

RULES OF ALPINE COMPETITION

USSA alpine races are run according to the current International Competition Rules (ICR) of the International Ski Federation (FIS), which rulebook is updated and printed every four years. The ICR is a book which all alpine coaches and officials should have. USSA, its regions and divisions have made certain modifications to some rules. It is every competitor's responsibility to know and observe the rules. Coaches are expected to support the rules by instructing their racers in proper observance and respect. To purchase an ICR, please contact USSA.

Some of the most important and commonly encountered rules for competitors are reviewed and outlined below.

Restraining straps or ski brakes: Commercially produced, functional ski brakes are required at all FIS and USSA races. Most ski areas require the use of restraining straps or ski brakes at all times. Racers are expected to observe regulations by using brakes or straps when required. USSA and its competition juries support ski areas and race organizers on this matter. Racers should wear functioning brakes in practice, inspection, warm-up skiing and competition, as the race organizer requires.

Interference, request for re-run: If a competitor feels that he or she has suffered from interference on the course, he/she must ski out of the course immediately (as soon as it is safe to do so) and request a provisional re-run from any race jury member, explaining the specific problem and location. The jury will determine the validity of the claim in a subsequent meeting, according to the rules related to re-runs.

Racing numbers, bibs: Competitors must carry their official start numbers (bibs), clearly visible, during inspection. Bibs must be worn during official training. Bibs shall not be modified in any way. The penalty for breach of these rules is disqualification.

Binding release: A binding release occurring more than two gates above the finish in SL, GS or SG, or one gate in DH, shall be considered a "clear disqualification." Racers may not continue on the course.

After clear disqualification: A racer who is clearly disqualified for missing a gate may not continue through further gates. Competition juries may impose disciplinary sanction on competitors who violate this rule.

Unqualified racers: By majority vote, the race jury may exclude racers for safety reasons.

Protest: If a racer protests the decision of a race official, he or she must submit a written protest and post a bond of an amount determined by the race jury. If the protest is denied, the bond is forfeited.

Hiking: Hiking is NOT allowed in speed events. A competitor who has missed a gate (or gates) in Super-G and Downhill must exit the racecourse immediately or as soon as it is possible to do so in a safe manner.

Penalty-point fixing: Any athlete or coach who participates in penalty-point fixing will be sanctioned. Any fees paid will not be refunded. If it is determined that points fixing has occurred, the race(s) affected will be re-scored without the benefit of the points of the violating athlete(s).

Super-G training runs: USSA Super-G's that involve jumps shall be preceded by at least one run on a training course set on the trail/slope to be used for the actual competition. The training course should be similar to the intended race course(s). All safety measures shall be in place for the training run(s), which will be run as for downhill training. The jury may decide to waive this training requirement if conditions warrant (for example, if there was an immediately preceding downhill in which all racers participated).

Helmets: Helmets manufactured for ski racing are required for ALL age groups for ALL USSA races and official training. FWS strongly recommends that athletes wear some sort of protection in SL for the face and other body parts.

USSA and FWS neither specify nor recommend any particular helmet design and undertake no responsibility or liability in connection with the requirement that helmets are utilized. It is the sole responsibility of the competitor to select an appropriate helmet for accident protection in ski racing.

CAUTION: The protective qualities of all safety helmets are affected by age and use. Some older helmets and any helmet damaged either in a racing fall or from other impact may no longer provide sufficient protection, even if there are no visible indications of damage. USSA and FWS neither specify nor make any warranties as to the fitness for use of any particular ski helmet nor assume any responsibilities or duties to any competitor by requiring the use of a helmet.