

To the

- Members of the FIS Sub-Committee for Alpine Courses
- FIS Homologation Inspectors
- FIS Race Directors
- FIS Europa Cup Coordinators

For information to:

- Johan Eliasch, FIS President
- Michel Vion, FIS Secretary General
- Urs Lehmann, FIS Chief Executive Officer
- Sandra Spitz, FIS Sport & Event Director
- Massimo Rinaldi, Chairman FIS Alpine Committee
- Daniel Défago, FIS IT Manager
- Janez Flere, FIS Technical and Administrative Coordinator

**INTERNATIONAL SKI AND SNOWBOARD
FEDERATION**

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Oberhofen, 01.11.2025

**Minutes Meeting Sub-Committee for Alpine Courses in Zurich (SUI)
Tuesday, 23.09.2025, 15:00 – 17:00 hrs CET**

Dear Ski Friends,

We are pleased sending today the Minutes of the 120th meeting of the Sub-Committee for Alpine Courses held in Zurich (SUI) on September 23rd, 2025

You are kindly asked to send any remark to the Chair until November 30th, 2025 (elena.gaja@ecotime.eu)

We would like to take the opportunity of informing you that the Minutes are also available on the Member Services section of the FIS Website.

Kindest regards,



Elena Gaja des Ambrois
Chair Sub-Committee for Alpine Courses

Enclosures:

- Minutes
- Presence List
- Updated Homologation's Requests list
- new wording for art. 650.5.1 Inspectors' Expenses

INTERNATIONAL SKI AND SNOWBOARD FEDERATION Sub-Committee for Alpine Courses

**Minutes Meeting Sub-Committee for Alpine Courses
Zurich (SUI) - Tuesday, 23.09.2025, 15:00 – 17:00 hrs CET**

AGENDA

1. Welcome and opening of the meeting

Elena Gaja (EG) welcomes all members, inspectors, FIS staff and guests and opens the 120th meeting of the S.C. Alpine Courses at 15:00h CET

2. Members present

The roll is called, list of excused members was received, see enclosed list of presence.

We welcome one new Inspector that has completed his education, Mr. Milan BOZIC (SRB) and 2 new candidates:

Mr. Krzysztof MAZUREK (POL), former athlete, coach, TD

Mr. John NORTON (USA): former competitor and coach, chief of race and course, 10y national inspector, recently qualified as TD

3. Approval of the agenda

The Agenda was sent out by email on August 20th.

The Chair proposes to add to Miscellaneous 2 topics:

- wording update about the art. 650.1.1,

- survey/overview about homologation procedures in each country

The Agenda, included the additions, is unanimously approved.

4. Approval of the minutes of the 119th meeting, held in Vilamoura on May 7th, 2025

Minutes were sent out by email on June 10th, 2025: no remarks were received so far, nor done during the meeting, therefore the Minutes are unanimously approved.

5. Reports

5.1 Chair

Since the Meeting in Portugal, 70 homologation booklets were received, checked and validated, with the publication of the certificates: as far as today there are 313 open missions (*ed: 276 left when writing the Minutes*). The last 2 months were dedicated to test the new Inspection Report online form, for which, once again, I thank the IT FIS department and particularly Mr. John Lanz for his efficiency and patience, solving bugs and replying to several remarks: the new form will be operational in few weeks, point 6 of the agenda will cover this topic.

5.2 FIS Race Directors

Peter GERDOL – Chief Race Director World Cup Women

Brief summary about the summer inspections in WC calendar venues and 2 more potential venues, with already homologated competition courses. He underlined the importance of the summer maintenance like brushing, small trees cutting, water drainage, etc, sometimes not taken enough seriously by the lift companies therefore inspectors are kindly asked to raise the awareness of the course owners about this; he suggests to pay more attention about the re-homologation process, which must not be a copy/paste of the previous homologation, as the process needs a new inspection and new directions: finding trees grown behind the A nets took several years to become big enough therefore that means the re-homologation was done not enough carefully. If this happens on the 'top level' courses of the World Cup circuit, this can happen even more easily on the 'lower level' courses, where the inspectors therefore have to pay much more attention about this particular matter.

Re-homologations for the coming WC season: Tarvisio (ITA), Are (SWE), Kvitfjell (NOR) and Crans Montana (SUI) for just a small correction on Mont Lachaux course.

EG: in addition to what previously said, she emphasises how often she finds A nets left outside all year long (not rolled up), which is the worst that can be done about the net endurance, as well known.

Alberto SENIGAGLIESI – Race Director Speed World Cup Women

In addition to what Gerdol previously said, he underlines also the importance of the careful check of the stability of the A nets tower, that can be affected by elements like landsliding or cat drivers hit during the winter time.

Hannes TRINKL – Raimund PLANCKER - Race Directors Speed World Cup Men

Summer inspections:

new WC venue Copper Mountain (USA) with SG and GS: the top of the course is new, then entering the usual training course, homologation already done.

Beaver Creek (USA): no changes,

ValGardena (ITA): focus on new tech slope for the WSC 2031, no major changes on the traditional speed course.

Bormio (ITA) OWG: already did some work on race course, in few sections, main issue is the snow making system to be finished in time in order to start the snow production in due time. Homologation is in progress, waiting for some new A nets to be installed.

Livigno (ITA): new venue in the WC calendar, interesting slope, still some works to be done about the start preparation and some tree cutting in the middle part, 2 temporary A nets planned to be installed; homologation is in progress

Wengen (SUI): better protection and extension of Anet in some sections

Kitz: no changes

Crans Montana (SUI): great job with last year's World Cup, still some upgrades to be done with A net extension both on top and bottom of the competition course, course set will be slightly adapted.

Garmisch (GER): always fighting with warm temperature, interfering with the safety installation, which remains the focus

Courchevel (FRA): very nice DH, a lot of space so very safe, no major changes.

Kvitfjell (NOR): some upgrade about a new A net

Janez HLADNIK – Race Director Tech World Cup Men

Summer inspections: we talk a lot about safety also on the tech side, adding some B nets in some spots

Bormio (ITA) OWG: new slope, a lot of space, on the very right part of the speed course, very interesting and demanding course; some movements will be built on the first part, but not on the final section, where the tech course will join the speed course.

Badia (ITA): new light system on the SL hill, to potentially have a night SL there in future

Hafjell (NOR): new safety report, for the WC FINALS, as we'll have GS and SL at the same time and there will be more B nets to be installed

ValGardena (ITA): brand new tech course, very long, first part very demanding and last section very steep, probably one of the steepest of the entire tour. Homologation will be done next spring, with the maximum vertical drop for SL and GS.

EG: he noticed that on these 'top level' competition safety is continuously improving and space is increasing as well, where possible: she underlines how this must be the direction we have to take in order to minimise the risks.

5.3 Continental Cups Coordinators

Jordi PUJOL – Women European Cup and Continental Cups Coordinator

He underlined again the importance of the brushing, because probably the climate change recently emphasised this problem. Speed races in South America: he experienced again, like reported already in 2023, the very dangerous situation with having tourist skiers entering the competition course (La Parva), needing to stop the races 5/6 times per day to avoid any crossing/accident: safety is also keeping the competition courses closed.

During summer inspections he noticed some Anets not properly installed (rolled up but the cable not in the right position), so he asks to make sure that the owners rely on safety suppliers for the installation, rather than installing them themselves, because once winter arrives there is not much that can be done

about to solve a wrong installation.

Re-homologations for the coming EC season:

Orcières (FRA) for the Women side and Baqueira (ESP), Obereggen (ITA) and Oppdal (NOR) for the Men side (speaking on behalf of Wim Rossel – Men EC coordinator)

6. Online Inspection Report Form – Final version

During the spring meeting the test version of the new Inspection Report online form has been described in details, and during the current meeting the implementation has been displayed and explained in details. In the coming weeks the final version will be tested again, in order to be launched by the end of October/beginning of November.

An alert email will be sent before the migration, allowing the Inspectors the time to finish filling their missions with the old system (*ed: deadline October 28th*), before switching to the new one: once the new system is working, inspectors will be then able to access it and start using it, even with previously assigned missions, that will be migrated from the old to the new environment.

Please refer to the short User Manual to get started with that will be sent shortly.

7. Alpine Homologation Inspectors' daily fee

Last year TDs for all FIS Disciplines have been granted an adjustment of their daily fee from 100,00 to 125,00chf, and the same has been approved for the Homologation Inspectors of other FIS disciplines as Cross Country, but this didn't happen for the Alpine Homologation Inspectors: also considering the time spent, after the inspection, collecting documents and filling out long reports, it will be asked to the FIS Management to be entitled to have the same alignment.

An official communication will be then sent about the date from which this change will entry into force.

In addition to that, it has been discussed to add small modification for the article 650.5.1, about the Inspector expenses, in order to reflect this change in the daily fee and also to add other details about air fare and overnight accommodation, if any (please refer to the attachment).

(ed: this topic has been discussed with the FIS Management later on and the change has been granted starting from the new FIS season, so from July 1st, 2026).

8. Minimum width Speed Events: rule change proposal

Everybody agree on that the best safety is reached when athletes are kept away from possible obstacles and on the fact that, above all, space = safety, in order to put nets, mattresses, etc etc.

This topic is recurrent in all technical reports at any level and, as also said by the Chief Race Directors in spring, *"we have to react right now if we want to see some good results in few years"*. The aim is for an higher standard and greater safety of future competition courses, evolving with the equipment and the performances, because there's no doubt that with more space it's possible to:

- rise up the distance of the athletes from the obstacles
- put more safety installations
- possibly slow the athletes down a little bit
- give the athletes enough space to recover from possible mistakes (increasingly frequent) before hitting the safety measures (nets/mattresses)

Currently the ICR contains rules for the courses' width of Tech events (approx 40m) different than the ones for Speed events (approx 30m).

The proposed alignment about the width between tech and speed events will not deny the fact that the inspector, as clearly written in the rules, will always be allowed to approve sections of the competition courses below this width, even in case of new slopes, and that these "narrow sections" currently are - and always will be - analysed on a case-by-case basis in order to find adequate protections.

Furthermore the proposed alignment neither wants to affect the previously homologated courses, that will remain valid.

Someone can say that EG is over-reacting to the tragic accident that the Italian Ski Federation suffered few days ago, but she underlines that this topic was already discussed in May, long time before the accident.

The discussion in spring about this topic, on which the SC was generally in favour, was more about the possible consequences for current homologated slopes: USA and CAN raised doubts about the liability between courses approved before and after this possible requirement change; the general opinion is that, as always done in the past for any rule change within FIS, the solution is finding the correct wording.

The message that should go out is that FIS is evolving with the Sport, not denying the problems is encountering: not saying that what has been done until now is wrong, but saying that it can be done even better, as always done in the past when applying changes in FIS rules.

The point is that a new trend has to be set for the future, evolving with the sport and the evolution of the technique, of the equipment and of their performances: this is the principle that has been used when in May 2000 the width of the GS courses has been changed in the rules: the evolution of the sport itself has enforced a change in the rules

As there is not today a precise proposal ready for a rule change to vote on, a general advise is asked to the SC about the question: do we agree on the principle that we aim to have larger courses in the future, keeping our currently homologated courses valid and protected as we always did ?

Julie Lemieux (CAN), member: currently in the rules the wording is slightly different between tech and speed, so she's aiming to hear the legal advise (*ed: from the Legal Committee, which is already been asked for feedback, not yet received so far*); her opinion is that the language of the GS is more permissive and should been used also for speed events, in order to come out in spring with a good proposal. She is in principle in favour.

Walter Hlebayna (AUT) member: he agrees on the process to make the courses safer but he doesn't think that changing from 30m to 40m is the point, because this is just a number. He would like to have more data about the homologated speed courses. He's sure that DH can be run even with 10m width and also that in some sections 40m could not be enough.

EG: replies that she cannot really catch the meaning of agreeing to 'make the courses safer' but then being against 'making them generally wider'. Then looking at our homologated courses, the data we have are not enough reliable and accurate to have an overview of the real situation; she agrees that 40m may not be enough in some sections, but it's necessary to set a different general trend.

Collecting real data will take a very very long time: if we are reacting now, we will be able to see some results in 3 or 4 years, if not the process will be much longer. A change in mentality is what we need for the future. Few minutes ago the Race Directors, about the summer inspections in Courchevel, said that this is a very large and safe course: EG has followed personally the Homologation process and she can confirm that this course was built up with a different approach about safety, taking into consideration the modern ski/boots performances. This should be our goal for the next ones. If you are concerned that older, more traditional slopes will be affected by such a change in regulations, EG must emphasises once again that this will not happen, because we will always race Kitz or Wengen, even if some sections are 10 or 15 m large, as the inspector will always be allowed to approve 'narrow' sections.

EG has to deal with more than 100 NSAs, 50 of which have homologated courses: the standard is very different from country to country, sometimes quite low, but the role of FIS is to set an higher standard concerning speed courses.

In each single meeting, we listen to the technical reports, at any level, and the most common sentence we can hear about the changes done is: widen the course, improving the nets, etc etc.

Hannes Trinkl (FIS): we are talking about new courses, we are not speaking about traditional classic speed competition course, this is a needed change for the future.

Robert Lehmann (SUI), inspector: after the spring meeting there have been a lot of discussions about the possible rule change in SUI, that agrees with AUT, as they are now homologating new courses for Junior Championships races with around 25 to 30 metres; with a rule change he thinks that the lift company will no longer give his availability and the speed races for Juniors will be dead.

Karl Frehsner (SUI) inspector: he is in principle against, saying that with such rule change we are killing the sport; he understood that this 40m would have been the minimum width.

EG: she replies that we are not killing the sport, but hopefully we stop killing the athletes; she explained again that the rule proposal can be: *"should normally be approximately of 40m wide"*, which has a totally different meaning than setting a minimum. This would not be a big change, but would be instead a big important message for new courses. EG personal feeling is that rules are not currently following the evolution of the sport, of the equipment and of the race settings. This rule dates back to 1975: do you

think that our sport is still the same today ?

Dusan Gorisek (SLO) member: he agrees on the aim of giving a message of a new trend, but he's also concerned that having wider courses will not be enough to improve safety. He thinks that a lot can be done about the equipment, but this is not the SC Alpine Courses' job. We should also do something to reduce the violent impact of athletes' bodies towards the protections, since the most serious damages to internal organs, including the brain, are often caused by sudden deceleration, too sudden and too violent to be tolerated by the human body.

EG: of course changing the rules for courses would not be the only solution, but at least part of it. And for sure a lot must be done about the equipment, but as said this is not our duty: let's play at least our role in this game. If you don't have the space to stop the athletes slower, then what you can do ? At the end we are saying the same thing.

Robert Lehmann (SUI) inspector: safety starts with course setting, so widening the courses may lead to go faster, so not really in favour

EG: points out that safety starts before, with course preparation, and then course setting.

Walter Hlebayna (AUT) member: he repeats that 30m or 40 meter is just a number, he would prefer to say that we must have enough space to place the necessary safety meanings, still keeping the necessary width to set a good course. He would be in favour of deleting even the 30m indication.

Karl Frehsner (SUI) inspector: says he used to set the course at major events, like WSC and OWG, and never had problems

EG: replies that he never had problems because slopes for major events always had enough space, and at that time the equipment was very very very different than now

Hannes Trinkl (FIS): now is much more difficult to understand the fall line of the athletes when making mistakes (like keeping the edges), because of the modern equipment they can go basically anywhere.

Janez Hladnik (FIS): 10 years ago you could define more or less precisely the crashing zones, now with modern equipment the crashing zone is from the Start to the Finish, both right and left, when they stuck to the edges they can go basically anywhere

Arno Heikkala (FIN) inspector: he's wondering who's reading these rules and who these rules are made for; beside analysing what happening on the courses during races, we also have to think about the fact that rules in the ICR are made for owners interested in applying for an homologation, and basically these information are made to give them instructions about the '*general characteristics of the courses*'; he thinks that generally it would be better to give the information of having approx 40m, instead of 30m.

EG is receiving sometimes courses with in general much lower average width, and she is not feeling good in approving them, especially with modern skis.

Anne Catherine ENSTAD (NOR) member: she wants to support what said by Arno Heikkala, adding that this could not be 100% solution of the safety problems by at least it can be part of the solution, together with many other aspects.

Stevan Marinkovic (SRB) inspector: agrees with the proposed idea to raise the width, because with more space also the course setter can do better his job, slowing down the speed. It's very dangerous, slopes are too much icy, and the course setting may make the difference having the space to do so.

Tony Franz (SWE) member: he thinks is very strange that 25 years ago we accepted 40m for GS and now we have doubts in proposing the same for speed events, where this may be even more necessary because we have a lot of speed, and also because, as Race Directors said, fall lines became unpredictable. 30m could be ok if all courses would be without any obstacles, but this is not the case everywhere, and of course we will always have some narrow sections that we cannot widen up enough therefore we will have to protect, but the important is the intention to have wider courses.

EG: she's feeling that especially when making mistakes it seems that the athletes can no longer control their skis and that they are thrown away as if from a slingshot, so that they would need more space just to make turns and recover from mistakes avoiding the crash into the nets.

Walter Hlebayna (AUT) member: it's also necessary to discuss who's qualified to run speed courses inspection.

Summarising **EG** suggests to put together a small WG in order to study a proposal, in agreement with the Legal Committee, to be presented at the spring meeting: this proposal has been agreed unanimously.

Current rules about Courses in the ICR:

Speed events

DH - 702.3 Particular Regulations for the Course Layout

Courses should normally be approx. 30 m wide. The inspector assigned for competition course homologation decides whether this width is sufficient and if necessary, may order widening. The inspector can also permit a width of less than 30 m depending on the line and terrain requirements, as long as the areas of the competition course before and after the narrow part permit this.

SG - 1002.1 General Characteristics of the Courses

The terrain should be undulating and hilly if possible. **The competition course should normally have a width of approximately 30 m.** The inspector authorised to homologate the competition course decides whether this width is adequate and if necessary can order it to be widened. The inspector can also permit a width of less than approximately 30 m depending on the line and terrain requirements, as long as the areas of the competition course before and after the narrow part enable this.

Tech Events

GS - 902.1 General Characteristics of the Courses - GS

The terrain should preferably be undulating and hilly.

The competition course should normally have a width of approximately 40 m.

The inspector authorised to homologate the competition course decides whether this width is adequate and if necessary can order it to be widened. The inspector can also permit a width of less than approximately 40 m depending on the line and terrain requirements, as long as the areas of the course before and after the narrow part enable this.

SL - 802.1 General characteristics of the Courses

802.2. Width

The competition course should be approximately 40 m wide, if two runs are set on the same slope

9. Requests for homologation inspections: updated list

List has been shown and discussed.

Reminder: please check missions older than 2021 and confirm them to the Chair.

(ed: missions older than 2021, and not confirmed, have been deleted after the meeting).

The updated list will be joined to the Minutes.

10. Miscellaneous

1) An update/wording adjustment needed to art. 650.1.1, rule update, to include PAR:

Current:

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

Proposal:

*The competition courses proposed for homologation must comply with the technical requirements of the arts. 701, 801, 901, 1001 and **1222** (Parallel)*

2) Survey about homologation procedures: a questionnaire will be sent out to each country having homologations in order to have an overview of the homologation procedures world wide; this way FIS may set the best practices in all nations and transfer this knowledge in order to uniform and improve the safety standards.

Walter Hlebayna (AUT) member: pointed out that when filling the reports they are doing so in their mother language, which is German, and if they have to go in front of a court of law again they will have to answer for what they wrote in German: therefore they of course fill out the report also in English, but they want to underline that the language that will be binding is the German language.

EG: as told several times in the past, she suggests to add the local language, not only for the reason explained above, but also in order to help the local people, organising the races, to better understand the prescriptions of the inspector. English is mandatory, as all TDs will understand it, but the local language is strongly suggested and supported. FIS is the sum of many nations, and nations are very different from one to another, especially when it comes to laws and rules, so it's correct that each nation should also be able to use its own language. In France they have the same issue and they behave the same way.

11. Next Meeting

FIS Technical Committees Spring Meetings, 4-7th May 2026, in Portoroz (SLO)

12. Closing of the meeting

EG thanks everybody for the great help, the fruitful discussions, the commitment and the very good attendance, wishing everybody a successful winter season.

Meeting is closed at 17:20 CET.

LIST OF PRESENCE

Sub Committee for Alpine Courses

Spring Meeting, Zurich (SUI) 23.09.2025

Chair:

GAJA des AMBROIS Elena ITA

Elena Gaja des Ambrois

Members:

ANISIMOV Sergey

RUS

excused

COSTERG Jean-Lou

FRA

Rep. J. Petit

ENSTAD Anne

NOR

Anne Enstad

FLEISS Reno

CRO

FRANZ Toni

SWE

GORISEK Dusan

SLO

HLEBAYNA Walter

AUT

KROGOLL Peter

GER

LEMIEUX Julie

CAN

MURMANN Markus

SUI

SANDERSON Scott

AUS

SKREKAS Thanos

GRE

VAN SLYKE Paul

USA

N.N.

ARG/CHI

N.N.

JPN

Inspectors and Controllers:

BELLIN Jean-Pierre

FRA

excused

BELOKRINKIN Nikolai

RUS

BERNIER Philippe

CAN

BONACALZA Ivan

ARG

BONNEAU Ron

USA

BREWINGTON Jim

CAN

BROWN Nigel

NZL

BUDER Andreas

AUT

CAMPBELL Doug

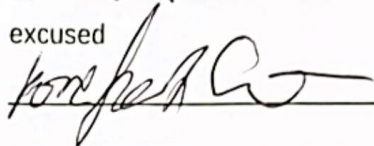
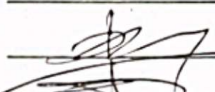
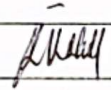
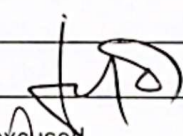
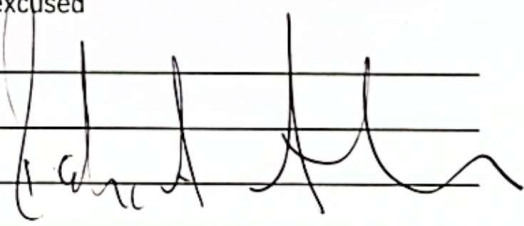
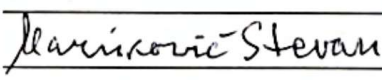
CAN

CERNY Jiri

CZE

CHAYES Daniel A.

USA

CORNAZ Mauro	ITA	excused
CRESPO Antoni	AND	
DEFAGO Didier	SUI	
DIAZ Enrique	ESP	
DORIGO Daniel	ITA	excused
FREHSNER Karl	SUI	
GALBRAITH Ellen M.	USA	
GARBIN Marco Stefano	ITA	excused
GAYRAUD Bernard	GRE	excused
GHENT Brad	USA	
GICHEV Valentin	BUL	
GICHEV Viktor	BUL	
GIRARDELLI Marc	LUX	
GOYENECHE Osvaldo	CHI	
GROEBNER Andreas	AUT	
GUENZEL Carl	USA	
HALL Douglas	USA	excused
HAVNELID Stefan Johnsen	NOR	
HEIKKALA Arno	FIN	
HORECKI Krzysztof	POL	
JOHNSTON Tom	USA	
KABUSCH Heinz	AUT	
KUPCO Martin	SVK	
KYRIACOU Kyriacos	CYP	excused
LANG Roine	SWE	
LARICHELIERE Martin	CAN	
LEHMANN Robert	SUI	
LOPEZ PRATS Santi	AND	
MANSFIELD David	GBR	
MARGREITER Werner	AUT	
MARINKOVIC Stefan	SRB	
MICHAUD Antoine	CAN	
MITJANA Marc	AND	

MOSCA BARBERIS Ettore	ITA	excused
NAKAMURA Michihiko	JPN	
OBYSKALOV Andrey	KAZ	
PETIT Dominique	FRA	
PUJOL Jordi	AND	
REISENBICHLER Karl	AUT	
RIGONI Ernesto	ITA	excused
RIML Patrick	AUT	
RUPERT Ronald R	USA	
SECHAUD Anthony	FRA	
SELMA Juli	ESP	
SIPARENKO Julia	UKR	
SKAARDAL Atle	NOR	
TERZIC Edin	BIH	
TOUSSAINT Patrick	AND	
TREADWELL Jacob	USA	excused
VIU TORRES Lluís	AND	
VOKATY Martin	CZE	

For Athletes' Commission:

GINNIS Aj	GRE	
STUFFER Verena	ITA	

Honorary Members:

BERGSTRÖM Asle	NOR	
FUCHS Fredy	SUI	
LAKOTA Peter	SLO	
SUTTON Ted	USA	excused
TRILLING Walter	FRA	excused

Chief Race Director World Cup Men

WALDNER Markus	FIS	excused
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Chief Race Director World Cup Women

GERDOL Peter	FIS	
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Race Director World Cup Men Speed Events

TRINKL Hannes FIS YesPLANCKER Raimund FIS Yes

Race Director World Cup Men Technical Events

HLADNIK Janez FIS Yes

Race Director World Cup Women Speed Events

SENIGAGLIESI Alberto FIS Yes

Race Director World Cup Women Technical Events

MAYR Markus FIS Yes

Alpine Operational Event Coordinator

COUDER Emmanuel FIS /

Continental Cup and European Cup Women Coordinator (Course inspector)

PUJOL Jordi FIS Jordi PujolVRECL Matjaz FIS /

European Cup Men Coordinator

ROSSEL Wim FIS Yes

Alpine Technical and Administrative Coordinator

FLERE Janez FIS /

IT Manager

DEFAGO Daniel FIS Yes

Guests:

Name	Nat.	Function	Signature
CARLO FERNANDEZ	ITA	COO ZISKI	<u>[Signature]</u>
Pete Sonntag	USA	COO Sun Valley	<u>[Signature]</u>
Sally Glesinger	USA	WC Chair Sun Valley	<u>[Signature]</u>
Riley Berman	USA	Sun Valley COC	<u>[Signature]</u>
Jan Oberer	ATL	OC HKR	<u>[Signature]</u>
Bostjan Andonjic	FIS	COO, Partner	<u>[Signature]</u>
Muhar Borzo	SRB	PS INSPECTOR	<u>[Signature]</u>
Brynja Thorsteinsson	ISL	Sports director	<u>[Signature]</u>
VLASTA BROZKOVIC	CRO	M.D. CROSKI TECH	<u>[Signature]</u>
Mark Rowan	Can	Pres Speed SKI Canada	<u>[Signature]</u>
MASSIMO RINALDI	ITA	ALPINE	<u>[Signature]</u>
IVOR LAPINOV	UKR	M.D. PSU	<u>[Signature]</u>
KRZYSZTOF MAZUREK	POL	Inspector Candidate	<u>[Signature]</u>

Guests:

Name

Nat.

Function

Signature

Molitor Thomas

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Viktor Gröner

By

MSA

Vfrentu Gickler

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	Nation	Place	Course	Homologation	DISC	VD	Request	Inspector	Type
3	AND	Grandvalira Soldeu - El Tarter	Estadi Creand Slalom	15475/10/24	SL	170	2025	Mitjana	Re-Hom
	AND	Grandvalira Soldeu - El Tarter	Llop	11585/12/14	GS	373	2025	Crespo-Travasset	Re-Hom
	AND	Grandvalira Soldeu - El Tarter	Llop	13603/08/20	SG	350	2025	Mitjana	Re-Hom
4	AUS	Mount Buller	Little Buller Spur	10914/03/13	SL	182	2023	Sanderson	Re-Hom
	AUS	Mount Buller	Little Buller Spur	10921/04/13	GS	280	2023	Sanderson	Re-Hom
	AUS	Mount Buller	South Side Slalom	10913/03/13	SL	140	2023	Sanderson	Re-Hom
	AUS	Mount Buller	Summit Slalom	10915/03/13	SL	140	2023	Sanderson	Re-Hom
31	AUT	Ausservillgraten	Kohlgruben Hoehe	10288/11/11	SG	400	2025	Margreiter	Re-Hom
	AUT	Ausservillgraten	Thurntaler Urban	6530 / 440 / 01	GS	350	2025	Margreiter	Re-Hom
	AUT	Emberger Alm	Seeleite	11453/11/14	GS	346	2024	Kabusch	Re-Hom
	AUT	Feistritz / Gail	Hrastliftpiste		SL		2025	Kabusch	New
	AUT	Fieberbrunn	Laerchfilzen	10916/04/13	GS	265	2024	Reisenbichler	Re-Hom
	AUT	Fieberbrunn	Laerchfilzen		SL		2024	Reisenbichler	New
	AUT	Fulpmes	Galtberg		SL		2025	Margreiter	New
	AUT	Fulpmes	Galtberg		GS		2025	Margreiter	New
	AUT	Fulpmes	Schlick 2000	11661/02/15	SL	187	2025	Margreiter	Re-Hom
	AUT	Fulpmes	Schlick 2000	11660/02/15	GS	285	2025	Margreiter	Re-Hom
	AUT	Hochficht	Reischlberg	13147/03/19	SG	300	2025	Reisenbichler	Re-Hom
	AUT	Ischgl	Flimjoch GS	11900/12/15	GS	399	2025	Hlebayna	Re-Hom
	AUT	Ischgl	Flimjochrennstrecke	11899/12/15	SL	217	2025	Hlebayna	Re-Hom
	AUT	Ischgl	Idjoch	11901/12/15	GS	277	2025	Hlebayna	Re-Hom
	AUT	Ischgl	Idjoch	11912/12/15	SL	173	2025	Hlebayna	Re-Hom
	AUT	Kitzbuehel	Brunellenfeld		SG		2025	Groeber	New
	AUT	Kitzbuehel	Brunellenfeld	6901 / 11 / 02	GS	390	2025	Groeber	Re-Hom
	AUT	Kitzbuehel	Brunellenfeld	6902 / 11 / 02	SL	155	2025	Groeber	Re-Hom
	AUT	Mariapfarr	Schmiedabfahrt	7153 / 03 / 03	SG	506	2024	Kabusch	Re-Hom
	AUT	Moelltaler Gletscher	Schareck		SL		2024	Kabusch	New
	AUT	Moelltaler Gletscher	Schareck		GS		2024	Kabusch	New
	AUT	Steinach Am Brenner	Bergeralm	11869/11/15	SL	200	2025	Reisenbichler	Re-Hom
	AUT	Steinach Am Brenner	Bergeralm	11868/11/15	GS	360	2025	Reisenbichler	Re-Hom
	AUT	Thiersee	Schattberg	11916/12/15	SL	180	2025	Margreiter	Re-Hom

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	AUT	Turnau	Gipfellift		P		2023	Reisenbichler	New
	AUT	Turnau	Speed Turnau		DH		2023	Reisenbichler	New
	AUT	Turnau	Speed Turnau		SG		2023	Reisenbichler	New
	AUT	Weissbriach	Hammerboden	6533 / 443 / 01	SL	170	2025	Kabusch	Re-Hom
	AUT	Weissbriach	Hammerboden	6534 / 444 / 01	GS	305	2025	Kabusch	Re-Hom
	AUT	Weissensee	Reidenbichl 3		SL		2025	Kabusch	New
	AUT	Zell am See	Areit	13237/09/19	SG	615	2025	Reisenbichler	Re-Hom
5	BIH	Igrista	Staza 1		GS		2023	Marinkovic	New
	BIH	Igrista	Staza 2		GS		2023	Marinkovic	New
	BIH	Igrista	Staza 2		SG		2023	Marinkovic	New
	BIH	Jahorina	Poljice	12839/10/18	SL	155	2023	Marinkovic	Re-Hom
	BIH	Jahorina	Poljice	12838/10/18	GS	275	2023	Marinkovic	Re-Hom
6	CAN	Calabogie Peaks	Barrett Chute/ Face of Tiger		SL		2023	Campbell	New
	CAN	Calabogie Peaks	Barrett Chute/ Face of Tiger		GS		2023	Campbell	New
	CAN	Cape Smokey. NS	Nr. 2	2309 / 108 / 85	GS	257	2025	LaRicheliere	Re-Hom
	CAN	Cape Smokey. NS	Nr. 2		SL		2025	LaRicheliere	New
	CAN	Mont Edouard	Desjardins	12555/11/17	SG	380	2025	LaRicheliere	Re-Hom
	CAN	Mont Saint-Sauveur, QC	Cote 72	10474/01/12	SL	187	2023	Michaud	Re-Hom
2	CHI	Nevados De Chillan	Volcan	7835/08/05	DH	663	2025	Goyeneche	Re-Hom
	CHI	Nevados De Chillan	Volcan	7836/08/05	SG	565	2025	Goyeneche	Re-Hom
11	CHN	Altay	Kelan 2 #	10335/11/11	GS	250	2025	Nakamura	Re-Hom
	CHN	Altay	Kelan 2 #	10336/11/11	SL	200	2025	Nakamura	Re-Hom
	CHN	Altay	NR 1 Course	11301/04/14	SL	220	2025	Nakamura	Re-Hom
	CHN	Altay	NR 1 Course	11300/04/14	GS	360	2025	Nakamura	Re-Hom
	CHN	Keketuohai	Nr 9 Ski Trail		SL		2025	Nakamura	New
	CHN	Keketuohai	Nr 9 Ski Trail		GS		2025	Nakamura	New
	CHN	Keketuohai	Nr1 Ski Trail		DH		2025	Nakamura	New
	CHN	Keketuohai	Nr1 Ski Trail		GS		2025	Nakamura	New
	CHN	Keketuohai	Nr1 Ski Trail		SG		2025	Nakamura	New
	CHN	Keketuohai	Nr10 Ski Trail		SL		2025	Nakamura	New
	CHN	Keketuohai	Nr10 Ski Trail		GS		2025	Nakamura	New

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	Nation	Place	Course	Homologation	DISC	VD	Request	Inspector	Type
10	CZE	Karlovy Pod Pradedem	KLOBOUK	11250/01/14	SL	184	2024	Vokaty	Re-Hom
	CZE	Karolinka	Zavodni	10094/03/11	GS	210	2023	Vokaty	Re-Hom
	CZE	Liberec-Jested	Nova Skalka		SL		2023	Cerny	New
	CZE	Liberec-Jested	Nova Skalka		GS		2023	Cerny	New
	CZE	Liberec-Jested	Nova Skalka		SG	310	2023	Cerny	New
	CZE	Lipno	Promenadni	11210/01/14	SL	172	2025	Cerny	Re-Hom
	CZE	Lipno	Strecha	11209/01/14	SL	190	2025	Cerny	Re-Hom
	CZE	Solan	Zavodni	7134 / 02 / 03	SL	144	2023	Vokaty	Re-Hom
	CZE	Spindleruv Mlyn	Machytka - Medvedin	11742/10/15	SL	145	2025	Vokaty	Re-Hom
	CZE	Velke Mezirici	FAJTUV VRCH	11719/09/15	SL	67	2025	Cerny	Re-Hom
25	ESP	Baqueira-Beret	Piste Des Pins	11601/01/15	GS	351	2025	Selma	Re-Hom
	ESP	Baqueira-Beret	Stadium de Beret	11602/01/15	SL	219	2025	Selma	Re-Hom
	ESP	Formigal	Pala del Pino		SL		2025	Diaz	New
	ESP	Formigal	Pala del Pino		GS		2025	Diaz	New
	ESP	Formigal	Stadium		SL		2025	Diaz	New
	ESP	Formigal	Stadium		GS		2025	Diaz	New
	ESP	La Molina	Alabau	11597/01/15	GS	305	2025	Selma	Re-Hom
	ESP	La Molina	Alabau	11598/01/15	SL	165	2025	Selma	Re-Hom
	ESP	La Molina	Supermolina Stadium	11595/01/15	GS	370	2025	Selma	Re-Hom
	ESP	La Molina	Supermolina Stadium	11596/01/15	SL	220	2025	Selma	Re-Hom
	ESP	La Molina	SUPERMOLINA Stadium	13792/11/20	SG	370	2025	Selma	Re-Hom
	ESP	Sierra Nevada	Fuente del Tesoro	10996/09/13	GS	400	2023	Costerg	Re-Hom
	ESP	Sierra Nevada	Fuente del Tesoro		SL		2023	Costerg	New
	ESP	Sierra Nevada	Granados		SG		2023	Costerg	New
	ESP	Sierra Nevada	Neveros	10997/09/13	SL	220	2023	Costerg	Re-Hom
	ESP	Sierra Nevada	Universiada	10993/09/13	GS	400	2023	Costerg	Re-Hom
	ESP	Sierra Nevada	Universiada	10994/09/13	SL	205	2023	Costerg	Re-Hom
	ESP	Sierra Nevada	Universiada		DH		2023	Costerg	New
	ESP	Sierra Nevada	Universiada		SG		2023	Costerg	New
	ESP	Sierra Nevada	Violetas		SL		2023	Costerg	New
	ESP	Sierra Nevada	Violetas		GS		2023	Costerg	New
	ESP	Valgrande/Pajares	El Tubo	11894/12/15	GS	313	2025	Diaz	Re-Hom

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	Nation	Place	Course	Homologation	DISC	VD	Request	Inspector	Type
	ESP	Valgrande/Pajares	El Tubo	11895/12/15	SL	196	2025	Diaz	Re-Hom
	ESP	Valgrande/Pajares	El Valle II	11896/12/15	SL	146	2025	Diaz	Re-Hom
	ESP	Vallter 2000	Puig del Lladres		GS		2025	Crespo-Travesset	New
7	FIN	Levi	Clacier		SL		2025	Franz	New
	FIN	Levi	Slope 6		GS		2025	Franz	New
	FIN	Levi	Slope 6		SG		2025	Franz	New
	FIN	Yllas	Gondolirinne	13697/10/20	DH	402	2025	Franz	Re-Hom
	FIN	Yllas	Gondolirinne	13698/10/20	SG	402	2025	Franz	Re-Hom
	FIN	Yllas	WC-Rinne	13653/10/20	DH	402	2025	Franz	Re-Hom
	FIN	Yllas	WC-Rinne	13654/10/20	SG	402	2025	Franz	Re-Hom
15	FRA	Aillons-Margeriaz 1400	Le Lynx	11713/08/15	SL	200	2025	Petit	Re-Hom
	FRA	Aillons-Margeriaz 1400	Piste de l'Aigle	11715/08/15	SL	200	2025	Petit	Re-Hom
	FRA	Aillons-Margeriaz 1400	Piste de l'Aigle	11714/08/15	GS	310	2025	Petit	Re-Hom
	FRA	Chamrousse	Stade Replis des Olympiques		SL		2025	Petit	New
	FRA	Grand Bornand	La Floria	13851/12/20	SG	483	2025	Sechaud	Re-Hom
	FRA	Grand Bornand	Maroly 1 Et 2	13853/12/20	SG	360	2025	Sechaud	Re-Hom
	FRA	Lelex	Les Rhodos Oeillels	13859/12/20	SG	460	2025	Sechaud	Re-Hom
	FRA	Les Angles	Del Cerf		SL		2025	Bellin	New
	FRA	Morzine	Les Mouilles	11334/07/14	GS	275	2025	Sechaud	Re-Hom
	FRA	Morzine	Les Mouilles	11333/07/14	SL	150	2025	Sechaud	Re-Hom
	FRA	Morzine	Prolays	11331/07/14	GS	362	2025	Sechaud	Re-Hom
	FRA	Morzine	Prolays	11332/07/14	SL	182	2025	Sechaud	Re-Hom
	FRA	Orcieres 1850	Camile Ricou	13816/11/20	SG	615	2025	Bellin	Re-Hom
	FRA	Orcieres 1850	Camile Ricou	13815/11/20	DH	615	2025	Bellin	Re-Hom
	FRA	Samoens	Marmotte	13299/11/19	SG	442	2025	Sechaud	Re-Hom
4	GER	Arber	Arber	6068 / 578 / 00	GS	410	2022	Krogoll	Re-Hom
	GER	Arber	Nordhang	6067 / 577 / 00	SL	220	2022	Krogoll	Re-Hom
	GER	Garmisch-Partenkirchen	Kandahar 2	13283/11/19	DH	920	2025	Krogoll	Re-Hom
	GER	Garmisch-Partenkirchen	Kandahar 2	13284/11/19	SG	590	2025	Krogoll	Re-Hom
1	GRE	Voras	Meterizi	9363/12/09	SL	147	2019	Skrekas	Re-Hom

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	Nation	Place	Course	Homologation	DISC	VD	Request	Inspector	Type
3	IRI	Alvars / Ardabil	Alvars		SL		2022	Gayraud	New
	IRI	Kaman / Qazvin	Kaman		SL		2022	Gayraud	New
	IRI	Kaman / Qazvin	Kaman		GS		2022	Gayraud	New
4	ISL	Blafjoll	Eldborgargil	10757/12/12	SL	173	2022	Havnelid	Re-Hom
	ISL	Blafjoll	Frambrekka	10756/12/12	SL	150	2022	Havnelid	Re-Hom
	ISL	Siglufjordur	Bungubakki	10760/12/12	GS	310	2022	Enstad	Re-Hom
	ISL	Siglufjordur	Stalbakki	10785/12/12	SL	160	2022	Enstad	Re-Hom
59	ITA	Aprica	Magnolta Puncera		SL		2025	Garbin	New
	ITA	Aprica	Magnolta Puncera		GS		2025	Garbin	New
	ITA	Bardonecchia	23 Sellette		SL	0	2025	Gaja des Ambrois	Re-Hom
	ITA	Bardonecchia	Selletta 25 bis	13579/03/20	SG	380	2025	Gaja des Ambrois	Re-Hom
	ITA	Bardonecchia	Selletta 25 bis	15648/01/25	GS	350	2025	Gaja des Ambrois	Re-Hom
	ITA	Bardonecchia	Selletta 25 bis	15649/01/25	SL	180	2025	Gaja des Ambrois	Re-Hom
	ITA	Campo Felice	Sagittario	11794/10/15	SL	200	2025	Dorigo	Re-Hom
	ITA	Cavalese-Alpe Cermis	Donei	12527/11/17	GS	280	2025	Dorigo	Re-Hom
	ITA	Cavalese-Alpe Cermis	Donei	12528/11/17	SL	200	2025	Dorigo	Re-Hom
	ITA	Cavalese-Alpe Cermis	Olympia III		SL		2025	Dorigo	New
	ITA	Chiesa Valmalenco	Campolungo	11880/11/15	SL	155	2025	Garbin	Re-Hom
	ITA	Courmayeur	Youla-Lazey	11608/01/15	GS	250	2025	Garbin	Re-Hom
	ITA	Forcella Aurine	Bepi		SL		2025	Garbin	New
	ITA	Forcella Aurine	Bepi		GS		2025	Garbin	New
	ITA	Frabosa Soprana	Mongrosso Burrino	11919/12/15	GS	380	2025	Gaja des Ambrois	Re-Hom
	ITA	Frabosa Soprana	Mongrosso Burrino	11920/12/15	SL	180	2025	Gaja des Ambrois	Re-Hom
	ITA	Livigno	Le Coste	11881/11/15	SL	180	2025	Dorigo	Re-Hom
	ITA	Livigno	Magu		SL		2025	Dorigo	New
	ITA	Livigno	Magu		GS		2025	Dorigo	New
	ITA	Livigno	Magu		PAR		2025	Dorigo	New
	ITA	Livigno	Taglie dei Larici		SG		2025	Garbin	New
	ITA	Obereggen	Maierl	11725/09/15	SL	200	2025	Dorigo	Re-Hom
	ITA	Obereggen	Maierl		GS	330	2025	Dorigo	Re-Hom
	ITA	Obereggen	Zanggen 2		SL		2025	Dorigo	New
	ITA	Ovindoli	Monte Freddo-Sette Bello	10292/11/11	GS	250	2025	Dorigo	Re-Hom

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ITA	Ovindoli	Pistone	10899/03/13	GS	300	2023	Dorigo	Re-Hom
ITA	Ovindoli	Pistone	10898/03/13	SG	470	2023	Dorigo	Re-Hom
ITA	Passo Oclini	Corno Bianco	11716/09/15	SL	155	2025	Dorigo	Re-Hom
ITA	Pejo	Val Della Mite	13504/01/20	SG	550	2025	Dorigo	Re-Hom
ITA	Predazzo	Torre di Pisa	11727/09/15	SL	200	2025	Dorigo	Re-Hom
ITA	Predazzo	Torre di Pisa	11726/09/15	GS	350	2025	Dorigo	Re-Hom
ITA	Presolana (BG)	Donico	11879/11/15	SL	141	2025	Mosca Barberis	Re-Hom
ITA	Rivisondoli Monte Pratello	Superesse	7374/01/04	GS	295	2025	Dorigo	Re-Hom
ITA	Rivisondoli Monte Pratello	Superesse	7375/01/04	SL	150	2025	Dorigo	Re-Hom
ITA	S. Cristina Alpe Seceda	Catores	11768/10/15	SL	190	2025	Dorigo	Re-Hom
ITA	S. Cristina Alpe Seceda	Catores	11767/10/15	GS	200	2025	Dorigo	Re-Hom
ITA	S. Cristina Alpe Seceda	Curona	11762/10/15	SL	177	2025	Dorigo	Re-Hom
ITA	S. Cristina Alpe Seceda	Fermeda	13896/12/20	DH	450	2025	Dorigo	Re-Hom
ITA	S. Cristina Alpe Seceda	Fermeda	13897/12/20	SG	450	2025	Dorigo	Re-Hom
ITA	San Vito Di Cadore	Antelao Lorenzo Menegus	11830/11/15	GS	340	2025	Mosca Barberis	Re-Hom
ITA	San Vito Di Cadore	Serpentina	11829/11/15	GS	344	2025	Mosca Barberis	Re-Hom
ITA	Sesto Pusteria / Sexten	Porzen		SL		2025	Dorigo	New
ITA	Sesto Pusteria / Sexten	Porzen		GS		2025	Dorigo	New
ITA	Solda/Sulden	Madritsch 2	11815/11/15	GS	280	2025	Dorigo	Re-Hom
ITA	Solda/Sulden	Madritsch 3	11816/11/15	GS	280	2025	Dorigo	Re-Hom
ITA	Solda/Sulden	Madritsch 3	11817/11/15	SL	200	2025	Dorigo	Re-Hom
ITA	Solda/Sulden	Madritsch 4	11814/11/15	SL	150	2025	Dorigo	Re-Hom
ITA	Sutrio - Ravascletto	Laugiane 2B		SL		2025	Garbin	New
ITA	Tarvisio	Di Prampero	11643/01/15	GS	450	2025	Garbin	Re-Hom
ITA	Tarvisio	Di Prampero	13878/12/20	DH	935	2025	Garbin	Re-Hom
ITA	Tarvisio	Di Prampero Alta	11641/01/15	SL	220	2025	Garbin	Re-Hom
ITA	Tarvisio	Di Prampero ALTA	11720/09/15	GS	430	2025	Garbin	Re-Hom
ITA	Tarvisio	Di Prampero Alta	13879/12/20	SG	485	2025	Garbin	Re-Hom
ITA	Tarvisio	Di Prampero Bassa	11642/01/15	SL	166	2025	Garbin	Re-Hom
ITA	Tarvisio	Di Prampero Bassa	13880/12/20	SG	650	2025	Garbin	Re-Hom
ITA	Val d'Ultimo - Ultental	Mutegg	9643/10/10	GS	361	2025	Dorigo	Re-Hom
ITA	Val d'Ultimo - Ultental	Mutegg	9644/10/10	SL	200	2025	Dorigo	Re-Hom
ITA	Val d'Ultimo - Ultental	Mutegg	11760/10/15	SG	511	2025	Dorigo	Re-Hom

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	ITA	Val d'Ultimo - Ultental	Mutegg		DH		2025	Dorigo	New
8	JPN	Furano	Kitanomine	10888/03/13	GS	440	2023	Nakamura	Re-Hom
	JPN	Furano	Kitanomine	10889/03/13	SL	200	2023	Nakamura	Re-Hom
	JPN	Furano	Spiess Course	10890/03/13	GS	341	2023	Nakamura	Re-Hom
	JPN	Furano	Spiess Course	10891/03/13	SL	208	2023	Nakamura	Re-Hom
	JPN	Mont Deus Hida	Panorama Course		SL		2025	Nakamura	New
	JPN	Niseko-Hirafu/Hokkaido	Dynamic/Jambo Course		GS		2023	Nakamura	New
	JPN	Shigakogen	Giant Course	10819/12/12	GS	260	2022	Nakamura	Re-Hom
	JPN	Shigakogen	Giant Course	10820/12/12	SL	215	2022	Nakamura	Re-Hom
4	KAZ	Almaty/Chymbulak	Chymbulak	13646/09/20	DH	828	2025	Obyskalov	Re-Hom
	KAZ	Almaty/Chymbulak	Chymbulak	13647/09/20	SG	517	2025	Obyskalov	Re-Hom
	KAZ	Almaty/Chymbulak	DocTar	11692/04/15	SL	219	2025	Obyskalov	Re-Hom
	KAZ	Almaty/Chymbulak	Edelweiss	11693/04/15	GS	363	2025	Obyskalov	Re-Hom
5	KOR	Yong Pyong	Goldline	11625/01/15	SL	160	2025	Belokrinkin	Re-Hom
	KOR	Yong Pyong	Rainbow 1	12379/04/17	SG	445	2025	Belokrinkin	Re-Hom
	KOR	Yong Pyong	Red Line	11628/01/15	SL	152	2025	Belokrinkin	Re-Hom
	KOR	Yong Pyong	Silver Line	11627/01/15	SL	160	2025	Belokrinkin	Re-Hom
	KOR	Yong Pyong	Silver Line	11626/01/15	GS	258	2025	Belokrinkin	Re-Hom
2	LBN	Mzaar	TBD		SL		2025	Kyriacou	New
	LBN	Mzaar	TBD		GS		2025	Kyriacou	New
2	MNE	Kolasin 1600	Vranjak III		SG		2022	Gorisek	New
	MNE	Kolasin 1600	Zekova glava I		DH		2022	Gorisek	New
21	NOR	Aal	Villom	13586/04/20	DH	433	2025	Havnelid	Re-Hom
	NOR	Aal	Villom	13587/04/20	SG	433	2025	Havnelid	Re-Hom
	NOR	Bardu	Steilia	11091/11/13	GS	296	2023	Havnelid	Re-Hom
	NOR	Bardu	Steilia	11092/11/13	SL	159	2023	Havnelid	Re-Hom
	NOR	Bjorli	Bovra	13305/11/19	SG	615	2024	Enstad	Re-Hom
	NOR	Bjorli	NM-Loypa	13306/11/19	DH	615	2024	Enstad	Re-Hom
	NOR	Bjorli	NM-Loypa	13307/11/19	SG	615	2024	Enstad	Re-Hom

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	Nation	Place	Course	Homologation	DISC	VD	Request	Inspector	Type
	NOR	Geilo	Ola-loypa	11281/03/14	SL	220	2024	Havnelid	Re-Hom
	NOR	Hafjell	Olympia-loypa	13761/11/20	DH	503	2025	Enstad	Re-Hom
	NOR	Hafjell	Olympia-loypa	13762/11/20	SG	503	2025	Enstad	Re-Hom
	NOR	Hakadal	Varingskollen	11220/01/14	GS	310	2024	Havnelid	Re-Hom
	NOR	Hakadal	Varingskollen	11221/01/14	SL	160	2024	Havnelid	Re-Hom
	NOR	Hemsedal	Tottenloypa	11671/03/15	SL	200	2025	Havnelid	Re-Hom
	NOR	Kvitfjell/Favang	Nasjonalanlegget	11495/11/14	SL	170	2024	Enstad	Re-Hom
	NOR	Kvitfjell/Favang	Nasjonalanlegget	13736/10/20	SG	376	2025	Enstad	Re-Hom
	NOR	Kvitfjell/Favang	Olympiabakken	13734/10/20	SG	678	2025	Enstad	Re-Hom
	NOR	Oppdal	Hovden	13718/10/20	DH	541	2025	Enstad	Re-Hom
	NOR	Oppdal	Hovden	13719/10/20	SG	541	2025	Enstad	Re-Hom
	NOR	Oppdal	Vangslia	8929/11/08	GS	400	2023	Havnelid	Re-Hom
	NOR	Oppdal	Vangslia	8930/11/08	DH	613	2023	Havnelid	Re-Hom
	NOR	Oppdal	Vangslia	8931/11/08	SG	545	2023	Havnelid	Re-Hom
4	NZL	Remarkables	TBD		SL		2024	Brown	New
	NZL	Treble Cone	Home Basin		SL		2024	Brown	New
	NZL	Treble Cone	Home Basin		GS		2024	Brown	New
	NZL	Treble Cone	Main Street	11325/05/14	GS	450	2025	Brown	Re-Hom
1	ROU	Borsa	Olimpica		DH		2023	Kyriacou	New
1	RSA	Tiffindell	N1 Mainslope	11327/05/14	GS	254	2025	Frehsner	Re-Hom
1	RUS	Abzakovo	Svetlaya	11846/11/15	P	80	2025	Anisimov	Re-Hom
1	SLO	Krvavec	Veliki Zvoh DH	13717/10/20	DH	356	2025	Gorisek	Re-Hom
1	SRB	Kopaonik	Krcmar		GS	430	2025	Marinkovic	New
4	SUI	Gryon	Ruvines Noires	10797/12/12	GS	303	2023	Mansfield	Re-Hom
	SUI	Gryon	Ruvines Noires	10798/12/12	SL	152	2023	Mansfield	Re-Hom
	SUI	Veysonnaz	Piste de l'Ours	11656/02/15	GS	270	2025	Murmann	Re-Hom
	SUI	Veysonnaz	Piste de l'Ours	11657/02/15	SL	190	2025	Murmann	Re-Hom
15	SVK	Bachledova dolina	Furmanec I		SL		2023	Kupco	New

**REQUEST FOR HOMOLOGATIONS/ after the meeting in Zurich (SUI), September 23rd, 2025
as of 30.10.2025**

	Nation	Place	Course	Homologation	DISC	VD	Request	Inspector	Type
	SVK	Bachledova dolina	Furmanec I		GS		2023	Kupco	New
	SVK	Bachledova dolina	Furmanec II		SL		2023	Kupco	New
	SVK	Bachledova dolina	Furmanec II		GS		2023	Kupco	New
	SVK	Bachledova dolina	TC Krajnacka		SL		2025	Kupco	New
	SVK	Bachledova dolina	TC Krajnacka		GS		2025	Kupco	New
	SVK	Jasna	FIS I	10183/10/11	GS	340	2025	Kupco	Re-Hom
	SVK	Jasna	FIS I	10184/10/11	SL	180	2025	Kupco	Re-Hom
	SVK	Jasna	FIS I	10850/01/13	DH	720	2025	Kupco	Re-Hom
	SVK	Jasna	FIS I	10851/01/13	SG	540	2025	Kupco	Re-Hom
	SVK	Jasna	Pretekarska 1	11279/02/14	SL	204	2025	Kupco	Re-Hom
	SVK	Jasna	Pretekarska 1	11278/02/14	GS	304	2025	Kupco	Re-Hom
	SVK	Kubinska hola	Kubinska hola	8367/12/06	SL	165	2025	Kupco	Re-Hom
	SVK	Kubinska hola	Kubinska hola	8368/12/06	GS	305	2025	Kupco	Re-Hom
	SVK	Kubinska hola	Super G	11427/11/14	SG	570	2025	Kupco	Re-Hom
7	SWE	Fraensta	Getberget	11407/10/14	SL	140	2024	Franz	Re-Hom
	SWE	Granfjallsstoten	Storslalom/Alvan	11162/12/13	GS	336	2023	Franz	Re-Hom
	SWE	Granfjallsstoten	World Cup Backen	11404/10/14	SL	176	2023	Franz	Re-Hom
	SWE	Lycksele	Mellanbacken	11795/10/15	SL	149	2025	Franz	Re-Hom
	SWE	Lycksele	Stora Backen	11796/10/15	SL	151	2025	Franz	Re-Hom
	SWE	Storklinten	Solbacken	10650/10/12	GS	202	2022	Franz	Re-Hom
	SWE	Storklinten	Solbacken	10648/10/12	SL	202	2022	Franz	Re-Hom
9	USA	Granby Ranch. CO	Desperado		SL		2022	Rupert	New
	USA	Mammoth Mountain. CA	Broadway	11867/11/15	GS	274	2025	Treadwell	Re-Hom
	USA	Mammoth Mountain. CA	Broadway		SL		2025	Treadwell	New
	USA	Mission Ridge, WA	Skookum GS	12276/12/16	GS	400	2025	Galbraith	Re-Hom
	USA	Mission Ridge, WA	Skookum SL	12277/12/16	SL	189	2025	Galbraith	Re-Hom
	USA	Park City Mountain Resort, UT	C.B.'s Run	11480/11/14	SL	200	2025	Treadwell	Re-Hom
	USA	Snow King, WY	Elk		SG	377	2025	Bonneau	New
76	USA	Soldier Mountain, ID	Soldier DH		DH	408	2025	Bonneau	Re-Hom

650.5 Homologation Procedure

650.5.1 The Applicant

..... The Applicant must reimburse travel and accommodation (full board) expenses directly to the Inspector, **together with a fixed daily fee of CHF 125.– due for each day of the assignment (including travel day).**

The travel from the Applicant's home to the competition course site and back may be calculated as follows:

- Per travel day, CHF ~~100~~ **125.–**
- Train fare: first-class
- **Air fare: tourist class**
- Travel in the Applicant's own car: CHF 0.70 per kilometer
- **If overnight accommodation during the journey to and from the assignment is necessary, this must be justified and reimbursed separately.**