

To the

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

For information to:

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

**INTERNATIONAL SKI AND SNOWBOARD
FEDERATION**

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Oberhofen, 10.06.2025

**Minutes Meeting Sub-Committee for Alpine Courses in Vilamoura (POR)
Wednesday, 07.05.2025, 16:00 – 18:00 hrs CET**

Dear Ski Friends,

We have pleasure sending you today the Minutes of the 119th meeting of the Sub-Committee for Alpine Courses, held in Vilamoura (POR) on May 7th, 2025

You are kindly asked to send any remark to the Chair until July 15th, 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.

Thank you very much for your valuable contribution and have a resting and healthy summer season !

Kindest regards,



Elena Gaja des Ambrois
Chair Sub-Committee for Alpine Courses

Enclosures: Minutes
Presence List
Updated Homologations list

INTERNATIONAL SKI AND SNOWBOARD FEDERATION
Sub-Committee for Alpine Courses

Minutes Meeting Sub-Committee for Alpine Courses
Vilamoura (POR) - Wednesday, 07.05.2025, 16:00 - 18:00 hrs CET

AGENDA

1. Welcome and opening of the meeting

Elena Gaja (EG) welcomes all members, inspectors, FIS staff and guests and opens the 119th meeting of the S.C. Alpine Courses at 16:00h CET.

2. Members present

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

Mr. Osvaldo Goyeneche from Chile has retired as Member (but not yet as Inspector): EG would like to express her gratitude for the excellent cooperation received, the always useful participation at the SC activity and for his greatly appreciated remarks and suggestions.

We welcome one new Inspector that has completed his education, Mr. Anthony SECHAUD (FRA), and 4 new candidates from Italy: Mr. Simone CARZERI, Mr. Luca SCARIAN, Mr. Giampiero VINANTE and Mrs Daniela ZOTTI: considering the very high number of FIS Homologations and Re-homologations done each year in Italy (around 20% of the total in the last 3 years) and the fact that none of us are getting any younger :), it was decided to train young inspectors meanwhile. Finally we have also a candidate from Sweden, Mr. Anders JONASSON.

3. Approval of the agenda

The Agenda was sent out by email on April 6th.

The Chair proposes to anticipate the 2 topics of the Miscellaneous right after point 5.1 'Chair Report', in order to take advantage of the Race Directors' presence. The Agenda, with the new order, is unanimously approved.

4. Approval of the minutes of the 118th meeting, held in Zurich on September 24th, 2024

Minutes were sent out by email on October 30th, 2024: 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 Zurich on September 24th, 341 homologation booklets have been received, checked, validated and issued: as far as today there are 216 missions open in the FIS DataBase. Some housekeeping about the 'issues' encountered during last months:

1) thumbnail: please provide relevant pictures, giving an idea of the characteristics of the slope and its surroundings, and above all uploaded upright (not rotated by 90°)

2) docs: please provide modern, readable and upright docs; useless to have a plan with contour lines each 5 meters of vertical drop, if then the more relevant and important details such obstacles, trees, buildings, etc are not drawn on it; same for the profiles: useful to have the start and finish marked on it !

3) too many NEW Homologations requested and inspections done in full winter, with the snow, especially for Speed: from now on, if requested and needed during winter season, it would be necessary to have a 'check' inspection during the following summer, without snow, so they will expire temporarily at the end of the season.

Again, as expressed already too many times in the past, please note that only about half of the open missions have been requested in 2024/2025, therefore there is a lot of old missions that will have to be confirmed: please check your ToDoList.

5.2 FIS Race Directors

Peter GERDOL – Chief Race Director World Cup Women

No major issues about homologations during the past season, as the few problems were related to the bad weather. We still see too many injuries, both during races and training, two of which were unfortunately fatal: this is something that we have to take in mind when carrying out our various tasks, because if we want to have a better situation in 5 or 10 years time we have to react now. Concerning the exceptions asked and obtained for World Cup races last autumn (Cortina, Are, Sun Valley, Levi), quite all of them have been used; for the next season together with some re-homologations (Kvitfjell, Are and Tarvisio), we will need a modification and eventually a GS exception in Copper Mountain, but this will be confirmed at the FIS inspection in July.

Markus WALDNER – Chief Race Director World Cup Men

Unfortunately the World Cup Race Directors (Trinkl, Plancker, Senigagliaesi, Hladnik and Mayr) are not present, as they can write a book about every season (:)). Basically it was a good season, especially if compared to the previous one. The first priority about safety is the course preparation, then the safety installations will ensure the rest. He is still feeling that the best, in order then to install safety, is to have space: the narrow sections will always exist, both in old and new competition courses, but we can provide a good level of safety having space before and after. News of the previous season is the use of Slip Skirts on B fences, in some particular sections where there is high speed with the race line very close and parallel to the fences line: this is not foreseen by the manufacturer's user manual, but it has been tested and found to be useful in those particular situations. Another issue is represented by the huge number of advertising banners in World Cup races (up to 80 on a GS !): they are always installed at a safe distance, but in some cases they are put on A net and also on B nets, even if again this is not planned to be used so by the suppliers' guidelines.

In general still too many injuries (28), with severe consequences of the crashes, many of them when hitting the poles and gate panels, even in DH! Are these gate panels still up to date ? Should we think about something different ? ...like for example triangle gate panels with brush poles, like in snowboard, or the ones used in Ski Cross ? These are the actual questions.

About the past season, we had 2 brand new DH: Crans Montana, on the piste Nationale where the safety worked well and probably minor adjustments will be added before the next WSC, and Sun Valley where an amazing job has been done.

EG question: the slip skirts on the B net are 'normal' slip skirts', as the ones used on the A nets ?

Waldner: yes and they have to be used only if the potential fall or hit is not at 90° but when the race line is parallel to the net line. Tests are going on about B net assembled with the same material of the slip skirts, slightly adjusted and paint or printed with the advertising: test are ok, saying that the behaviour of the net is not that far from a traditional B net, provided that the distance between the poles is a little bit higher in order for the system not to be too rigid.

EG is very interested and curious about the panels evolution, as such modifications will probably change also the technique and consequently the trajectories, which will also have an impact on our perception of escape and fall lines and therefore on our activity as Homologation Inspectors.

5.3 Continental Cups Coordinators

Jordi PUJOL – Women European Cup and Continental Cups Coordinator

Most of the problems experienced in the World Cup circuit are more or less the same experienced in the Continental Cups circuits: in Kitzbuehl one lady 'tested' the new system with 'adapted' B nets and this is working very well (!). Less injuries comparing to the previous seasons, which is not 100% good but a good sign for the future. All Organisers are working very well, providing all the safety the Coordinators are asking for and even much more if needed by the course setting or the lack of snow. Organisers must be aware that the nets must be maintained (e.g. after a snow fall) in order to keep their characteristics and be able to work 100%. Banners: this is becoming an issue also in European Cup as many Organizers are willing to broadcast their races and try to 'sell' the TV space with banners on course. There is no 'minimum distance' for the banners, as it depends a lot from section to section. About new homologations he encourages inspectors about suggesting more than one start position.

Wim ROSSEL – Men European Cup Coordinator

Issue in Reiteralm, where the SG going into the village is very tight so for the next year the Organiser will provide more air fences. Issues with lack of B nets in Austria at the same time of the World Championships (!) when all the nets were needed in Saalbach.

All the rest was fine. For the coming season a check is needed in Verbier, where probably an higher start will be necessary, and Oppdal where a re-homologation is needed. Pass Thurn is facing big works, so a tight cooperation with the Inspector will be much appreciated.

6. Online Inspection Report Form – Demo Version

The project about replacing the "multipage.pdf" currently in use with a modern and functional 'online form', in order to upload all data and documents and have those data available for many purposes, not only statistical, is on the final stage as the almost final version of the draft shown in Zurich last fall is now ready. The goal during the meeting was to verify if everything is included in the demo version or if something important is still missing and to make sure that no essential elements has been forgotten. Once all elements have been approved the final version will be tested once more and then be available shortly, in order to be used already during the current spring/summer seasons.

The current demo version includes 7 sections:

General: data about the mission

Course Data: data such as Start, Finish, VD, Gender, Length, Gradients, Exceptions, etc.

Infrastructures: Lift, Snowmaking, AC Power, Timing lines, Internet connections, etc

Protection Plan: details for minimum safety at Start, Course, Finish, ev. narrow sections

Emergency Evacuation Procedures, including transportation: where, how, distance, medical facilities, etc.

Attachments: documents such as plan, profile, pictures, Safety Report, Environmental Report, TD additional Report, etc, in any type of file, up to **8Mb for each doc.**

Conclusion: info about the Inspection (people present at the Inspection, inspection date, inspector name, etc) and closing remarks.

During the meeting, the tool was deeply analysed in all its parts, with the collaboration of the FIS IT technician who have developed it, Mr John Lanz; all inspectors are encouraged to send to the Chair any remarks, comments or suggestions they may have in order to have a tailor made tool complete and operational very soon.

Anne ENSTAD (NOR): asked to implement in the same way also the 'Inspection Request' procedures, using a similar online form

EG: replies that's a very good idea, will be developed as soon as possible depending on the availability of the FIS IT department.

7. Requests for homologation inspections: updated list

List has been shown and discussed.

Reminder: missions older than 2020 and not confirmed by email will be deleted after the meeting. The updated list will be joined to the Minutes.

8. Miscellaneous (discussed after point 5.3)

8.1 Homologation Variants

Following few questions arised during the past winters, EG would like to clarify the basic concepts governing variants:

Inspectors are used to approve the maximum available (and suited by rules) vertical drop for a given event, but some amongst them like to clearly indicate the possible variants (e.g. for women, for children, etc) while some not. EG clarified that, once approved the whole competition course from the point A (higher) to point B (lower), the Jury has always the right, even without having it written on the certificate

- to lower down a start (assuming to stay within the min/max of the vertical drop for that given race category and respecting the safety conditions)

- and/or eventually to higher up the Finish, if the terrain conditions (width and gradient) allow it

and especially respecting the necessary safety measures to be put in place.

In some cases to higher up the Finish may give to competitors more space to break down or it may give to the Organisers the possibility to run a race avoiding the lower sections with not enough snow, and/or lowering down the start may exclude sections of the track not properly prepared or snow-covered.

Obviously, in case of alternative Finish but also eventually in case of alternative Starts, it's necessary to clearly specify which are the safety measures of these particular points used as Finish and/or Start areas.

In principle the Jury has the right to do so, as long as it stays within the approved section of the race course (liability concerns), as long as the necessary safety conditions are respected (athletes' safety concerns) and as long as the characteristics of the course allow the change (terrain's technical concerns).

Peter Gerdol adds that identifying and/or suggesting possible alternative or reserve start and finish points will help not only the Juries in winter time to solve possible issues but also the Organisers in providing the necessary infrastructures like timing lines' outlets or power points as examples.

8.2 Width of the competition courses, Speed vs Tech

Following some discussions and/or remarks during the winter, the Chair would like to 'feel the current' of the SC about the width of the competition courses.

Knowing that the minimum width is different between speed and tech events, it has been asked to the members if they think that a discussion and/or a change proposal is necessary.

As we are talking very often about having more space between the race line and the safety measures keeping the race line as far as possible from the protections and also about reducing the speed, should we think about changing the minimum width for speed events ?

Knowing that we will always have narrow sections, both on old and new competitions courses, for which we will always have to find solutions to reach an acceptable risk percentage, should we ask ourselves what we must aim for in order to achieve a significant reduction in accidents in the future ? Do we need to discuss it or aim for a change ?

Doug Campbell (CAN): points out the possible liability issue in case a change will be made, with then having courses approved under different requirements, old and new rules.

Paul Van Slike (USA): agrees with CAN, adding that from an educational point of view teaching best practice is very important but for sure having more space will improve the safety.

EG: as for any change in the rules, she thinks that solutions may be found in order to comply with the new rules while maintaining the previously approved competition courses.

For sure, having more space will allow the Juries to install the safety and leave enough space for the athletes to recover from possible mistakes before hitting the nets.

9. Next meeting

FIS Technical Committees Autumn Meetings, Zurich (SUI), 23rd-26th September 2025

10. Closing of the meeting

EG thanks everybody for the great help, the commitment along the whole season and the very good attendance, wishing everybody a resting and healthy summer.

Meeting is closed at 17h50 CET.

LIST OF PRESENCE

Sub Committee for Alpine Courses

Spring Meeting, Vilamoura (POR) 07.05.2025

Chair:

GAJA des AMBROIS Elena ITA

Elena Gaja des Ambrois

Members:

ANISIMOV Sergey

RUS

COSTERG Jean-Lou

FRA

excused Replaced by Philippe Martin (FRA)

ENSTAD Anne

NOR

Annalene Enstad

FLEISS Reno

CRO

FRANZ Toni

SWE

Toni Franz

GORISEK Dusan

SLO

excused

HLEBAYNA Walter

AUT

replaced by Jan Ueberall

KROGOLL Peter

GER

LEMIEUX Julie

CAN

replaced by Doug Campbell

MURMANN Markus

SUI

Markus Mürmann

SANDERSON Scott

AUS

replaced by Ali BONGARDIER (Aus)

SKREKAS Thanos

GRE

VAN SLYKE Paul

USA

Paul Van Slyke

N.N.

ARG/CHI

N.N.

JPN

Inspectors and Controllers:

BELLIN Jean-Pierre

FRA

BELOKRINKIN Nikolai

RUS

excused

BERNIER Philippe

CAN

BONACALZA Ivan

ARG

Ivan Bonacalza

BONNEAU Ron

USA

BREWINGTON Jim

CAN

BROWN Nigel

NZL

BUDER Andreas

AUT

CAMPBELL Doug

CAN

Doug Campbell

CERNY Jiri

CZE

CHAYES Daniel A.

USA

excused

CORNAZ Mauro	ITA	
CRESPO Antoni	AND	excused
DEFAGO Didier	SUI	
DIAZ Enrique	ESP	
DORIGO Daniel	ITA	
FREHSNER Karl	SUI	EXCUSED
GALBRAITH Ellen M.	USA	
GARBIN Marco Stefano	ITA	
GAYRAUD Bernard	GRE	
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	A. Heikkinen
HORECKI Krzysztof	POL	J. Horecki
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	REPLACEMENT: MILAN BOZIC
MICHAUD Antoine	CAN	

MITJANA Marc	AND	
MOSCA BARBERIS Ettore	ITA	
NAKAMURA Michihiko	JPN	
OBYSKALOV Andrey	KAZ	
PETIT Dominique	FRA	excused
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:

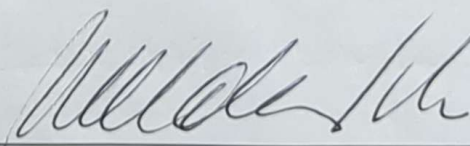
GINNIS Aj	GRE	
STUFFER Verena	ITA	

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

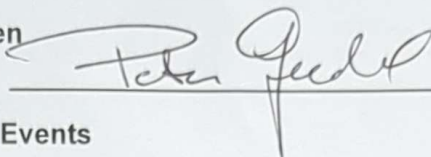
WALDNER Markus	FIS	
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Chief Race Director World Cup Women

GERDOL Peter

FIS

**Race Director World Cup Men Speed Events**

TRINKL Hannes

FIS

excused

PLANCKER Raimund

FIS

excused

Race Director World Cup Men Technical Events

HLADNIK Janez

FIS

excused

Race Director World Cup Women Speed Events

SENIGAGLIESI Alberto

FIS

excused

Race Director World Cup Women Technical Events

MAYR Markus

FIS

excused

Alpine Operational Event Coordinator

COUDER Emmanuel

FIS

Continental Cup and European Cup Women Coordinator (Course inspector)

PUJOL Jordi

FIS



VRECL Matjaz

FIS

European Cup Men Coordinator

ROSSEL Wim

FIS

**Alpine Technical and Administrative Coordinator**

FLERE Janez

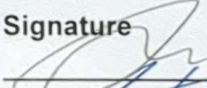



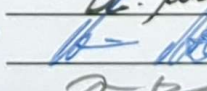
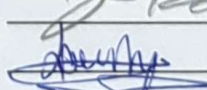

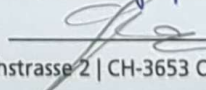

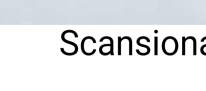
FIS

IT Manager

DEFAGO Daniel

FIS

**Guests:**

Name	Nat.	Function	Signature
JULI SARA	BSP	DEVELOPMENT	
Hiroshi SAWANO	JPN	T.D.	
Erik Gnay	CAN	NSO	
Marc Mitrena	AND	HOMOLOGATOR	
Patrick Tschudi	AND	HOMOLOGATOR	
Severin Leppe	AND	HOMOLOGATOR	
CHRISTIAN MITTER	AUT	NSA	
MARIO MITTERMAYER	AUT	OC HAHNENKAMM	
Jan Fiedler	CZE	Sportdire	
LAURINE DEPREE	SUI	OC Crans-Montana 2027	
DIDIER DEFAGO	SUI	OC Crans-Montana 2027	
SERIO FERNANDES	POR	HAND GALT	
Severin Guggenmos	GER	LOC Garmisch	

Franz Hofer
Josef Zingerle

SUI
ITA

GUEST
Guest

Franz Hofer
Josef Zingerle

Guests:

Name

Nat.

Function

Signature

Hazim Al Dabbagh

KSA

Federation

DAMMAC

Leon Svetlich

KSA

NSA

[Signature]

PAUL TRAYNER

GBR

NSA/TD

[Signature]

Sue Schwartz

CAN

Alpine TD

[Signature]

Anki Svärsky Bergman

SWE

Alpine TD, Alpine Rules Committee

AC Svärsky Bergman

Thomas Garzler

SUI

TD

[Signature]

Stigmar Domengue

FRA

HBSS

[Signature]

SIPARZUEB JUB

UKR

ALPINE TD

[Signature]

Lamixa HOP

UKR

TD/NSA

[Signature]

MARTIN PHIL

FRA

TD (AL)

[Signature]

Jan Oberall

AUT

OC Hahnenkamm

[Signature]

JOHN LANZ

FIS

IT

[Signature]