



SPEED SKIING COMMITTEE

MINUTES

SPRING MEETING 2025

To the following National Ski Associations:
- Members of the Speed Skiing Committee

INTERNATIONAL SKI AND
SNOWBOARD FEDERATION
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Oberhofen, 2 June 2025

**Minutes hybrid meeting of the Committee for Speed Skiing
Vilamoura, May 8th 2025**

Dear Speed Skiing Friends,

We are pleased to send you today the minutes of the hybrid meeting of the Committee for Speed Skiing, held on May 8th, 2025, during the FIS Technical Spring Meetings.

You are kindly requested to submit any feedback to the FIS Speed Skiing Office in Oberhofen by 16th June 2025.

We would also like to take the opportunity to inform you that the minutes are available on the Member Services section of the FIS Website: www.fis-ski.com.

Thank you very much for your valuable contribution.

INTERNATIONAL SKI AND SNOWBOARD FEDERATION

Kindest regards,

Ricardo Adarraga
Chairman Speed Skiing Committee

1. Members present

Members

Adarraga Ricardo (RA), Chairman	ESP	present
Andreassen Blake (BA)	CAN	excused
Crespo Toni (TC),	AND	excused
Billy, Philippe (PB)	FRA	present
Grimm Allan (AG)	SWE	present
May Philippe (PM)	SUI	excused
Monticone Alberto (AM)	ITA	present
Prüller Christoph (CP)	AUT	excused
Reid Millar (MR)	GBR	present

Athlete's representative

Vandendries Joost (JV)	BEL	present
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TDs coordinator

Cristina Luc (LC)	SUI	present
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Project Coordinator Speed Ski

Alexandra Blum (AB)	FIS	present
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Honorary members

Dick Taplin	GBR	not present
Kjellström Per	SWE	not present
Antor Nadal (NA)	AND	not present

Guests

Guest from	SLO
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6 of 10 Committee members (including athletes' representative) are present. According to §11 "FIS RULES AND TERMS OF REFERENCE FOR COMMITTEES" Quorum is given. The Committee is empowered to submit decisions for approval to FIS Council.

2. Approvals Agenda and Minutes of last 2 meetings

Agenda and Minutes of the last 2 meetings approved by acclamation.

3. Rule Proposals

See Appendix at the end of the meeting minutes

4. Update Fluor ban and detection (AG)

RA had a meeting with AG about the season. AG reported that everything went fine. The main challenge was to be able to have fluor checks all race days despite the budget constraints.

In Salla the fluor checker was not aware that he had to check fluor every day and only checked on one race day. This was a mistake and will not happen in the future.

In Vars during WSC and WC the plan worked perfectly. The fluor checker stayed at home

near the race location waiting for the LOC to communicate if runs were going to happen. He would then quickly move to the race location. The result was that it was possible to run fluor checks every day.

For 2026 no changes in the execution plan are planned.

5. Speed Ski media-, brand-strategy aligned with new FIS M&M strategy

RA reports on the FIS media work. After the cancellation of Formigal and Grandvalira and the use of a part of the budget for the expenses of Salla a large share of the FIS media budget was left for the WSC and WC Finals in Vars (France).

Vars Tourist Office approached RA asking if FIS could take the lead in the generation of good media content during the venue. After analyzing the possibilities RA, Lukas Brawand (FIS Digital Strategy & Platform Coordinator) and AB decided to use the media budget to organize and own the generation of the media content in Vars. Based on earlier excellent experience in Alpine WSCs a French company pixpocket.tv was hired.

With the valuable help and support of Vars Tourist office staff Marc Amman and RA coordinated the activities of pickpocket on site.

Finally, 3 excellent videos were created for FIS TV plus a large number of pictures and videos made available rights free to Vars.

The videos can be watched on FIS TV:

<https://watch.fis-ski.com/home>

The excellent cooperation with Marc Amman continued. Marc Amman delivered several outstanding high speed POV videos that were published on FIS social media.

6. Review Season 2024/25

3.1 WC Salla (Finland)

RA reports that in September 2024 Salla informed him that due to budget constraints the LOC would not host a race in 2025. After the committee meeting in September 2024 RA decided to extend the deadline for race registration for Salla to end of October 2024 and gave the LOC a chance to find the needed financial resources. RA also informed the LOC that there was budget available for the generation of media content. Salla LOC accepted the offer of RA and worked on finding the needed financial resources.

End of October 2024, the national speed ski teams accepted LOC's ask to cover more than 50% of the race budget and get additional training days previous to the race.

In addition, RA was able to get FIS approval to use the assigned media budget to cover part of LOC's race expenses. With that FIS was one of the main financial contributors to the race organization.

With the financial contribution of FIS and the support of the national Speed SkiSpeed Ski teams it was possible for Salla to host 2 WCs in January 2025 without any major financial constraints.

RA thanks FIS staff and the national Speed SkiSpeed Ski teams for their valuable support to make the race happen.

The race had to be postponed by one week due to insufficient snow for preparations, but it was successfully held the following week.

3.2 Vars WC I and II (France)

The WC races in Vars could be successfully hosted. The first race was limited to 180 km/h as it is established in the ICR_SS despite excellent track conditions for higher speeds. As a result, the committee decided to eliminate the 180 km/h limit for the first race of Double and Triple WC races (see Appendix Rule proposals §1232.7.1).

3.2 Formigal (Spain)

RA reports that Formigal had a complicated situation with snow falls. Initially heavy snowfalls (1 meter new snow) did not allow to prepare the track in time, so the race was postponed by 1 week to have enough time to prepare the track. Later the temperature was too warm to prepare the track. Formigal, without any free date in their event agenda to postpone, had to make timely decision and cancelled the race. In March heavy snowfalls (2 meters on the track) would have allowed a race with excellent skiing conditions until mid of April 2025. The race was recovered end of march in Vars (France) (see below).

3.2 Grandvalira (Andorra)

Grandvalira decided in February 2025 to close for all type of skiing the sector where the Speed Ski track is located. With no access to the track no track maintenance was possible for the rest of the season regardless of later heavy snowfalls. Grandvalira decided to cancel the 2 WCs scheduled for April. The 2 WC races were recovered in Vars (see below).

3.4 Vars (France) World Cup Finals and World Championship

PB after consultation with Vars proposed an alternative race schedule to include the 3 cancelled WC races in the WSC.

RA reports that It has been common policy in the past to ask the ski resort cancelling a race for permission to recover, which was never a problem so far. This time Grandvalira marketing did not support the recovery of the race when asked, preferring their brand name not be used.

RA in alignment with PB immediately started consultations with AB and Sandra Spitz (FIS Management) to make sure it was rule conform to accept Vars' offer to recover the lost races. RA thanks FIS Event Manager Sandra Spitz and AB for their immediate help and quick answer and especially PB and Vars for accepting despite the additional costs to recover the WC races. The quick reaction of all 4 allowed to adjust the calendar in a timely manner. RA also thanks PB in the name of Grandvalira for accepting RA's proposal to name the recovered races "FIS Speed Ski World Cup Finals". A good solution that preserved the interests of Grandvalira marketing.

Finally, the weather and the snow conditions allowed to recover all 3 WC races and have a fast WSC final. However finally it was not possible to start over the rock and have a new world record attempt. The speed of the winner (229 km/h from below the rock) demonstrated the track was very fast.

PB reports that the dynamics inside LOC and the jury were difficult. He reports that the assigned TD Christer Weiss was requesting every day new actions around the track setup which created some confusion and brought the LOC to their capacity limits. However, all action requests were executed in time as desired by the TD. TD coordinator LC who was present at the races also reports his point of view about the dynamics during the race especially in regards to cooperation between TD and rest of the jury (see details in section 7.4).

TD Christer Weiss did not receive the minutes of the jury meetings so far. The minutes have to be included in the TD report. PB promises he will send them soon.

RA, who was also present at the races in Vars, comments that the dynamics inside the jury were suboptimal. RA missed better communication and teamwork inside the jury. Jury members were not skilled enough on when and how to check equipment. RA perceived very often emotions were taking control of the situation, also in between the competing national race teams. RA accepts PB's suggestion to take the learnings for all parties and try to do it better in the future.

7. Report from TDs coordinator (LC)

7.1. General Context

Concerns remain regarding the future of the FIS World Cup. Vars has saved the last few seasons, but substantial improvements are required to ensure the continuity of competitions.

7.2. Technical Updates

FIS Homologations: Thanks to the support from the FIS IT team, course homologation data will be fully available on the FIS website in the coming weeks, including the names of inspectors and TDs.

7.3. Event Feedback – Salla

Initial Plan: Karine Du Bouchet was appointed as the TD.

Change of Schedule: Salla requested a date change. Karine became unavailable for business reasons, and LC stepped in as TD at the last minute.

Issues:

- Lack of snow
- Insufficient and narrow B-nets
- General safety concerns

7.4. Event Feedback – Vars

7.4.1. General considerations

Safety and Homologation

- Revalidation of the venue for the next season is conditional upon strict improvements in safety and homologation.
- All speed track traverses were deemed dangerous.
- Cateline access was requested but delivered late.
- Access above the rocks was not used and must be redesigned.
- Braking zone, lacked B-nets and fences. The TD (Christer Weiss) requested improvements but was unfairly labeled a “troublemaker.”

Jury and Decision-Making Process

- TD Recommendations Ignored: The re-homologation process for 2026 shows repeated work without satisfactory outcomes.
- Referee Appointment: Despite a request for an experienced TD (BA was available), the LOC chose the Mark Rowan (CAN), who openly admitted he didn’t know the rules and abstained from voting. BA confirmed Mark Rowan’s lack of experience.
- Conflict of Interest: Two jury members had undeclared conflicts of interest (not disclosed or signed). Karine D, Noel R
- Exclusion of the TD: Jury collaborated with PB and LOC without including the TD in key decisions, contrary to FIS protocol.

7.4.2. Summary of Christer Weiss TD Report

- Potential conflict of interest of jury members Karine Dubouchet (race chief) and Noel Ribet (chief of track) was not declared as required by FIS statutes
- The long-standing practice of appointing a TD as referee for WSC was rejected.
- The referee lacked skills and experience.
- The assistant referee was simultaneously team captain of 3 teams and athletes’ representative — a major conflict of interest.
- Pre-jury meetings were held without the TD, led by PB.
- TD license validity was publicly questioned by the assistant referee.
- The TD’s authority (ICR Alpine 601.4.9.2, 601.4.9.4, 602.1.1 / ICR SS 1231.3) was disputed.
- Jury regularly opposed TD’s decisions, creating a hostile working environment.

- Quarterfinal cuts were not enforced: one athlete who failed to qualify ended up in the final.
- Equipment rule violations were not sanctioned: a racer with illegal fairings was only warned.
- Protest over back protector check: winner's gear was verified by his father (not a jury member), not checked by any jury member.

7.4.3. Protest (WSC)

Protest from Italy on Simon Billy's (WSC winner) equipment:

Italy claims size of back protector is too small and not compliant to racers back size as indicated in homologation seal resulting in an aerodynamic advantage

3 jury members (Race Chief, Chief of track, Assistant Referee) reject protest

1 jury member (TD) in favor of protest

1 abstention (Referee)

Back protector declared compliant after jury vote

7.4.4. Behavior and Ethics

Athlete's representative JV was assigned as Assistant Referee. For the future we need to clarify if this is compliant with FIS rules and recommendations on potential conflicts of interest.

JV made inappropriate remarks, disrespected FIS technical staff and specific national teams and made offensive gestures (middle finger) in front of witnesses, including FIS TDs and athletes.

The behavior of JV during the races in Vars, especially in his role as jury member and athletes' representative, raises concerns on ethical behavior in regards to §3 of the FIS UNIVERSAL CODE OF ETHICS and §223 THE INTERNATIONAL SKI AND SNOWBOARD COMPETITION RULES (ICR) JOINT REGULATIONS FOR ALL FIS DISCIPLINES.

7.5. Additional Remarks

Comments from Speed Ski TDs:

- It is difficult for the TDs to lead the races in Vars. Very often PB makes all decisions (starts, technical cuts) without proper jury involvement or TD consultation.
- Rules for S2: multiple safety items (bent poles, hooks, airbags, suits, etc.) need better explanation in rules to avoid confusion among jury and racers.
- Jury needs to be firm in cases of conflict of interest, especially when pressure is present.
- Concerns on ethical behavior of athletes' representative JV: Question if FIS should tolerate his behaviors (see 7.4.4) as Athletes' representative during the races in season 2024/25

8. Outlook Speed Ski Races 2025/2026

RA asked all race organizers to send the planned dates for the races in 2025/26. So far, no official plan dates were communicated.

RA informs that Formigal (ESP) has not yet made a final decision. Due to excellent snow conditions the skiing season ended very late in Spain and currently Aramón is in the middle of the season 2024/25 review and planning of season 2025/26.

In regards to Grandvalira (AND) RA had a conversation with NA. NA informed that

Grandvalira plans to construct an 8-seat chairlift from Pas de la Casa to Grau Roig. The chairlift construction will already start in summer. The arrival station of the new chairlift will be located on the start of the Speed Ski track. For that reason, it will not be possible to host anymore Speed Ski races in future.

RA reports about his consultations with Jan Magnusson race chief of Idrefjäll: Sweden Speed Ski is working on a commitment of Idrefjäll ski resort to guarantee throughout the ski season the maintenance of the snow platform on top of the track. This is a necessary condition to guarantee the successful organization of a Speed Ski race. AG informs that Sweden Speed Ski team is in conversations with Idrefjäll and Hundfjället. They target a WC race in first half of march 2026 if finally, it comes to an agreement between Sweden Speed Ski and the ski resorts.

No communication so far from Salla (FIN).

In regards to Vars (FRA) PB informs that many changes have happened in the organization of the Speed Ski races. For the organization of Speed Ski races a new consortium has been created consisting of local Skiclub "Vars Glisse Academie", the lift owner company SEM-SEDEV and the Mairie of Vars. From now on Louis Billy, president of the ski club "Vars Glisse Academie", will lead all planification and operations related to the organization of Speed Ski races in Vars.

In September 2025 Vars will communicate RA FIS race plans for 2026.

9. Safety

- Following committee decision in September 2024 the back protector rule is updated to allow only Level 2 and FB and CB types; LB type is not allowed. (see Appendix rule §1234.9)
- Too often it has happened that plastic-only helmet strap buckles break without racer noticing it, especially in very cold conditions. For that reason, no more plastic-only helmet strap buckles will be allowed in helmets (see Appendix rule §1234.6)

10. Finances/Funding 2023/2024

RA will request to the FIS Council similar funding for Speed Ski expenses in 2025/2026 as in 2025/26. This includes funding for media work and social media. With the mandatory TD as referee in WSC and WC races a raise of funds for TD travelling will be requested to support LOCs.

11. Olympic Speed Ski in 2030

2 Initiatives have been running in parallel: Regional (Provence-Alpes-Côte d'Azur) and FIS.

PB has been diligently taking care of the regional initiative. The local Olympic Organizing committee has the option to propose a number of new sport disciplines. PB reports about his work together with world-record-holder Simon Billy promoting the discipline in several events of the Region Provence-Alpes-Côte d'Azur maintaining an excellent relationship with the regional president, who is a supporter. However more parties also participate in the decision. In addition, there is a strong competition with other candidate disciplines, e.g. FWT, Cyclocross, etc. The decision to make a discipline Olympic is combined with a strong investment in the chosen disciplines which can be an opportunity for the discipline, but at the same time can be an inhibitor when it comes to a decision.

The second initiative comes directly from FIS. FIS as organizing international federation has

the right to propose 3 new Olympic sports. FIS has decided to propose Speed Ski as one of the 3 new sports for 2030. AB and RA have been working on preparing the requested information for the IOC. The candidature is meanwhile at IOC. A decision is expected in Q42025.

(Remark from chairman RA: The work of FIS on Speed Ski's Olympic candidature has been kept confidential as FIS Secretary General explicitly asked for it)

12. Miscellaneous

12.1. Need TD development plan

The committee expresses its concerns that with the new FIS policy that requires a Speed Ski Technical Delegate as referee for all WSC and WC races, the demand for Speed Ski TDs has increased.

The committee asks LC to come up with a Speed Ski Technical Delegates development plan for the next years.

12.2. Age limits and Speed Skiing level

PB brings up the concern that some racers are being accepted to race in Speed Ski, despite their high age, nonsufficient physical condition and Speed Skispeed skiing skills. An age limit for participation is in contradiction with §205 of "THE INTERNATIONAL SKI AND SNOWBOARD COMPETITION RULES (ICR) JOINT REGULATIONS FOR ALL FIS DISCIPLINES", but given that Speed Ski is a high-risk sport it is necessary to come up with a way to control that Speed Skiers have a minimum skill set and enough physical conditions not only to ski at high speeds but also to be able to handle unexpected dangerous situations during a high-speed run. This is not necessarily related to age, but often older racers do not have those minimum requirements and are still being registered for WC and WSC races by their NSAs. The responsibility to check those factors is in the hands of NSAs who do the inscriptions. So far when NSAs did not check those requirement PB asked the racers to get a medical certificate for Speed Ski racing. At this point in time the doctor made a clear statement and did not issue the certificate when the diagnostic was that the racer did not have the necessary physical condition to participate at Speed Ski races.

12.3. Athlete representative

JV reports about his activities in the athletes' commission. JV mentions that some athletes' have asked him to work on what he describes as the problems with the technical delegates. RA answers that athletes do not have insights into the work and decisions of the TDs. The TD is one of 5 members in a race jury. Decisions during a race are made by the jury as a whole, not by the TD. If athletes are dissatisfied with decisions this is responsibility of the whole jury, not a specific jury member. It is in the duty of JV to explain this to the athletes.

In general RA expresses his concerns about JV's actions and attitude throughout the 2024/25 season:

JV has been using his own whatsapp chat group with 70 members including athletes and other people on the list. JV has been distributing half-truths and lies about FIS, TDs, some race organizers and the FIS speed skiing committee.

FIS, many people, teams, LOCs have contributed with hard work and money to make it possible to overcome the roadblocks of the FIS Speed Ski World Cup 2024/25. It is not acceptable that JV reclaims in public for himself all the merit.

JV contributed to generate a negative attitude towards FIS among the athletes. RA reminds JV that he is the only committee member who gets his travel expenses paid by FIS. FIS pays

100% of JV's expenses for the whole week of the FIS Spring meetings. He is also representing FIS and is also in duty to stand in for the reputation of FIS among the athletes.

In February 2025 RA, PB and AB were working aligned and in regular contact trying to make sure a relocation of the cancelled races where FIS rule-conform and at the same time limit any reputational damage for Grandvalira. Without any coordination JV before any final decision was made published the news in his whatsapp chat group generating confusion and a negative reaction among several athletes towards Grandvalira, a ski resort that like no other has invested so much in Speed Ski throughout the last 15 years.

JV has been contacting on his own several times several FIS staff members without coordination nor informing RA generating a lot of confusion among FIS staff members that regularly asked RA, chairman of the Speed Skiing committee, for clarification on JV's actions and requests. RA is as chairman the main contact for FIS staff and any direct contact of committee members should be in coordination with the chairman of the committee or be a result of delegation. All committee members have always respected this policy and have always acted aligned with RA and AB. JV must also follow this policy. The main contact for JV inside FIS is the chairman of the FIS Speed Skiing committee. Not following this policy may result in confusion and reputational damage for the Speed Ski committee and the discipline as a whole.

As we saw in the reports of the TDs the attitude of JV towards TDs and TD Coordinator, the FIS authorities at a race, was unacceptable. JV has to be aware that he is representing all athletes and all his actions could be interpreted as done on behalf of the athletes. JV has to differ between when he expresses in public his own opinions and when he is acting on behalf of all athletes.

RA asks JV in future to change his attitude, be respectful with all FIS institutions and officials, work in coordination with the chairman and committee and focus on his duties as Speed Ski athletes' representative.

12.4. Farewell Grandvalira (AND)

RA announces that Grandvalira (AND) will not organize more Speed Ski races in near future. An 8-seat chairlift will be constructed from Pas de la Casa to Grau Roig. The arrival station will be located on the start of the current Speed Ski track. It will not be possible to host Speed Ski race on that track anymore.

RA and the committee regret the decision and thank very much Grandvalira for 15 years of dedication, passion and investment in Speed Skiing.

Grandvalira leaves the bar very high as an example of an outstanding Speed Ski race organization. Grandvalira is the ski resort that has invested the most in Speed Ski throughout the last 15 years:

- Investment in construction and rearrangement of the lower part of Speed Ski track to have a save high speed timing area and a save and long run out
- Investment in the construction of a permanent A-Net to secure the high-speed area
- Investment in the construction of a start ramp on the top of the track
- High value race sponsors
- A high number of sherpas who would bring the racers' equipment up to the start and down to the finish area
- High price money for the first 3 qualified racers
- 3-dish lunch in a restaurant each competition day for every racer and every team staff member
- Lift tickets covering whole Grandvalira skiing area for all racers and all team members
- In every race closing party with dinner and live band for all racers and teams' staff members

Grandvalira hosted 16 FIS World Cup races, 1 FIS World Championship in 2015 and 2 FIS races. The track record with 199,56 km/h, almost 200 km/h, achieved in 2017 by committee member PM, showed it was one of the fastest tracks of the Speed Ski circuit and still holds the Speed Ski record in the Pyrenees.

TC will leave the committee, but Andorra will keep the seat until spring meetings 2026.

Though AND does not plan to host races in the near future their experience and advice in hosting Speed Ski races is very much appreciated to develop the future of Speed Ski. If AND wants to keep the seat after 2026 they will be welcomed.

12.5. Farewell PB

PB announces that this is his last committee meeting. He leaves the committee with the end of season 2024/25. France will keep the seat and a new committee member will be soon announced.

RA honours PB. PB joined the FIS Speed Ski committee in 2019. He has been a key contributor to FIS Speed Ski throughout the last 6 years. Without his passion and dedication many achievements, especially a Speed Ski World record in a FIS World Championship in 2023 would not have been possible.

PB contributed with new ideas which are now reflected in numerous FIS rule updates. His passion for the discipline helped us remove many roadblocks when the execution of Speed Ski races were at risk. Safety was always a big concern in all his Speed Ski projects.

RA remarks he has enjoyed working with PB and thanks PB very much for the time working together and for his valuable contributions. The doors of the FIS Speed Skiing committee remain always open for PB.

RA wishes PB, also in the name of the committee, good luck, success, health and all the best for the future.

13. Next meeting: FIS Autumn Meetings in Zurich (SUI) September 23-27, 2025

Rule Proposals to be sent to FIS Council for approval FIS Congress June 13th 2025
(changes in **red** and deletions in ~~strikethrough-red~~)

1230 Speed Skiing Competitions

These rules must be read in connection with the more general rules relating to all Ski Competitions (Art series 200 et seq. - FIS Licence, eligibility, prizes etc), to Alpine Events (Art 600 et seq. dealing with duties of Juries, Calculations etc), ~~and to Snowboarding (Art. 2000 et seq.)~~ The following regulations are intended to clarify specific queries relating to the conduct of Speed Skiing competitions.

1231.2 The Jury

The Jury is tasked with the correct running of the competitions. These include World Championships and World Cup races. It is composed of the following:~~<carriage return>~~

- Technical Delegate (appointed by FIS **see §1231.4**) (Chair of the Jury)
- Chief of Race/Technical Director
- Chief of Course
- Referee (appointed by ~~Race Committee Team Captains~~)
- Assistant Referee (appointed by Team Captains/competitors)

1231.2.1 A competitor cannot be member of the Jury. The referee and assistant referee must not be from the same nation and must not be from the same nation as the host nation of the event.

1231.2.2 The Jury is responsible for ensuring that competitions are run safely and in accordance with the rules. During the competition itself, they are to remain in touch with each other by radio. Jury decisions, when necessary, will be on a simple majority, with a casting vote from the Technical Delegate if required. If security standards are not met (e.g. weather or track conditions), the Jury must insist on the suspension or cancellation of an event.

1231.2.3 For World Championships and World Cup races, the Referee must be an active Speed Ski Technical Delegate assigned by the Technical Delegates Coordinator in agreement with the Speed Skiing Committee (see §1231.4). The expenses of the Technical Delegate acting as referee are covered by the LOC.

1231.3 The FIS Technical Delegate (TD)

An appropriately qualified FIS TD will be appointed by the FIS to each calendared event. ~~For World Cup and World Championship events, the FIS TD will be appointed by the Committee for Speed Skiing. For FIS races, TD's are approved by the Committee for Speed Skiing on the~~

~~proposal of the organising National Ski Association.~~ The duties of the FIS TD are defined in the ICR Alpine Art 600 series (e.g. 601.4.9 and 602). Travel expenses, up to a limit of the cheapest means of travel (including highway taxes and parking fees), should be agreed, prior to the assignment, between the Organising Committee and the TD.

1231.4

The FIS Technical Delegates Coordinator

The FIS Speed Skiing Committee will appoint a Speed Ski Technical Delegates Coordinator among the active FIS Speed Ski Technical Delegates for a period of 4 years.

The TD coordinator will:

- Lead the FIS Speed Ski Technical Office composed of all Speed Ski TDs and eventual additional advisory technical personal related to the execution of FIS Speed Ski races (e.g. timers, FIS IT staff members, etc.)
- Propose and assign Technical Delegates to each FIS Speed Ski race.
- Define in agreement with the FIS Speed Skiing Committee the process of certification of new FIS Speed Ski Technical Delegates
- Define in agreement with the FIS Speed Skiing Committee the Speed Ski homologation and homologation process of Speed Ski tracks
- Maintain regular communication with the chairman of the Speed Skiing Committee
- Maintain regular communication with FIS staff and Technical Delegates of other FIS disciplines
- Participate in all FIS Speed Skiing Committee meetings or send a stand-in chosen among the active Speed Ski Technical Delegates
- Report during ordinary Committee meetings about activities concerning the execution of Speed Ski races and activities in the technical office

1232.3

Track Dimensions

The competition track must be attentively prepared, with particular care to ensure that the surface is as regular (smooth) as possible. The track must have a minimum width of 30m from 100m preceding the timing zone to the end of the run-out area. The width of the launching area above this point may get progressively narrower towards the top of the course. ~~The top of the competition track must have a minimum width of 5 m.~~

1232.5.2

Timing zone: ~~red pennons every 10 meters.~~ Red pennons may be used. If red pennons are used, they must be placed every 15 meters. In addition, the end of the zone must be extended by red marking on both side and marked across its entire width by a red coloured line on the snow. This line must be at least 50 cm broad, and clearly visible from the competition track.

1232.6

Duration of the Competition

< 200 kph	> 200 kph
Day 0 Voluntary Optional Training Day	Day 0 Voluntary Optional Training Day
Day 1 Run # 1 Run # 2	Day 1 Run # 1 Run # 2
Day 2 Run # 3 Semi Final Final	Day 2 Run # 3 Run # 4 Run # 5
Day 3 Reserve Day	Day 3 Semi Final Final
	Day 4 Reserve Day

The competition program has to be proposed to the Speed Skiing technical committee for approval. During the competition if the weather and track conditions require it the jury may adjust the program reducing the number of runs (see § 1233.7).

If a competition is to be cancelled, organisers should endeavour to give maximum notice and, preferably, at least 10 days warning. If the race is deferred, an alternative date must be given at the time of deferment.

1232.7.1

Double and triple World Cup events

2 or 3 World Cup races may be held at one resort, and on the same track piste in a period of 3 and 4 racing days respectively, provided that the first race is limited to no more than 180kph, and that only those who have trained and raced the first event may enter the second. If 2 or 3 races are to be held, the timetable is to be as follows:

Day 0 Voluntary Optional Training Day
Day 1 Mandatory Training Day: Free Training Run # 1 Run # 2
Day 2 Run # 3 Semi-Final Race 1 Final Race 1 (<180kph)
Day 3 Run # 6 Semi-Final Race 2 Final Race 2
Day 4 Run # 8 Semi-Final Race 3 Final Race 3
Day n+1 Reserve day

During the competition if the weather and track conditions require it the jury may adjust the program reducing the number of runs (see §1233.7).

In cases of cancellation of a scheduled World Cup race the OC and the jury may decide to use Day 1 for the Semi-final and the Final of a replacement World Cup race.

1233.3.1 Timekeeping is effected by using ~~two~~ a cable-linked connected homologated printing clock with a minimum measuring precision of 1/1000 sec for a 100m timing zone and minimum of 1/10.000 sec for a 25m timing zone, and controlled by photoelectric cells placed at the top and bottom of the timing zone. Speeds will be calculated from the distance and time difference, to a precision of 1/100 kph.

1233.3.2 Photoelectric cells. The position of the photoelectric cells must be accurately defined and installed by an expert survey, agreed by the Jury. Each photoelectric installation consists of:

- a transmitter and receiving set
~~a reflecting transmitter-receiver~~
- a totally independent duplicate system, whose reflector must be fixed on the same vertical stand, and ~~less than 10cm below~~ close as possible above the primary system; the reference time is provided by the ~~upper~~ lower cells. The height of the cells should be so low that the racers break the timing line with the leg and not their hands.

1234.1 Skis

S1 category skis must be between 2.20 and 2.40 m in length. They must not weigh more than 15.0 kg for a pair, including all bindings and attachments, must be constructed for high speed running, and must not have any added aerodynamic appendages. <carriage return>

S2 and S2J category skis must be standard production downhill skis, as defined in current or former FIS Equipment Specifications, and between 210 and 225 cm in length.

1234.3

Ski poles

Ski poles are compulsory for speed skiers. They must be at least 1m long (as measured in a straight line between the extreme ends), and a pair of poles must not weigh more than 2 kg. Baskets or 'rings' are obligatory, must be at least 3cm in diameter, between 3 and 10 cm long, and must be placed no more than 5cm from the lower end of the pole with the largest diameter at the lowest part. The handles, placed at the very upper part of the poles and without hand straps ('sword knots') must be free of additional aerodynamic parts and sharp or prominent parts, as must the entire pole. If poles are bent, the bents must be rounded.

1234.4

Ski suit

For the S1 category, clothing should be a plastified ski suit suitable for Speed Skiing (the plastified suit must be covered by effective slip-resistant clothing until the athlete has reached the waiting area. <carriage return>

For the S2 and S2J categories, clothing as well as all elements of the equipment must fulfill FIS rules for Alpine Downhill as defined in FIS Equipment Specifications, especially as regards air permeability. ('Plombing'). <carriage return>

For all categories, it is compulsory to wear underclothing covering the body and at least $\frac{3}{4}$ of the arms and legs under the suit. In order to avoid severe burning, dorsal protection worn under the suit is mandatory (see Art 1234.9). No protective elements can be more than 4.5 cm thick. ~~Competitors must wear gloves to protect their hand, for S2 and S2J, these may not be plasticized.~~ Competitors must wear gloves to protect their hand.

In categories S2 and S2J gloves must not be plasticized.

1234.6

Helmet

For S1 competitors, a crash helmet (the inner helmet), fully covering the athlete's head is obligatory and must be fitted with a face protector. It must be fastened solidly with a chinstrap and safety-buckle. ~~The safety buckle system of the helmet must be micrometric, with a metal click system or a double ring. It must not be a buckle system made of plastic only.~~ The crash helmet and the head must be separated with foam no less than 0.5 cm thick (under natural pressure). Additional neck and face protection may be added (the outer helmet), but must not have any dangerous protuberances, and must separate from the basic protective helmet in the event of a fall. This will normally be effected by use of 2 or more frangible plastic screws or with points of glue to hold the 2 parts together. It may not exceed 40 cm in any dimension (the 'circle test'), including padding and flexible seals. It must not weigh more than 2kg in toto (both inner and outer).<carriage return>

Competitors may use inner helmets ~~conforming to~~ based on CE 1077 standards and fitted with an approved outer-helmet fixation system ~~accompanied by a maker's certificate~~. In the case of such helmets, the "circle test" is increased to 48 cm in diameter.

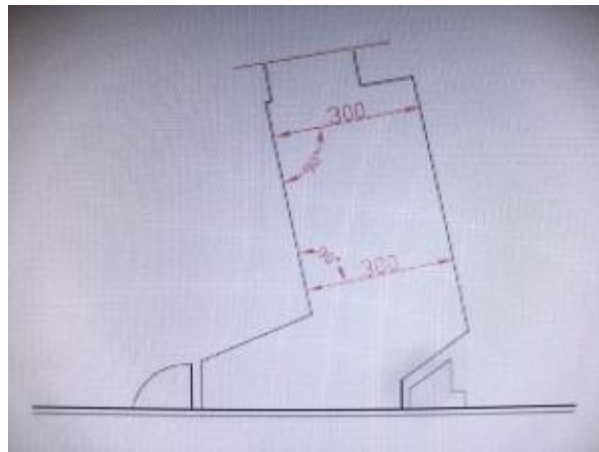
1234.7

Fairings

In S1 category Speed skiers may wear rear fairings under the ski suit with the following restrictions:

- Each fairing may not exceed 1 kg in weight, must be constructed from a pliable material, must not cover or inhibit the working of the ski binding, and must be non-wounding when breaking.
- The maximum depth of the fairings, measured perpendicular to the leg, must not exceed 30 cm from the front fairing and/or buckle to the back of the spoiler at any point.
- front fairings must be rounded and follow the standard shape of the boot.

In S2 and S2J category fairings are not allowed.



1234.9

Protectors

A back protector is obligatory to protect against both frictional burning and mechanical injury, and must conform to be available from general commercial sources. The back protector must comply to CE Norm ~~EN1621-2:2014-Level 1~~, EN1621-2:2014-Level 2 or later type CB ("Central Protector") or FB ("Full Back protector"). LB ("Low protector") types are not allowed. The size and shape of the back protector must correspond to the indications of the manufacturer for the body back size of the racer. The ~~dorsal-protection~~ back protector must not incorporate additional aerodynamic elements or any metal or sharp components nor any elements, that are not accessories of the original manufacturer. The back protector must not be modified.

1234.12

S2 and S2J Equipment

All S2 and S2J equipment elements not specified in §1234 must meet the

FIS Equipment Specifications for Alpine DH.

1234.13

Tools for S1 Equipment Checks

The Race Committee is responsible for providing the necessary tools to check the S1 equipment specified in §1234 anytime during the race. Before the race the FIS Technical Delegate will check the provided tools for accuracy and precision.
