the authorised FIS Members (TDs, Inspectors, etc) having a valid FIS Member access. The FIS System will automatically send a digital copy of the Homologation Certificate and Booklet to the Applicant, to its National Ski Association and to the Inspector, while the original 'paper' copy of the Homologation Certificate will be sent by standard mail only to the Applicant.
~~send the original of the homologation certificate to the applicant and a pdf copy to the appropriate National Ski Association, to FIS and the inspector.~~

650.5.4.1 The ~~H~~homologation ~~C~~ertificate itself sets out the name and ~~type of the event of the~~ course and its technical data. The registration number of the certificate indicates the total number of homologated courses, the month and year in which the ~~homologated~~ ~~e~~Certificate was issued. The ~~expiry~~ expiration date is indicated.

650.5.4.2 The Applicant's National Ski Association will be invoiced for the relative Homologation Fee (depending on how many courses and how many alpine events on the same course), to cover the administrative costs.

650.~~56~~.5 *Expiration of the Application*
If ~~the work~~ requested work has not been completed within ~~four~~ five years after the inspection is carried out and the homologation cannot be granted, the ~~site (course) in question~~ will be deleted from the list of pending homologation applications. For further consideration a new application is required.

650.~~56~~.6 *Validity of the FIS Homologation Certificate*

650.~~56~~.6.1 *Downhill and Super-G*
The certificate is valid from the date of issue: it will expire on 1st November*, five (5) years later. A re-homologation must be carried out before a new certificate is issued.
*) = For the Southern Hemisphere 1st July.

650.~~56~~.6.2 *Slalom and Giant Slalom*
The certificate is valid from the date of issue: it will expire on 1st November*, ten (10) years later. A re-homologation must be carried out before a new certificate is issued.
*) = For the Southern Hemisphere 1st July.

650.~~56~~.6.3 *For all Events*
Homologation certificates are valid (within periods in art. 650.~~56~~.6.1 and 650.~~56~~.6.2) as long as no natural or artificial changes or changes in the regulations or technical requirements have occurred.
Natural changes can consist of:
- erosion, land slides or the terrain becoming overgrown.
Artificial changes are:
- the construction of buildings, lifts,
- the construction of shelters, parks, roads or tracks etc.
- the installation of snow-making hydrants, snow retention fences or other significant hardware.

- 650.56.7 *Compulsory Report*
 The National Ski Association which has ~~obtained~~proposed the homologation of a course ~~is~~must responsible to report to the Sub-Committee for Alpine Courses when any natural or artificial changes have occurred (see art. 650.5.6.3). The Chairman is then allowed to investigate and if necessary order a new inspection~~required improvements have been carried out.~~
- 650.56.8 *Publication*Additional TD Report
Technical Delegates may submit Additional Reports to the Chairman of the Sub Committee for Alpine Courses whenever experiencing problems related to the race courses or non-compliance with current FIS Rules and Regulations: it is duty of the Chairman to investigate and in appropriate cases suspend the homologation.~~The FIS publishes all homologated courses.~~
- 650.56.9 *Relationship between Homologation, Snow and Weather as well as Special Conditions*
 An organiser should not depend entirely on the homologation of a course by the FIS, but also take note of the prevailing snow and weather conditions e.g. a Downhill course homologated by the FIS may be unsuitable for holding Downhill races when there is insufficient snow depth, unfavourable surface snow conditions, dense fog, heavy snow fall, storm or rain.
- 901.1.4 *U16 - U14 Courses*
 - 200 m - 350 m
 Giant Slalom for U16 must consist of two runs.,~~and f~~For U14 the organiser may choose either one or two runs.~~this possibility should be granted.~~

Rules for the FIS Alpine Points

Limit of parallel competitions

4.4.10 FIS points for the Qualification Run

FIS points will be calculated for the ~~European Cup~~ KO and Parallel qualification run. No FIS points will be awarded to those qualified competitors who did not start the Parallel competition.

- Each National Ski Association may calendar the following number of parallel competitions:
 - One competition per gender in National Championships and National Junior Championships categories
 - No more than two competitions per gender in each FIS category
- No limit on the number of competitions in ENL category

New Minimum penalties

Note:

During the 2018 FIS Congress in Costa Navarino (GRE), the Council agreed to the proposal to change the minimum penalties for alpine competitions and

eliminate the artificial FIS points of the World Cup Start List top 30 athletes (starting 1st July 2018). However, they did not agree to the retroactive application of that change based on the simulation list prepared during the past two seasons. Based upon that decision, the following procedures will be utilized in FIS alpine competition for season 2018-19: the Base List, seeding of competitions, penalty and race point calculations, and subsequent Normal FIS point lists (NL) will use the same system as in season 2017-18.

A parallel system will run using the new minimum penalties of 0/15/20/23/60. That parallel system will score every race using the new minimum. The data developed under that parallel system will be the basis for the 2019-20 Base List (BL). No Normal FIS list (NL) will be produced with the result of the parallel system before 1st July 2019.

See below the example how a FIS results will be loaded on the Website:

Rank	Bib	FIS Code	Name	Year	Nation	Run 1	Run 2	Total Time	Diff.	FIS Points	2020 points
1	65	561365	FABJAN Kristof	1997	SLO	1:00.89	1:03.28	2:04.17		31.70	45.70
2	75	6292916	ALLEMAND Daniel	1998	ITA	1:01.39	1:02.82	2:04.21	+0.04	32.02	46.02
3	72	780023	DRUKAROV Andrej	1999	LTU	1:01.38	1:03.21	2:04.59	+0.42	35.01	49.01
4	69	54374	BAUMANN Clemens	1996	AUT	1:01.73	1:03.26	2:04.99	+0.82	38.17	52.17
5	70	6203786	ZAMBONI Andrej	1998	ITA	1:04.75	1:03.40	2:08.14	+1.07	40.44	54.44

4.5 Category Adder and Minimum/Maximum-Value

The category adder and minimum/maximum values will be published on each valid current FIS points list (1st page).

4.6 Injury Status

4.6.1 Registration

When a competitor gets injureds and applies for the single penalty, the National Ski Association must apply to the FIS as soon as possible or latest 30th April for the approval using the official online system (Injury Database) form and submitting a medical certificate. The medical certificate must report in detail the kind of injury and the period of recovery. This official form and medical certificate are only valid for one season. (World Cup: see World Cup Rules art 21.2)

4.6.2 Pregnancy

The protection status starts as soon as the medical certificate is received and confirmed by FIS (or after her last start) until the birth of the child. The expected date of birth of the child must be written in the medical certificate. After the birth of the child the protection status is still valid for a maximum of 9 (nine) months. Then it expires if the National Ski Association does not apply in writing to FIS for prolongation of the FIS points protection status mentioning the exact medical reason. The procedure will be handled according art. 4.6.1.

4.6.1.2 WCSL Top 30

Athletes who are ranked in the top 30 of the WCSL at the time of their injury and who will be ranked outside top 30 of the WCSL after applying the single penalty according to art. 21.4 of the World Cup rules, will get the better of their

~~normally calculated FIS points for the BL or the points of the rank in the BL FIS point list which equates to their rank in the WCSL.~~

5.2

Identification

- * Base List
- # Injury status protection according art. 4.2.1.4
- + Competitors who have only one result in that event during the past season art. 4.2.1.2 (20%)
- > Competitors who have not obtained results in the event during the past season art. 4.2.1.3 (50%)
- C Points confirmation
 - Injured but real points
 - ~~! — Outside top 30 of the WCSL after applying single penalty, art 4.6.2.1~~

5.3

Printing Deadlines and Validity of the Individual Lists

The printing deadlines and validity dates are published on the FIS website. FIS points lists will be issued every two (2)~~three (3)~~ weeks during the Northern Hemisphere season.

not reach 140, the organising National Ski Association may fill to the maximum of 140 competitors with its own competitors.

7.1.7

Country Groups

- For CAN-USA / DEN-FIN-ISL-NOR-SWE / ARG-BOL-BRA-CHI / AUS-FIJ-NZL / CHN-JPN-KOR-MGL-IND-PAK / LBN-ROU-RSA-CYP-LUX-POR-AND-SRB-MON-SMR-IRL): maximum 30 (FRA (Pyrenees) – ESP-AND: 40) for each nation for races organised in a country of that country group.
- For the following countries: ARM-BIH-BUL-CRO-CZE-GRE-HUN-KAZ-MNE-SRB-MKD-POL-RUS-SLO-SVK-TUR-IRI-UZB-UKR the quota is 30 in race events organised in one of the bordering countries.
- For the following countries: BIH-BUL-SLO-SRB double quota for each nation for races organised in a country of the country group in case race is not filled up to a maximum of 140 racers on the draw board.
- For BEL-DEN-LUX-NED / BIH-BUL-CYP-GRE-MNE-MKD: the quota of 30 for each nation for races organised in (or by) a country of the country group.
- For race competitions in LIE the neighboring countries SUI and AUT receive a quota of 30.
- The organising nation always has a quota according art. 7.1.6.

New F values valid for the 2018-2020 period

DH	1250
SL	720 730
GS	980 1010
SG	1080 1190
AC	1150 1360

World Cup

Quotas reduction

3.3 National quota

For each event a national quota is calculated periodically according to the World Cup Starting List (WCSL). The periods are adapted to the respective calendar planning and fixed before the start of the competition season. The quota is established on the basis of the number of competitors per nation, classified within rank 1 to max. 60 of the WCSL in the event concerned. There is no moving up.

A National Ski Association may enter a maximum of eight (8) (seven (7) for Men's competitions) additional competitors (under consideration of art. 3.2).

3.5 Number of participants at the race /Downhill training

A team may enter a maximum of nine (9) Ladies and eight (8) Men's active competitors for each event (not included are competitors from art. 3.8).

For teams of 8 and more qualified competitors, 3 additional competitors are allowed to participate in the official training for one Downhill, 4 in case of two Downhill competitions.

These additional competitors for training must fulfill the minimum requirement of a maximum of 80 FIS points in Downhill.

Personal qualification for Continental Cup winners (Valid from the season 2019/20)

9.1.2.3. Competitors without injury status

~~Who was a~~The winner of the Overall Title of a COC Tour (EC, NAC, SAC, FEC, ANC) and was subsequently injured for a minimum of 8 months and was unable to start in any FIS race the year the qualification was ~~granted~~achieved (COC 5.4. Personal Qualification for World Cup) will be granted a personal World Cup qualification limited to the first returning season subsequent to the injury, excluding World Cup Finals.

Cancellation and new allocation of competitions / events

18.1 Cancellation during an event and new allocation

Races, which have to be cancelled during an event due to a "force majeure", or non-fulfilment of requirements will, in exceptional cases, be rescheduled at events which already figure in the calendar.

~~World Cup Opening: Races, which have to be cancelled during the Opening, will not be rescheduled.~~

World Cup Finals: the schedule of events during the World Cup Finals cannot be changed.

Races, which have to be cancelled during the World Cup Finals, will not be rescheduled.

Rules for parallel events (PSL or PGS) with qualification run

1. Type of Event

- The race will be conducted as a parallel Slalom (PSL) or parallel Giant Slalom (PGS) with a separate one run qualification.

2. Eligibility

- World Cup rules, art. 3 are valid for the qualification run. Basic – and nNation quota according to the event concerned. (PSL = SL or PGS = GS)
- The first 32 ranked competitors (No moving up) from the qualification run are qualified for the parallel race.

3. Entry deadlines

- According to World Cup rules

4. Qualification run (one run only)
 - A qualification run is shorter than traditional SL or GS runs
 - In case of a PSL event Slalom: The qualification run will be set with One-run "American" Slalom (set with single GS gates); The distance from turning pole to turning pole according to ICR (art.icle 801.2.3) s-for Slalom are valid
 - In case of Giant Slalom PGS: The qualification run will be set with single GS gates. The distance from turning pole to turning pole according ICR (art.icle 901.2.4).One-run GS, ICR articles for GS are valid.
 - First 32 ranked competitors from the qualification run are qualified (no moving up) In case of a tie for the 32nd position, the higher bib ~~from the qualification runs~~ is the qualified competitor.

5. Parallel race
 - Enrollment: The 32 qualified competitors are enrolled~~First 32 competitors from the qualification run are qualified (No no moving up)~~
 - Enrolment according to their ranking in of the qualification run. WCSL in the event (SL or GS) concerned and thereafter FIS points
 - Bracket (Start list) for the parallel is according to ICR. (art. 1230.2.1)
 - First round: Each heat between competitors consists of two runs. The two competitors change courses for the second run.
 - From each pair, the competitor who is listed first or respectively on the top of the pairing, will start on the red course on the first run of the round. (ICR art. 1230.2.3)
 - The maximum ~~time difference for a run and/or~~ penalty time after the first heat is: 0.5 second.
 - The losing competitors after the First round will be ranked from 17 to 32 according to their total time (run and re-run) Competitors without total time will be ranked according to the time from the qualification.
 - All following rounds from Round of sixteen, consist of one run. The lowest bib at start will choose the course, red or blue.
 - In case of a tie in the rRound of sixteen, the Quarter finals or the Semi-finals the winner will be determined by the best total time from the First round (run and re-run). In case the competitors cannot be separated on total time from the First round, the competitor with the lowest bib will advance to the next round.
 - The losing competitors from the Round of sixteen will be ranked from 9 to 16 ~~according to their~~ according to their total time from first run (run and re-run)un time.
 - All competitors losing the Quarter-final will race for their final ranking. (Rank 5 to 8, according to bracket, ICR.) In case of a tie, the regulation above is valid.
 - In case of a tie in the Final and/or the Small Final, competitors are ranked ex-aequo. (tie).
 - ICR. Art. 1220, Parallel events is valid

6. Precisions
 - The distance from turning pole to turning pole ~~Course setting for the parallel races and qualification runs, (distance between the gates)~~ ICR. articles for SL ~~and~~ or GS are valid

7. World Cup points
 - Neither for the qualification run or parallel race, FIS points or WCSL points will be awarded.

- World Cup points in the event (SL or GS) concerned and overall points (same for ladies and men, also including Nation Cup points) will be awarded as follows:

1 st	100	17 th	14
2 nd	80	18 th	13
3 rd	60	19 th	12
4 th	50	20 th	11
5 th	45	21 th	10
6 th	40	22 th	9
7 th	36	23 th	8
8 th	32	24 th	7
9 th	29	25 th	6
10 th	26	26 th	5
11 th	24	27 th	4
12 th	22	28 th	3
13 th	20	29 th	2
14 th	18	30 th	1
15 th	16	31 st	1
16 th	15	32 nd	1

8. Prize Money

- According to World Cup rules art. 6

City Event Rules for Alpine World Cup

1. Type of Event

- The race will be conducted as a parallel event.
- GS gates and panels will be used
- 16 Ladies form 8 heats and 16 Men form 8 heats in this Parallel Event.

2. Eligibility:

A maximum of 16 competitors per gender are qualified for the City Event.

- The actual best 4 ~~present~~ competitors per gender –from the WCSL Overall. (if any of these competitors are not able to attend, or already qualified through the event concerned WCSL, then the start position will go to the next qualified competitor from the event concerned WCSL (Slalom))
- The best 12 ~~present~~ competitors per gender -from the WCSL of the event concerned (Slalom). If any of these competitors are not able to attend, then the start position will go to the next competitor from the event concerned WCSL (Slalom).
- In case of a tie in the WCSEL-Overall or WCSL-event, tie breaking is done with the following priorities:
 - Event WCSL
 - Event FIS points
 - Event World Cup points
 - Overall World Cup points
 - Draw

3. Rounds:

- First round with 8 heats for Ladies and 8 heats for Men with 2 runs.
- Quarter Finals with 4 heats for Ladies and 4 heats for Men with 2 runs.
- Semi Finals with 2 heats for Ladies and 2 heats for Men with 2 runs.
- Finals:
 - Small Final for Ladies and Men: 2 heats for 3rd and 4th rank with 2 runs
 - Final for Ladies and Men: 2 heats for 1st and 2nd rank with 2 runs.

4. Causes for disqualifications (immediate and without protest):

- false start (art. 1226.3)
- interfering with an opponent, voluntarily or not
- not passing through a gate correctly (art 661.4.2)
- stepping back (art. 614.2.3)
- continues to race after committing a gate fault (ICR 628.8)

5. World Cup Points:

World Cup Points for the Slalom World Cup, Overall and Nation Cup are awarded to all competitors.

Schedule:

- The winner is awarded 100 points
- The second is awarded 80 points
- The third is awarded 60 points
- The fourth is awarded 50 points
- ~~All losers of the quarter finals are awarded 40 points~~
- ~~All losers of the first round are awarded 15 points~~
- Loosing competitors in the quarterfinals are ranked 5th to 8th according to their total time from the quarterfinals and awarded corresponding World Cup points for place 5th to 8th.
- Loosing competitors in the first round (round of 16) are ranked 9th to 16th according to their total time from the first round and awarded corresponding World Cup points for place 9th to 16th.

No WCSL Points are awarded either in SL or Overall.

New World Cup Award

13.5.1 Overall Ski Manufactures Award

A Overall Award will be presented to the best ski manufactures according to the highest number of World Cup points scored through the season.

(Points scoring formula: All World Cup events except ATE, first six ranks, both genders)

Continental Cups

Validity of the ECSL points

EC 3.1.3 Validity of Cup points

The final ECSL (European Cup Starting List) is used with a validity defined in art. 3.1.4. in the next season. This will be the ranking valid for the first race. The Cup points achieved from the first race onwards in each event will be added to remaining ECSL points from the past season.

If a competitor has not started in any race during the period from October 15th to April 15th due to injury, the National Ski Association may apply for the approval of a status as injured in the ECSL for the upcoming season; latest until April 30th to submit the application. If the status as injured is approved, the competitor will be added in the ECSL of the respective event(s) for the coming season (in the final position achieved in the previous season).

Special group for NAC

3.2.1 Special Group: 450 (EC and NAC) 400 (~~NAC~~, FEC) 200 (SAC, ANC) Cup points

Competitors who have accumulated at least 450 (EC and NAC) 400 (~~NAC~~, FEC), 200 (ANC, SAC) Cup points in the overall classification in the past or current season of that Continental Cup may start as number 16 in all events in that Cup only, unless they have a right to start in the first 15. If there is more than one competitor with 450 (EC and NAC) 400 (~~NAC~~, FEC) 200 (SAC, ANC) Cup points then they start in the order of their Cup points in that event, or FIS points if they have no Cup points.

If due to injury a competitor cannot make use of this facilitation, he may use it at the first 3 races of the following season. This is valid for a maximum of 3 starts irrespective of the events

Entry Fees at the FEC

FEC.2.3.5 Entry Fees and Lift charges

For all competitors and team officials, except for those who are qualified according to art. 2.2.2 of the Continental Cups Rules, Section A (ranked in the top ~~75350~~ on the valid FIS Points List in the event concerned) and according to the respective Continental Cup quotas, entry fees and lift tickets might be charged.

Specifications for Alpine Competition Equipment

1.1.2.1 Geometric Features for Masters

For MAS racers the following specifications in regard to ski length (except Super G), radius and profile width are recommendations. The minimum ski length for Super G skis is compulsory for MAS racers.

No length, width or ski radius restriction for Ladies above 55 and Men above 65 years of age.

1.6 Crash helmets

Event	Safety Standards
DH/SG/GS	ASTM 2040

	EN 1077 (class A) EN 1077 (class A) at test speed of 6.8m/s
+ Label attesting conformity with FIS specifications for racing helmets “RH 2013”	
Width of the label	10mm
Height of the label	15mm
<u>SL</u>	Minimum standards: ASTM 2040 EN 1077 (class <u>BA</u>)

3.6.5 Helmets rules for Masters

In all events, competitors and forerunners are obliged to wear a crash helmet.

Sub-Committee for Alpine Citizen Racers

Additional free lift tickets

- 2.8 Entry fees
The entry fee will be set by the Groupe de travail “FCCAL” at the end of October for the coming season and will be collected from all competitors by the Organisers.
- National entry fee Rules apply for national competitors.
 - The Organiser will provide free lift passes for all competitors of the foreign nations and in addition trainers of all National Ski Associations entered, with at least 5 athletes on the board, receive a lift ticket for free.

Calendar schedule

- 2.9 Calendar
~~Organisers wishing to run FIS-CIT Competitions must – if possible – send proposals to the Head Groupe de travail “FCCAL” by the end of May. The definitive dates of competitions must be sent to FIS and to the Head of “FCCAL” by the National Ski Associations till 20th August the latest.~~

CIT racer status

- ~~3.2.2 FIS-CIT racers will immediately lose their status if they take part in World Cup and/or Europa Cup (an exception is the participation in a competition in their own country) during the season and their result will not count for the ALWC ranking. For athletes from NSA not organising World Cup or Europa Cup this rule is not valid.~~

Calculation of the FIS CIT World Cup points

- 3.6.1 Classification
~~For the calculation of points to count towards the FIS-CIT ‘Arnold Lunn World Cup’ the ten (10) best placed from each National Ski Association in any one race will be taken into consideration. Points for the classification~~

of the Arnold Lunn World Cup will be according the World Cup / European Cup system for the classification of the best 30 best classified.

3.6.4 Nations Cup
All results from each race will count.

~~3.6.5 Final
Points awarded for the final are doubled and count towards the individual classification as well as towards the Nations' Cup.~~

3.6.56 The representative FIS-CIT Ranking of the "Arnold Lunn World Cup" is in charge of the calculations.

~~3.6.7 Classification
At each Slalom, Giant Slalom, Super-G, Downhill and Alpine Combined event designated as qualifying for the "Arnold Lunn World Cup" the same distribution systems of points as World Cup or Europa Cup will be used.~~

~~3.6.8 If two (2) racers or more share a top thirty (30) place each racer will be allocated the appropriate number of points assigned to their place on the results list. Racers who follow on receive the number of points assigned to their official places.~~

FIS CIT World Cup Finals

3.9 Final
The Final must take place no later than during the third weekend of March of the current season. ~~The final event, a Giant Slalom, will take place on the first day of the weekend.~~ If the final event cannot take place on the agreed date and location, the Groupe de travail "FCCAL" will assign another nation as Organiser of the final event.
~~The evaluation of the ALWC has to be done on-site by the Head of the Groupe de travail "FCCAL"~~

Awards

3.10 Prize Giving

~~3.10.1 Prizes:~~

Individual awards:

1st place: FIS Trophy

2nd and 3rd place: ~~FIS Goblet~~ Organiser

Nations Result awards:

Speed events (DH / SG) and Tech events (SL / GS)

1st ~~to 3rd~~ place: FIS Trophy

~~2nd - 5th place: FIS Goblet~~

Special Quotas:

Click link below:

[Special Quotas Northern Hemisphere](#)

[FIS CIT Quotas](#)