



# OFFICIAL RULEBOOK

62nd World Airlines Ski Championships



## Revision Bulletin

1.4.2	Revisions	Revision Bulletin added instead of vertical lines
4.1.2	XC Techniques	Specification for Tromsø XC techniques
5.3	Rules SBX	Rules adjusted according to FIS; shorter competition
6.1.6	Government	New structure of Area Directors/Alternates
6.1.7	Board of Directors	New Board positions added

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# 1 General Policies & Administratives

## 1.1 Foreword

In 1960 for the first time airline crews met for a friendly skiing competition. This took place during the long layovers airline crews had in Anchorage in those days. Arctic Valley was the first area they met. But soon the event moved to Mt. Alyeska. Our event grew larger and larger and eventually became the World Airlines Ski Championships. In 1976 the venue was held at Mount Hood, Oregon and from there continued to spread all over the world. As the World Airlines Ski Championships grew larger, the need for proper organization became evident. So in 1977 the International Airlines Ski Federation was founded in Les Diablerets, Switzerland and thereafter was chartered as a non profit organization under the law of the State of Washington. Being so for the last decades it was necessary to update our files and status. Renewing our incorporation as a non profit organization had to be done. In May 2009 the International Airlines Ski Federation was incorporated as a non profit organisation under the law of the State of Florida. It shall be within the responsibility of the Board of Directors to be aware that all necessary requirements regarding the incorporation are fulfilled.

## 1.2 About IASF

The International Airlines Ski Federation is sanctioning the World Airlines Ski Championships. Competitions are held in Alpine Skiing (Slalom **and** Giant Slalom), in Nordic Skiing (Distance **and** Sprint) and in Snowboarding (PGS **or** SBX). Presently more than 100 airline ski teams are registered under IASF.

Per airline one team is allowed. Each has to have a Team Captain (TC).

Registration as member airline is done very informally by naming the name of the Team Captain to any member of the Board (preferably to the President).

The Team Captain then will be provided with all necessary information.

There is no fee to register a team. Individual entries for any event are not possible and will not be regarded. Please see your Team Captain. He is also the main source for information to team members. Although the number of racers per competition is limited (see race rules), there is no limit to the overall number of participants per team. Typically our race week is held in March every year, but due to snow conditions or resort availability, this can be adjusted by vote.

Information about the week will be available after the board of directors has coordinated with the resort by end of September and has conducted his fall meeting. By about Mid-October all registered Team Captains will obtain the information about our venue by e-mail. You will also find the same information on our web site

[www.airlineski.com](http://www.airlineski.com)

## 1.3 About Team Captains (TC)

The Team Captains are the central and most important people at IASF.

They are the main source of communication between the members and IASF leadership. Responsible for forming and keeping the team together the Team Captains will be also responsible for the registration of the entire team (there are no individual entries accepted) and of insuring that the team members adhere to the race and resort rules. The Team Captains are welcome to take part at the TC- meetings, where their voices will be heard, they will get pertinent information on the IASF proceedings and may vote for their respective Board of Directors.

Although the Team Captains have a lot of duties before and during the event, their roles are key to a successful and rewarding event for all those participants. The Team Captains assist in the World Airlines Ski Championships continuing on as a premier event for the airline ski clubs and their members.

Team Captain's main communication platform is SLACK and the web address is

[iasf-teamcaptains.slack.com](https://iasf-teamcaptains.slack.com)

To be reached this way it is necessary that the Team Captains keep their e-mail address updated with the IASF Webmaster or

To reach all Team Captains via eMail at once use:

[teamcaptains@airlineski.com](mailto:teamcaptains@airlineski.com)

#### 1.4 Revisions and Amendments

Revisions will be conducted, if necessary, at each Annual Fall Meeting. Necessity occurs, for example when:

- the safety and health of any individual or a group of individuals is endangered,
- the safe conduct of one or more competitions is endangered,
- the conduct of the event is endangered due to economical reasons,
- legal provisions change
- decisions / proposals made by the BoD come into effect (for details refer to § 2.1.3. Article 5 and § 6.1.18.).

##### 1.4.1 Distribution and Publishing

After a revisions approval, which will be given by the Board of Directors during the Annual Fall Meeting, the latest Version of the IASF Rulebook will be published on the IASF Internet Homepage where it can be downloaded. As handheld devices such as smartphones, tablets and similar devices nowadays offer a great opportunity of having all relevant information electronically and easily available any time and in order to save resources, reduce costs for production, shipping and disposal of unused copies, decision was made that only a small number of copies will be produced and distributed amongst the Board of Directors, the race officials and future WASC organizers.

##### 1.4.2 Marking of Changes, Adaptions and Revisions

All revisions and amendments are mentioned in the Revision Bulletin at the beginning of the rulebook and indicate the changes to the last published edition.

##### 1.4.3 Applicability of Terms and Definitions

For brevity the pronoun "he" is used throughout the rulebook and means any person who is addressed, irrespective of gender.

The term "IASF" as used in the context is standing for International Airlines Ski Federation.

#### 1.4.4 Abbreviations

IASF	International Airlines Ski Federation (also “Federation”).
WASC	World Airlines Ski Championships
BoD	Board of Directors
TC	Team Captain
TD	Technical Delegate
FIS	Fédération Internationale de Ski (International Ski Federation)
GS	Giant Slalom (Alpine)
SL	Slalom (Alpine)
PSL	Parallel Slalom (Alpine)
PGS	Parallel Giant Slalom (Snowboard)
SBX	Snowboard Cross
WC	World Cup
DQ	Disqualification
DNS	Did not Start
DNF	Did not Finish
IRM	Invalid Result Mark

#### 1.4.5 List of Revisions

Type of Revision	Rev. No.	Rev. Date	Revised by
Initial Edition	-	25. FEB 1976	-
Normal Revision	-	18. SEP 2007	Board
Total Revision	1	19. SEP 2009	Mathias Dolderer
Normal Revision	2	19.SEP 2010	Mathias Dolderer
Normal Revision	3	19.SEP. 2011	Mathias Dolderer
Normal Revision	4	23.SEP. 2012	Mathias Dolderer, Vice President
Normal Revision	5	29.SEP. 2013	Mathias Dolderer, Vice President
Normal Revision	6	29. SEP. 2014	Mathias Dolderer, President
Normal Revision	7	29. SEP 2015	Mathias Dolderer, President
Normal Revision	8	20. FEB 2018	Stephan Halbe. President
Normal Revision	9	20.NOV 2018	Stephan Halbe. President
Amendment	9.2	05.JAN 2019	Stephan Halbe, President
Normal Revision	10	20 OCT 2019	Stephan Halbe, President
Normal Revision	11	15 OCT 2020	Stephan Halbe, President
Normal Revision	12	15 JAN 2023	Stephan Halbe, President



## 2 Basic IASF Rules

### 2.1 General

The following shall be the official rules for the International Airlines Ski Federation as approved by the Board of Directors. First published for the race at Mt. Hood, Oregon, USA in February 24 -25, 1976.

The rules were last revised in October 2021 in Abu Dhabi/United Arab Emirates.

#### 2.1.1 Individuals Eligibility

The race is an invitational meet open to all government certified airlines throughout the world.

- 1) In the event an airline is unable to enter a complete team, racers from that airline may compete for individual awards
- 2) Each team member is automatically competing for individual awards as well as team awards.
- 3) To be eligible to start, a person must be, by the time of the beginning WASC, a full-time or part-time employee by the airline he is racing for and must be in possession of a valid ID of this airline. A part-time employee must work at least 50% of the normal work month of a full-time employee in the same category or position. Any retired airline employee who is holding a valid Retiree ID of his airline shall be entitled to race. Any employee on furlough at the time of race registration shall be ineligible.
- 4) Any employee furloughed, terminated or working on reduced hours as a direct result of the COVID-19 pandemic will be able to attend the WASC 2022 and 2023 and compete for their previous airline. If such employee has obtained new employment with another airline, such employee must attend and compete for the team representing the new airline. Participants still unemployed at the time of the WASC 2023 will not be required to comply with § 2.1.1.(6) of this section, but will have to sign the liability release
- 5) The Team Captains shall be responsible for the certification of their racers, and shall be responsible for relaying all race rules, bulletins, communications, etc. to their individual team members.
- 6) Racers shall be required to present their airline identifications and sign a liability release.
- 7) Protests concerning eligibility shall be made not later than the end of the last official race.
- 8) All questions on eligibility shall be handled by a committee composed of IASF Officers, present Directors from each continent and the Team Captains representative (as designated at the IASF TC meeting). All

shall vote on resolution except the president of IASF, who shall vote only in the case of a tie.

- 9) Only those members of the Condor Ski Team which were registered by the IASF prior to 2014 are eligible to continue racing for the Condor Ski Team, even if they are holding a Lufthansa ID. No further exceptions to this rule are to be granted.

#### 2.1.2 Airline Eligibility

Any airline that has merged, ceased operations, or has had a change of name after the close of the IASF board fall meeting, will still be eligible for the following WASC, under the original airline code.

#### 2.1.3 Race Rules

- 1) Competition shall be conducted under the latest FIS rules and regulations. However the International Airlines Ski Federation rules and regulations herein stated shall take precedence over FIS rules.
- 2) Race rules shall be made available to each racer.
- 3) The race rules shall be distributed to the Team Captains and shall be reviewed by the Team Captains prior to the draw for the first scheduled event.
- 4) Copies of the latest revised IASF / FIS race rules (English) must be with the race jury at all times.
- 5) Proposed changes in the race rules shall be submitted to the president of IASF in writing at least 7 days prior to the board meeting at which the said changes are to be discussed. The president shall be responsible for distribution of the proposed changes to Team Captains and board members immediately upon receipt.

#### 2.1.4 Competitions

- 1) The official Alpine competition shall be Giant Slalom and Slalom for both, women and men.
- 2) The official Nordic competition shall be a free technique (F) cross country sprint race as well as a classical technique (C) and free technique (F) cross country distance race for both, women and men, which alternates annually.
- 3) The official Snowboard competition (PGS) shall consist of a qualifier and a finals eliminations race or shall be following IASF SBX rules.
- 4) In addition there shall be a Cross Country Relay which will not count in the team standings.
- 5) Sponsors may add fun events.

## 2.1.5 Team

- 1) Each airline shall be allowed to enter one (1) complete team in the Alpine, one (1) complete team in the Snowboard and one (1) complete team in the Nordic events.
- 2) There shall be no individual racers above the team total.
- 3) In the absence of an official airline team, the first entry received will be recognized as the official team from that particular airline.
- 4) Each Team Captain shall select 1 male and 1 female to represent their airline in the dual slalom, if that event is one for the fun races.
- 5) The local organizer may limit the number of representatives per airline, but not limit the number of team members (**18 Alpine + Nordic (no limit) + Snowboarders (no limit) + 3 coaches**).

### 2.1.5.1 Alpine

- 1) An Alpine team shall consist of not more than **18 total members**. No more than 9 may race in each discipline (each day) and not more than 5 of the same gender. The best 3 men and best 2 women will count in the Alpine Team and the Overall Team scoring.
- 2) Change of Alpine team members shall not be allowed after the start of the first Alpine event.

### 2.1.5.2 Cross Country

- 1) The number of male and female racers per airline is unrestricted. The best 2 men and the best woman of each airline will count in the Nordic Team and Overall Team scoring.
- 2) The Nordic Team may consist of members neither belonging to the Alpine nor to the Snowboard Team.
- 3) The official cross country relay team shall consist of 2 of one gender and 1 of the other gender, not necessarily working for the same airline. The number of relay teams is not limited and may consist of other than Nordic Team members.

### 2.1.5.3 Snowboard

The number of male and female racers per airline is unrestricted. Only the best 2 men and the best woman of each airline will count in the Snowboard Team and Overall Team scoring.

## 2.1.6 Technical Delegates (TD)

The IASF Technical Delegates (Alpine, Snowboard and Nordic) shall ensure that the rules and directions of the IASF and the FIS are adhered to in the conduct of the WASC. In addition, the following administrative duties are assigned to the TD's:

- Assume administrative duties consistent with the position of TD.
- Verify that the start list and bib assignment are in agreement with the official IASF Team Draw.
- Ensure all individual and team results are correct in accordance with IASF rules.
- The signature of the TD (Alpine/Nordic/Snowboard) is required on all results before they can be officially posted and distributed.
- All TDs shall wear "IASF OFFICIAL" jacket, ski suit or at least name tags to be identified as an Official of the IASF and have radio contact during the WASC races.
- The Nordic TD, Snowboard TD and the Alpine TD are allowed to race.

### 2.1.7 Team Draw

- 1) The team draw shall be completed after the respective Team Captains' meeting. The President shall be responsible for the establishment and publication of the deadline for the team draw. The team draw will be conducted by a committee appointed by the President.
- 2) If a Team Captain is unable to attend the meeting, he shall name a substitute or an alternate. All teams that are registered shall be entered the team draw.
- 3) Start numbers for each group shall be derived from the team seeding list that was received in final form at the Team Captains meeting. Each starter group is subject to random draw, whereas all racers seeded as #1 by their respective Team Captains will be entered in starter group 1, racers seeded as #2 will be entered in starter group 2 etc.
- 4) All team seeds must be submitted at the first Team Captains meeting. Any later changes in sequence after the Team Captains meeting must be submitted to the race committee prior to the start list being generated. Different start sequences within the team for Snowboard, Nordic Sprint and distance, Giant Slalom and Slalom may be allowed.
- 5) A separate draw shall be held for each event:
  - a. Men's Giant Slalom and Slalom (or Parallel Slalom)
  - b. Women's Giant Slalom and Slalom (or Parallel Slalom)
  - c. Men's Cross Country Distance and Sprint race
  - d. Women's Cross Country Distance and Sprint race
  - e. Women's Snowboard Qualifying and
  - f. Men's Snowboard Qualifying.
- 6) All teams registered after the team draw shall be added at the end of the completed seed in the order of their registration.

### 2.1.8 Racing Bibs

- 1) Racing bibs will be issued to the Team Captain or representative for the entire team at a time and place to be designated at the Team Captains' meeting.
- 2) Race bibs must be worn visible and readable at all time during course inspection.

### 2.1.9 Computing Rules

- 1) Team and individual standings will be computed for the two (2) Alpine, one (1) Snowboard and two (2) Nordic events.
- 2) In Cross Country relay and individual alpine combined the results will only be posted and shall not count towards any overall award.

#### 2.1.9.1 *Alpine*

- 1) Individual results (Giant Slalom and Slalom), will be computed by using the FIS race points system. Individual combined results will be computed using total FIS race points.
- 2) Team results will be computed for each event using individual points of the best three (3) male and two (2) female team members in each event. The winners will be the teams with the lowest combined standing points total, providing the team qualified in each event with three male and two female team members.

#### 2.1.9.2 *Snowboard*

- 1) Individual results will be determined by the results of the elimination races and from position 5 (17) by qualifying times.
- 2) Team results will be computed using the places of the two (2) best men and one (1) woman of each team. These results will be used in the combined team awards

#### 2.1.9.3 *Cross Country*

- 1) The IASF points of the best two (2) men and one (1) woman of each team in both events will be added together and the team with the lowest team total of IASF points will be the winner.

#### *2.1.9.4 IASF Team Trophy*

The IASF Team Trophy is the Overall Award for the Team which scored best in Alpine, Snowboard and Nordic combined.

- 1) IASF Points will be defined as equal to the finish place of each racer in each event.
- 2) IASF Points of each racer of the scoring team will be added for the IASF Team Trophy.
- 3) The lowest team total of IASF Points determines the IASF Team Trophy winner.

#### *2.1.9.5 Results Publication*

Each day's race results (individual and team) will be published for review by 2359loc on the day of race completion. Protests to the published results should be made to the TD by 1000loc the following day. All results will be available to the Team Captains at least 2 hours prior to the final awards presentation.

The Alpine, Snowboard and Nordic TDs must verify the results publication prior to distribution.

The results publication will include:

- a complete list of participating airlines
- all individual race result
- Alpine Combined results
- Alpine Team results (Slalom, Giant Slalom combined)
- Nordic Team results
- IASF Team Trophy (Alpine, Nordic and Snowboard Team combined results; for definition see table § 2.1.9.4. Article 3)
- Cross Country Relay results
- Snowboard final and qualifying results

## 2.2 Awards 2.2.1

### Awards Table

<b>ALPINE INDIVIDUAL</b>	1	2	3	4	5
Giant Slalom Women	T	T	T	C	C
Slalom Women	T	T	T	C	C
Giant Slalom Men	T	T	T	C	C
Slalom Men	T	T	T	C	C
<b>SB INDIVIDUAL</b>					
Snowboard Women	T	T	T	C	C
Snowboard Men	T	T	T	C	C
<b>NORDIC INDIVIDUAL</b>					
Sprint Women	T	T	T	C	C
Distance Women	T	T	T	C	C
Sprint Men	T	T	T	C	C
Distance Men	T	T	T	C	C
<b>TEAM</b>					
Alpine	T	T	T		
Snowboard	T	T	T		
Cross Country	T	T	T		
Cross Country Relay	T	T	T	C	C
<b>IASF Team Trophy</b>	T	T	T	C	C

**T = Trophy C = Certificate**

### 2.2.2 Fun Events

There shall be awards for fun events

## 2.3 Registration & Accommodation

### 2.3.1 Lodging Irregularities

Any team not complying with the lodging deadlines approved and appropriately published by the Board will become responsible for their own lodging and the costs thereof. If the race or other participation fees are based on group housing, the teams that do not comply with the IASF approved deadline may be charged an additional entry/participation fee (as Approved at Bled, Yugoslavia, October, 1988: Vote 8-1).

## 2.4 Submission/Review of Future WASC Bids

The IASF President will make every effort to present complete information to the Team Captains at their first scheduled meeting during the WASC for selection of a resort for two (2) years later.

Each registered Team Captain will get one vote for each twenty (20) eligible team members that their team brings to the WASC. (i.e. 1-39 = 1 vote, 40-59 = 2 votes, 60-79 = 3 votes etc). Fractional votes are not considered. Eligible team members must be active or retired airline employees for the team they are representing. Team members cannot represent multiple airlines.

Each team achieving a Team Overall result (Alpine, Snowboard and XC) will receive an additional vote.

Any Team with enough participants to field a Team Overall result but failing to complete such Team Overall score will lose one of the additional votes.

1. The resort with the most votes wins.
2. The week with the most votes at that resort wins.

The President will announce the Team Captains' written and/or online ballot result at the awards banquet/party at the end of the week.

If there is a tie-vote, the IASF Board of Directors will vote to break the tie

(as approved at Mt. Bachelor, Oregon, September, 1991, and revised at Jackson Hole, Wyoming, September 2006.)



## 3 Alpine

### 3.1 Alpine Race Rules

For Basic Rules refer to § 2.1.5.1.

#### 3.1.1 Course and Inspection

- 1) Men and women shall run different courses, if local conditions permit.
- 2) If only one (1) Giant Slalom run is scheduled, the course shall be 50 to 80 seconds in length
- 3) There shall be two (2) Slalom runs, with a course length of 40 to 60 seconds.
- 4) Only skiable areas outside the fenced race course perimeter will be available for free skiing or training.
- 5) Course inspection shall be made on the morning of the race. The course will be opened for inspection at the published time. Inspection time will be determined by TD and Race Director and shall be finished at least 20 minutes prior to the race start.
- 6) Inspection shall be made on skis. It shall not be permissible to ski through the course. Only racers and 1 coach per team are allowed on the course.
- 7) The competitor inspection is held after the TD and Race Director have opened the course. The competitors are authorised to study the final setting of the course by either skiing down at the side of the course at low speed (within the fenced race perimeter), or side slipping through or beside the gates. Skiing through the gates or making practise turns parallel to the course (shadowing) is not allowed and results in disqualification of the competitor if witnessed by an IASF Official, a gatekeeper or a jury member only. Subsequent DQ shall be posted at the finish prior to the start of the race (1st or 2nd run respectively). Fenced, roped or blocked-off sections of the course or gates shall be respected. By the end of the inspection time all competitors and coaches are required to be outside of the racecourse.
- 8) Bib numbers must be displayed at all time while on course. Failure to do so may result in disqualification. Such disqualification shall be posted prior to the start of the respective races.
- 9) Course repairs, packing, side-slipping during the race will not be permitted except if specifically instructed by the Chief of Course.
- 10) All alpine competitors are required to wear a helmet for all alpine events. While there is no requirement for helmets to be FIS approved, it is highly recommended.

If snow conditions make it necessary, the race jury may require the competitors to pack or otherwise assist in preparing the course and make such assistance mandatory

### 3.1.1.1 *Parallel Slalom*

- Racers shall race against each other on separate identical parallel courses (blue and red) with a common start and finish line.
- No artificial jumps or hazards shall be built into the courses.
- The choice of course shall be by draw (Race Jury and TD decision)
- Men and women shall alternate on runs, with the 1st run to be women.
- Each competitor will have two runs, one on the blue course and one on the red course
- The two run times will be added
- The first 16 racers (women and men) will qualify for the Parallel Finals
- From number 17 the racers will be placed according to their added run times from both runs
- Racers with only one run time will be placed after the last racer with two run times
- Racers with two DNF runs are DQ
- In case of a tie between two or more racers from position 17 they will have the same position on the scoreboard
- Ties from position 1 to 16 need a decisive time run. The course will be chosen by the Jury

### 3.1.1.2 *Parallel Finals Single K.O.*

- 1) Top 16 of women and Top 16 of men conduct a single K.O. parallel final.
- 2) The racer with the faster qualification time can choose course (either red or blue). The pairings shall be as follows: **1-16, 8-9, 5-12, 4-13, 3-14, 6-11, 7-10, 2-15.**
- 3) Women conduct their runs first. Afterwards men do their runs in each round.
- 4) Each pair of competitors has to make one run only.
- 5) The winner advances to the next round and proceeds to the start, the loser is out
- 6) In case of a real-time tie or the competitors are DQ at the same gate, the faster qualification time advances to the next round

- 7) First-Round-Losers will be ranked from 9 to 16 according to their qualification time, which is the accumulated time out of their two qualification runs.
- 8) Second-Round-Losers will be ranked 5 to 8 according to their qualification time, which is the accumulated time out of their two qualification runs.
- 9) Once a competitor is qualified for top 8, he will remain in top 8 group.
- 10) The Semi-Final losers will race for 3<sup>rd</sup> and 4<sup>th</sup> place before the finalists do their race for 1<sup>st</sup> and 2<sup>nd</sup> place.
- 11) All rankings from place 17 on will be determined according accumulated time from the qualification runs.

### 3.1.2 Timing and Start

- 1) Electronic timing with backup shall be used.
- 2) The start interval shall be agreed on at the TC Meeting for Giant Slalom and Slalom, depending on the hill used. The course referee and TD will also have the option to adjust the intervals by radio for safety considerations.
- 3) For 2nd runs in Giant Slalom and Slalom, the starting order for the 2nd run will be determined according to the results of the 1st run. Racers ranked 1 - 30 after the first run will start in reversed order. From the 31st competitor on the start order will be according to the result list of the 1st run.
- 4) Abandonment in the Slalom must be indicated to the referee nearest the racer, who will signal this to the start.
- 5) Racers disqualified in the 1st Giant Slalom and Slalom runs shall automatically be excluded from the 2nd runs in the event in which they were disqualified.

### 3.1.3 Re-Runs

- 1) Provisional re-runs may be granted, if in the opinion of the referee a racer's run has been interfered with by another skier, a spectator or animal on course, the blunder of an official or failure of the timing, a gate has been knocked down by a preceding racer and not replaced in time, or other similar occurrence outside of the racers control, which has slowed him down or lengthened his course, thus significantly influencing the racers time.
- 2) Re-run requests are to be made by the racer or Team Captain of the hindered racer to any member of the jury immediately after occurrence.

- 3) The racer must leave the course immediately after the interference, report to next gatekeeper, and may not ski further through the gates.
- 4) The racer may take his re-run after he has reported to the start referee, in accordance to the referee's decision.
- 5) The provisionally or definitively approved re-run counts, even if it proves slower than the 1st run.
- 6) If the competitor was already disqualified before the incident entitling him a re-run, the re-run is not valid.
- 7) If the claim for a re-run is shown to be unjustified, the competitor is disqualified

#### 3.1.4 Disqualifications

The competitor shall be disqualified if he:

- 1) Enters under false premises.
- 2) Trains on a course closed for competitors, or fails to inspect the course in accordance with § 3.1.1.
- 3) Alters the course.
- 4) Makes a false start or contravenes the start regulations.
- 5) Receives assistance in any form.
- 6) Fails to pass through all gates by crossing the line between the gates in accordance with current FIS rules.
- 7) Does not wear the official start number, or alters it in any way.
- 8) Interrupts or disturbs another competitor during their run.
- 9) Loses a ski more than two gates above the finish line in Slalom or Giant Slalom. This shall be considered a clear disqualification. The competitor may not continue on the course.
  - **NOTE: SL & GS** - You can finish the course on one ski two gates remaining. After passing the last gate, you can continue without skis.
- 10) Giant Slalom: If you lose a ski or come to a complete stop, you are disqualified and must clear the course.
  - **NOTE: SL** - If a racer does not ski through the correctly (misses the gate or straddles the turning pole) then he/she may hike back and cross the gate line with both skis and both feet.

### 3.1.5 Protests

- 1) Race disqualifications shall be posted on the finish scoreboard after each run.
- 2) Protests may be made at the time of occurrence and a provisional rerun granted.
- 3) Protests shall be considered only if submitted by the Team Captain or designated representative to the referee, in writing, within 15 minutes after posting of the unofficial results or disqualifications. Any protest submitted after this are considered null and void.
- 4) A protest fee of 50 USD/EUR will be collected and will be forfeit to the Jury if the protest is rejected. These protest fees will be given to the IASF Treasurer by the TD for inclusion in the IASF general fund. A protest may be withdrawn by the protesting party prior to the jury reaching a decision (or an intermediate decision made for reasons of time). In this case, deposit money will be returned.
- 5) Any other requested evidence such as video, photo or films should be submitted prior to the jury meeting. Any supporting or contradictory evidence submitted after this time period is considered inadmissible.
- 6) All race courses must remain intact for possible re-runs until the IASF TD gives permission to pull the course.
- 7) The IASF Alpine Jury shall be constituted as follow:
  - a. Chairman - IASF Technical Delegate: **1 Vote**.
  - b. Voting Members:
    - i. Chief of Race – **1 Vote**
    - ii. Chief of course – **1 Vote**
    - iii. Referee – **1 Vote**
  - c. Non-Voting Members:
    - i. Start Referee
    - ii. Finish Referee
    - iii. IASF Team Captains' Representative
- 8) All protests will be discussed and settled by or before one hour after the completion of the last race has elapsed. At the vote on the protest, only the jury members are to be present. The decision requires a majority vote of all voting members of the jury, wether present or not. In case of a tie, the TD's vote is decisive.
- 9) The decision is to be made public immediately after the proceedings by posting on the IASF webpage scoring and both written and verbally at the finish.

- 10) Each day's race results (individual and team) will be published for review by 2359loc on day of race. Protests to the published results should be made to the TD by 1000loc the following day. All results will be available to the Team Captains at least 2 hours prior to the final awards presentation

### 3.2 Alpine Combined Team Award

The Alpine Combined Team Award (IASF Champion) shall be a special Award, sponsored by Christian Burger (President of the IASF 2007-2012).

In case of a tie in the Alpine Team event, the Giant Slalom results shall govern

## 4 Cross Country

### 4.1 Cross Country Race Rules

For Basic Rules refer to § 2.1.5.2

#### 4.1.1 General Race Rules

- 1) Competitors must follow the marked course and pass at the official control posts.
- 2) The complete race must be run on skis.
- 3) Broken poles may be replaced.
- 4) If a faster racer from behind is shouting “Track” or “Spur”, the slower racer in front should give way to the faster one enabling him to overtake without detour.
- 5) If a racer is ranked last place during the race and still has to run another round to complete the full distance, the IASF Nordic jury is entitled to pull him out. He will then be ranked last with the time for the laps finished.

#### 4.1.2 Techniques

- 1) Sprint race is run in Free technique (F).
- 2) Distance race is run annually alternating in Free Technique (F) and Classical Technique (C) According to the rhythm the distance race at WASC 2023 in Tromsø will be Classic (C).

#### 4.1.3 Distances

- Distance race: 5k Women      10k Men
- Sprint race: ca. 1k Women & Men equally
- Relay race: ca. 1k for each competitor

#### 4.1.4 Course and Training

- 1) The venues for the Cross Country races shall be located as close as possible to the main places of events.
- 2) Priority shall be to run short rounds several times instead of one (1) single long round. (e.g. 5 x 2 km preferred to 2 x 5 km).
- 3) If the location and snow conditions permit, the course shall be made available for training and inspection by the day of the official opening of the WASC (Sundays).

**Sprint:**

1. The Sprint course must be wide enough for competitors to race side by side.
2. At least one (1) classical track must be groomed for the sprint race.
3. The prepared course may be used for training purposes until short (5 minutes) before the official start time for the first competitors.
4. In special situations (e.g. restricted venue, snow conditions) the course might be open for the race only.
5. Flood light / night skiing venues are to be preferred.

**Distance:**

1. The distance course shall be prepared latest one (1) day before the race.
2. Classical technique distance race: two classical tracks should be groomed
3. Free technique distance race: one classical track should be groomed
4. The prepared course may be used for training purposes until the official start time.

## 4.1.5 Race Draw

- 1) The race draw shall be in accordance with § 2.1.7. (Team draw).
- 2) Each competitor shall be informed of his start time / heat start by means of an officially published start list.
- 3) The racer shall be ready at start 3 minutes before that time.

## 4.1.6 Start Methods

1. The Distance race shall be a mass start.
2. The first meters shall be double pole technique until a marked line.
3. Priority for the first start lane shall be given to previous year's WASC Top 5 athletes.
4. Men shall start first; women start with a time gap of 5 minutes after men
5. Sprint race starts shall be in heats for men and women, starting alternately.
6. Qualification (QF): Heat 1 for M/W; Heat 2 for M/W; Heat 3 for M/W; and further until all men and women heats are completed.



7. The **majority** of heats decide which gender shall start first. If equal number of heats: men first.
8. The last QF heat of any gender determines the gender's start order for Finals
9. Best of 12 mode: W Small Final; M Small Final or vice versa
10. Best of 6 mode: W Big Final; M Big Final or vice versa

**Exemption:**

Best of 6 mode for only one gender- complete other gender's Small Final before Big Finals for both. Big Finals only after completion of any W/M Small Final

- a) Time gap/break between Qualification and any Final shall be a minimum of 15 minutes.
- b) Chips/transponders and/or bibs will be returned/newly distributed or kept on one's person according to the Chief of Race and Nordic TD. Announcements will be made accordingly.
- c) The relay race shall be a mass start. The first meters shall be double pole technique until a marked line.
- d) Distance race only: If a competitor arrives late at the start, he may start at an assigned time up to 10 minutes after all other competitors, but before the current leader's completion of the first lap
- e) **Sprint race only:** A competitor who does not start (DNS) in the Small Final or Big Final will be automatically ranked in 12th position (Small Final) or in 6th position (Big Final). If two or more competitors do not start, they will be ranked in 11th/12th resp. 5th/6th place, according to their Qualification round times (and so on, with 3 or more DNS).

*4.1.6.1 Sprint Race*

- 1) Chip / Transponder timing is highly recommended.
- 2) Different to FIS XC World Cup sprint, the QF is carried out in heats of maximum 6 and minimum 3 competitors, depending on the total number of participants; e.g. 30 starters in 5 heats of 6 (NOTE: exception is a DNS-competitor. Refer to point 4 below). However the QF will be based on timing instead of finishing positions!
- 3) Depending on the number of male and female participants (start list) the sprint will be conducted as follows:
  - a. Participation number below 24 (Best of 6 mode):
    - The sprint race consists of a QF round and a Big Final.

- The QF will be entirely based on timing.
  - Racers ranked 1 – 6 proceed to the Big Final.
- b. Participation number equals 24 or more (Best of 12 mode):
- The sprint race consists of a QF, a Small Final and a Big Final.
  - The QF will be entirely based on timing.
  - Small Final: Racers ranked 7 - 12 in QF
  - Big Final: Racers ranked 1 - 6 in QF
- 4) A DNS (does/did not start or a “no-show”) competitor in one heat shall not be replaced by competitor of the next heat. The start-heats, according to the published start list, shall remain unchanged. Filling up is not allowed.
  - 5) In case of two competitors crossing the finish line almost at the same time, the IASF Nordic Jury is responsible for the ranking (when no chip/transponder timing is in use)
  - 6) A racer who has qualified for a Small Final or a Big Final will remain in the respective group of 7 - 12/1 - 6, even if the racer’s (Small/Big) Final time is slower than any qualification time. He will be ranked in the group of best 12/ best 6 as other racers were previously eliminated at a lower stage.
  - 7) The final ranking shall consist of:
  - 8) Best 1 - 6 according to their ranking/times in the Big Final;
  - 9) Best 7-12 according to their ranking/times Small Final (Best of 12) or QF round times (Best of 6)
  - 10) From 13 onward according to their QF round times.
  - 11) A competitor who is DQ’d or gives up is eliminated

**ALTERNATIVE MODE:**

To cope for any unforeseen circumstances like adverse weather, running late on schedule, running out of daylight, equipment failure, postponed start, etc., the Nordic Sprint race may be shortened instead of a total cancellation.

Depending on the nature of circumstances the official Nordic Sprint race may be

- Shortened to the “Best of 6” mode for both men and women,
- Reduced to a qualification round only; Small Finals and Big Finals are cancelled.

The decision about the respective ALTERNATIVE MODE, regarding the circumstances, will be officially announced on-site by the Nordic Director (which is also TD) or by the Alternate Nordic Director as his substitute.

#### 4.1.7 Relay Race

- 1) The team's name and racer's order shall be submitted by the Team Captain in written form latest 30 minutes prior to the start. No late entries or team changes will be accepted later.
- 2) Each competitor shall run one (1) lap only.
- 3) The 2<sup>nd</sup> and 3<sup>rd</sup> racers of a relay team may only commence their runs after they have been touched by their predecessors. Failing to do so will result in the disqualification of the team.
- 4) The winning team shall be the team whose final racer crosses the finish line first.

#### 4.1.8 Disqualifications

The competitor shall be disqualified by the race jury if he:

- 1) Enters under false premises.
- 2) Does not follow the indicated course or has not passed all control points.
- 3) Hinders a competitor wishing to overtake.
- 4) Skiing wrong style.

#### 4.1.9 Protests

1. Protests shall be considered only if submitted by the individual in questions to the technical delegate within 15 minutes after the finish of the race. A protest fee of 50 USD/EUR will be collected and will be forfeit to the Jury if the protest is rejected.
2. The IASF Nordic Jury shall be constituted as follow:
  - a. Chairman - IASF Technical Delegate: 1 Vote.
  - b. Voting Members:
    - i. Chief of Race – 1 Vote
    - ii. Chief of course – 1 Vote
    - iii. Referee – 1 Vote
  - c. Non Voting Member
    - i. Start Referee
    - ii. Finish Referee
    - iii. IASF Team Captains Representative

3. In case of a tie, the IASF delegate, as the chairman, has an additional vote to break the tie.
4. Each day's race results (individual and team) will be published for review by 2359loc on the day of race completion. Protests to the published results should be made to the TD by 1000loc the following day. All results will be available to the Team Captains at least 2 hours prior to the final awards presentation.

## 5 Snowboard

### 5.1 Snowboard Specifics

For Basic Rules refer to § 2.1.5.3

#### 5.1.1 General

All Snowboard Events have to be set in PGS Style or SBX Style(see definition below).

#### 5.1.2 Course Definition PGS

A Giant Slalom should present a variety of long, medium and small turns. The competitors should be free to choose their own line between the gates, which must not be set down the fall-line of the slope. The course should be set “symmetrically” not to favor goofy or regular riders.

The parallel is a competition where two competitors ride simultaneously side by side down two courses. The setting of the courses, the configuration of the ground and the preparation of the snow must be as identical as possible.

#### 5.1.3 Course Definition SBX

A Snowboard Cross should preferably be of a medium pitch (10 degrees +/- 2) with varied terrain. The SBX slope should be between 15 and 40m wide (the wider the better). Under certain conditions for short sections (50m or less) the course width may be minimum of 10 m.

The most important part is from the start to the first turn (approx. 80 m **straight**) where it should be not too steep, a long flat area with features to separate the competitors before the first banked turn. (f.ex. with 3 – 5 Rollers or other terrain features)

The direction change of the first turn shall be no less than 100 degrees. It is usually the largest turn of the course, wide enough to accommodate ALL competitors at once.

The ideal IASF SBX slope will allow for the construction of all or some of the following terrain features:

- Banks (crescent shape)
- Single, Double or Triple Rollers
- Offset Rollers
- Medium or long GS turns when building a feature is not possible
- Other terrain features can be built, but competitor security considerations must always be a priority
- Gap jumps and corner jumps are not permitted under any circumstances
- The course features should be designed so that the competitors do not have to brake before the features

#### 5.1.4 Course Setting PGS

1. When the two courses are set, the left course (looking from the top) will be set with red poles and the red triangular banners and the right course (looking down from the top) will be set with blue poles and blue triangular banners.
2. Triangular banners have to be used.
3. The same course setter establishes the courses and makes sure they are identical and parallel. They must ensure that the course flow is smooth and that there is a variety in the curves (very pronounced curves) and that the course causes rhythm changes. In no case should this event resemble a long, straight run from top to bottom.
4. The recommended number of gates should be 20 to 25.
5. The first gate in each course must be placed not less than 8m and not more than 10m from the start without direction change (frontside <-> backside edge)
6. Shortly before the finish line, after the last gate, the separation between the two tracks must be well defined so that they direct each competitor towards the finish line. The course setter must place the last gate in such a manner that the competitors are guided toward the center of each finish line.
7. The last gate must not be a direction change.
8. The distance between two corresponding markers (from turning pole red course to turning pole blue course) must be 7 to 12 meters.

#### 5.1.5 Course Setting SBX

Course Length:	650 - 1300 m
Vertical Drop:	100 - 250 m
Slope Width:	20 - 40 m
Track Width	8 - 16 m
Start Length (to first turn):	80 - 60 m
Start Inclination (to first bank):	8 degrees (+/- 2)
Finish Line Width:	20 m (+/- 5 m)
Finish Area Length:	40 m (+/- 10 m)

Triangular shaped flag gates have to be used consisting of a short (stubby) flex pole (turning pole and one long (slalom) outside pole.

Consecutive gates must alternate in colour except banana gates (considered one gate, therefore same colour)

In certain circumstances competitors may be required to pass between two gates of the same colour (f.ex. corridors)

Skillful use of the terrain with integration of the terrain into the setting is highly recommended. Blind jumps or terrain features where the competitors are unable to see a landing are not permitted at all.

#### 5.1.6 Vertical Drop PGS

For Parallel Giant Slalom (PGS) the vertical drop of the course should be between 120 – 200 meters.

The PGS has to be set as follows:

11-15% of the vertical drop in meters = the number of turns by rounding up or down to the nearest decimal number. It is recommended to set around 25 gates in the PGS with a horizontal distance (turning pole to turning pole) of max. 25 meters.

In general, the courses should have the same variety of terrain with enough width like a regular giant slalom.

#### 5.1.7 Vertical Drop SBX

For Snowboard Cross (SBX) the vertical drop should be between 100 - 250 meters.

#### 5.1.8 Finish PGS

1. The line of the finish must be parallel with the line of start
2. Each finish line must be at least 8 meters wide
3. The finish line must be separated by a post or vertical banner with a maximum width of about 1 meter

### 5.2 Race Rules Parallel Giant Slalom

#### (PGS) 5.2.1 Qualification

1. The qualification will be set as a Parallel Giant Slalom, same as in the snowboard finals.
2. All competitors get two qualification runs, one on the red course, one on the blue course. The pairings will be arranged according to their position in the official IASF snowboarder's ranking.
3. The first 50% of the snowboarders at the event will be set on the red course according to their position in the seeding list. The second 50% will be assigned accordingly (from top to bottom) on the blue course.
4. Women's pairings execute their first run before men's pairings do their first run. 5. Then women do their second run and finally men do their second run.
6. The start order and pairings in both runs remains unchanged.
7. The two runs will be added and the first 16 racers will proceed to the the parallel finals.

8. In case of a tie between two or more racers in Top 16, a decisive time-run on the red course has to be conducted immediately.
9. Racers from position 17 will be ranked according to their added qualification times.
10. Racers with only **ONE** run time will be ranked after all racers having run times.
11. First round losers in the finals will be ranked 9 to 16 according to their qualification time.
12. Second round losers in the finals will be ranked 5 to 8 according to their qualification time.
13. Racers without receiving any time for successfully completing a run will be DQ.

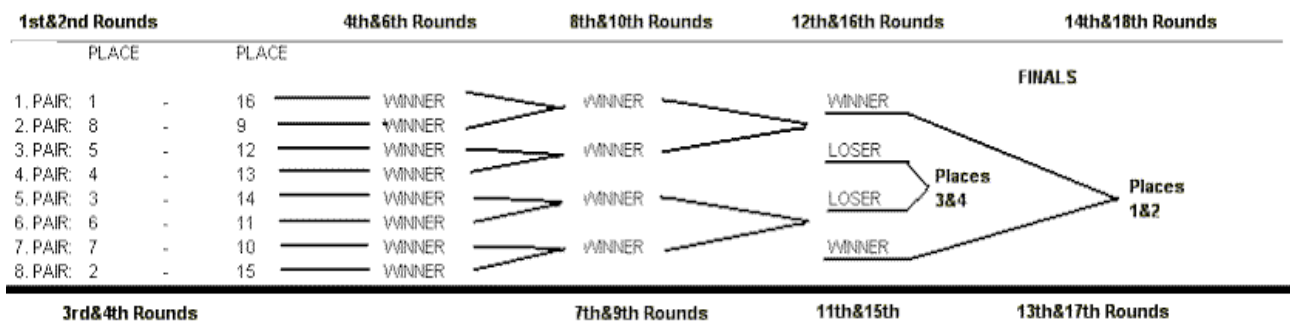
### 5.2.2 Course Inspection

1. The riders are allowed a minimum of 30 minutes to inspect the parallel and qualifying courses by sliding down through the course. Minimum inspection times and inspection closure times may be changed at the discretion of the Technical Delegate (TD) in coordination with the race department when time constraints or other conditions warrant.
2. The courses shall be closed 10 minutes prior to the start
3. Shadowing or boarding, other than slow sliding the course, will lead to sanctions of disqualifications.
4. Competitors are not allowed to touch (hold) gates during the inspection.
5. First offense is penalized by a warning, second offense by disqualification from the competition.
6. Competitors must carry their bib numbers visibly **AND** readable.

### 5.2.3 Parallel Finals Single K.O.

1. Eight (8) pairs are formed using the qualifying results and the table below.
  2. Before the starter gives the command- "GO" or opens the starting gate, he must first ensure that the competitors are ready by asking: "red course ready, blue course ready, attention."
3. Each pair of competitors has to make **ONE** run.
4. For each pair, the competitor with the faster qualifying time (lower bib number) has the choice of course. This will be announced to the spectators in the finish area before each heat.
5. The losers of the semi-finals will race their heat for the 3rd position before the finalists race their heat for victory.





### 5.2.3.1 Schedule of Parallel Finals

### 5.2.4 Timing

The racer who wins the heat advances to the next round.

### 5.2.5 Penalty Time

- not applicable -

### 5.2.6 Disqualifications (DQ) and Did Not Start (DNS)

- Causes for disqualifications (DQ) are the following:
  - False start
  - Changing from one course to another
  - Disturbing opponent (voluntarily or not)
  - Incorrect gate passage
  - Turn not executed outside of gate
  - Not finishing with at least the front foot affixed to the board.
- In case of both competitors not being able to finish, the competitor that passes the most gates advances to the next round.
- If a competitor does not start at all in the eighth or quarter finals, he will be automatically ranked in the 16<sup>th</sup> (eight final) or 8<sup>th</sup> (quarter final) position. If 2 or more competitors do not start, the DNS competitors will be ranked on 15/16<sup>th</sup> (7/8<sup>th</sup>) place according to their qualification times (and so on, with 3 or more DNS)

## 5.3 Race Rules Snowboard Cross (SBX)

### 5.3.1 Qualification

- Two runs qualification with cut down system**
  - Competitors who are ranked in the top 50% of the final bracket will directly qualify to the final phase according to their time in run #1, the remaining competitors will take a second run
  - The start list of the second run will be the same as for the first run, taken out the already qualified competitors

- Competitors who did not finish (DNF) or did not start (DNS) in qualification run #1 can participate in run #2
- The best qualification run of the two runs counts for the remaining competitors

**2. Two runs qualification**

- All competitors will have two timed runs, the best run out of two determines the qualification result
- The start order for the second run will be the same as in the first run
- Competitors who did not finish (DNF) or did not start (DNF) in qualification run #1 can participate in qualification run#2
- The best qualification run of the two runs counts for the remaining competitors

**Tie Breaking during Qualification**

- If two or more competitors have the same best time (Tie), the competitors will be ranked by their total time ascending
- In case of an IRM (Invalid Result Mark) in a run, a DNF counts less than a time, a DNS counts less than a DNF
- If they are still tied, then the competitor with the worse seeding position will be ranked better

5.3.2 Course Inspection/Training

1.The riders are allowed a minimum of 30 minutes to inspect qualifying courses by slowly sliding down through or alongside the course. Minimum inspection times and inspection closure times may be changed at the discretion of the Technical Delegate (TD) in coordination with the race department when time constraints or other conditions warrant but should be a minimum of 15 minutes.

2. Competitors must visibly wear their start numbers and their helmets. 3.

At least one training session of 2 hours minimum in length is mandatory and should be held the day before the actual competition (qualification/finals). The Jury may decide other possibilities under certain circumstances.

5.3.3 Finals

1. Finals are based on 16 men / 16 ladies / 4 competitors per heat or such numbers as determined by the Jury.

HEAT	Red Bib	Green Bib	Blue Bib	Yellow Bib
1	1	8	9	16
2	4	5	12	13
3	3	6	11	14
4	2	7	10	15

2. The first two competitors of each heat advance to the Semifinals, competitors of position #3 and #4 are eliminated

3. The choice of the starting lane in the Semifinals is according to the qualification timing (higher bib). First ranked competitor from the qualification can chose their lane, with the second fastest the next lane and so on. A missed start is considered a disqualification/sanction. It is the competitor's responsibility to arrive at the start in time to compete.

	Red	Green	Blue	Yellow
SF1	1 <sup>st</sup> heat 1	2 <sup>nd</sup> heat 4	1 <sup>st</sup> heat 3	2 <sup>nd</sup> heat 2
SF2	1 <sup>st</sup> heat 4	2 <sup>nd</sup> heat 1	1 <sup>st</sup> heat 2	2 <sup>nd</sup> heat 3

4. The first two competitors of each Semifinal advance to the Big Final, the competitors positioned #3 and #4 advance to the Small Final

	Red	Green	Blue	Yellow
SF	3 <sup>rd</sup> SF1	3 <sup>rd</sup> SF2	4 <sup>th</sup> SF1	4 <sup>th</sup> SF2
BF	1 <sup>st</sup> SF1	1 <sup>st</sup> SF2	2 <sup>nd</sup> SF1	2 <sup>nd</sup> SF2

5. In case of disqualification (DQ) for intentional contact of competitors during the Finals, the competitor(s) will not advance to the Semifinals, Big Final or Small Final

#### **Tie Breaking During Semifinals and Finals**

- If two competitors are tied, the competitor with the better qualification rank will advance.
- In case of a tie between three (3) or more competitors, the tie will be broken based upon their qualification rank.
- In a case where more than one competitor does not complete the course nor cross the finish line, the rankings in that run will be based on the location where the competitor(s) have completed the course. The competitor that has passed more gates down the course will receive the higher rank.

#### **Final ranking of all competitors**

- Ranking of the fifth (5th) to eighth (8th) in the final ranking will according to the result of the Small Final.
- Ranking first (1st) to fourth (4th) in the final ranking will be to the result of the Big Final.
- If the Small Final has not been finished by one or more competitors, the losers of the semifinals are ranked first by their place (3rd, 4th), then according to their qualification time
- Ranking nine (9) to sixteen (16) in the final classification will according to the qualification time
- The remaining competitors from 17 onwards will be ranked according to their qualification time

### Start Command

- “We are ready for the next heat, please proceed to the starting gate”
- “Enter the start gate” (approx. 30 seconds before the start command)  
– as the last call for the competitors to get ready and the team officials to leave the start
- “Riders ready – attention” – randomly 1 – 4 seconds before the doors open (up to the starter)
- During the final start command no coaching is permitted (no coach at the start gates, no radio information from the course etc.)

### False start or malfunctions of the start gate

Disqualifications/sanctions will take place:

- When a competitor manipulates the start gates
- When a competitor’s board passes the starting line (vertical plane) before starting signal has been given (opening of gate)
- When the starting gate has clearly been blocked because of a technical malfunction before the start signal was given, the start must be repeated.
- When the starting gate is opened by one of the competitors and not by the starter because of a technical malfunction, the start must be repeated
- If the starting gate does not open equally for all competitors, there shall be a re-run

### Intentional Contact

- Intentional contact by pushing, pulling, positioning an arm in front another competitor to avoid being passed or other means which cause another competitor to slow down, fall or exit the course is not allowed.
- Blocking, by intentional movements of the body or an abrupt and radical changing of the actual riding line for blocking reasons is also not permitted.
- Any of the described intentional contacts will cause an automatic disqualification sanction.
- Unavoidable „casual“ contact may be acceptable. All contact infractions will be at the discretion of the Course Judges and Competition Jury.

### Re-Runs

- No re-runs will be conducted in SBX in case of intentional  
Re-runs will only be considered by the Jury in case of force majeure or if the competitor(s) were interfered by other persons or circumstances from outside of that presented by fellow competitors.

- In that heat a re-run may only be considered if the interfered competitor potentially would still have had the chance to advance.
- The number of starters for the re-run depends on the race situation when the interference occurred (e.g. if two athletes clearly leading the heat from top to bottom those two will not have to re-run the heat)
- If a competitor misses a gate due to interference and clearly does not gain any advantage this action may not be considered as a „did not finish“ (DNF)

## 6 IASF By-Laws

### 6.1 By-Laws International Airlines Ski Federation (IASF)

#### 6.1.1 General Statement

The following shall be the official Bylaws for the International Airlines Ski Federation as approved by the Board of Directors. First published for the race at Mt. Hood, Oregon, USA, February 24-25, 1976, and as amended by the Board February 26-March 2nd, 2017.

#### 6.1.2 Name

The name of the Federation shall be the INTERNATIONAL AIRLINES SKI FEDERATION, also known as "IASF" and sometimes referred to herein as the IASF and/or the "Federation"

#### 6.1.3 Jurisdiction

The Federation shall have the powers set forth in these Bylaws, including the power to (a) enroll member ski teams of government certified airlines, (b) discipline its member ski teams and skiers, (c) sanction dates and tournaments, (d) set rules for the conduction of sanctioned tournaments, and (e) administer its affairs for the good of airline skiing.

#### 6.1.4 Objectives and Purpose

The objectives and purposes of the Federation shall be

- a. To create, develop and maintain the sport of skiing among airline employees throughout the world. Furthermore, to develop the physical and mental capacities of its members and promote better acquaintanceship and closer association among those in skiing.
- b. To standardize rules governing ski competitors and competition, races and other ski events organized by IASF.
- c. To cooperate with airlines in arranging more effectively and economically for visits of skiers from one country to tournaments of another.
- d. To generally promote the moral, physical and mental advantages and development to be derived from the sport of skiing.
- e. To develop a greater understanding between the Federations program and management of the airlines of the world.

## 6.1.5 Membership

### 6.1.5.1 *Voting Membership*

Airline ski teams who agree to accept the Articles of Incorporation and Bylaws and all amendments thereto of this Federation, to observe and be governed thereby and by other enactments of this Federation and whose rules of competition harmonize with those of this Federation shall be entitled to all of the benefits and privileges of membership and shall be entitled to participate in the activities and functions of the Federation, providing however, that they meet all the requirements of the Federation at all times. The team captain of each airline so qualified is entitled to one (1) delegate vote providing that:

1. The airline ski team shall be entered in the annual World Airlines Ski Championships (WASC) and shall have fully paid the entry fee for the current competitive event.
2. The team captain shall be any employee or retiree of a member airline of the Federation. Member airline Team Captain information shall be updated with the Federation on an annual basis.
3. Any person who has served as President of this Federation shall be entitled to lifetime individual membership.

### 6.1.5.2 *Honorary Membership*

1. Organizations formed for the purpose of furtherance of development of the ski sport may be approved by the Board of Directors for Associate Membership. Such membership shall not be entitled to any team captain's vote(s).
3. Individuals, firms, corporations and/or associations who contribute money or property of value, shall be entitled to Associate Membership for one year as approved by the Board of Directors, but shall not be entitled to vote.
4. Any person who has served as a vice president or as a secretary or treasurer of this Federation shall be entitled to an honorary lifetime individual membership.
5. Any person who has served as President, Vice President or Secretary/Treasurer of this Federation for at least 3 years, will receive a WASC registration compensation for attending future WASCs after retiring from such officer position. This will be compensated from the IASF treasury, not the venue.

## 6.1.6 Government

1. The Team Captains shall comprise the governing body of this Federation and they shall meet annually during the World Airlines Ski Championships (WASC).

2. The duties of the Team Captains shall consist of, but not be limited to: passing amendments to the Articles of Incorporation and election of the Board of Directors.
3. The represented areas are now divided into three (3) areas:
  - **WORLD** (Australia, New Zealand, Oceania, Asia Africa), **AMERICAS**, and **EUROPE**.
  - **One (1) Director** shall be elected from each area, with **one (1) Alternate Director**, elected only by Team Captains from those areas participating in the election.
  - One (1) Snowboard Director, one (1) Cross Director and one (1) Alpine Director shall be elected by the Board of Directors.
  - All above mentioned Directors shall have elected Alternates. Alternates shall vote only in absence of their Director.
4. All Board members/alternates and IASF officers will attend all Team Captains meetings unless occupied by other designated IASF duties.
5. The Board will elect officers, approve future venues, and consider only business pertinent to the conduct of the current WASC, during the competition meeting.
6. In the event that a Director or Alternate are unable to attend a meeting of the Board of this Federation, then the Team Captains from that continent may nominate another person from that continent, not presently on the Board to attend the meeting, to vote by proxy on the behalf of the absent Director/Alternate, and enjoy all privileges and rights that the absent member would enjoy, had they been present. The Board of Directors shall be notified in writing of any proxy prior the start of business of any meeting.
7. In the event a Director is elected an officer of IASF (President, Vice President, Secretary/Treasurer) that Director's position shall be filled by the elected Alternate and a new Alternate shall be elected by their Team Captains. If an Alternate is elected to an IASF officer position, then a new alternate shall be elected by their Team Captains.
8. Directors and Alternates shall be elected for a two (2) year term with half (approximately) expiring on even numbered years and the other half on odd numbered years. All Directors and Alternates must be a full-time employee or retired employee of an airline.
9. The Board of Directors or President may call special meetings whenever urgent Federation business requires, at such time



and place as they deem advisable, with proper advance written notice to all Team Captains.

#### 6.1.7 Board of Directors

1. The annual meeting of the Board of Directors will take place during the fall meeting of the Board at the succeeding WASC venue or at another site approved by the majority of the Officers and announced to the Team Captains. If for reasons beyond the BoD control, such meeting cannot be conducted, the annual Board Meeting can be conducted via video conferencing or on social media platforms. This allows the BoD to conduct uninterrupted federation business as well as remote voting.
2. If for reasons outside of a Director's reasonable control (as determined on a case to case basis by the IASF Officers) that Director cannot attend the Fall Meeting in person, the Director can vote by attending the meeting virtually through an agreed electronic platform.
3. In the case of only one Area Director/Alternate from an area being in attendance at the Fall Meeting (whether in person or virtually), this Director/Alternate will be delegated an additional vote from the Director/Alternate not in attendance.
4. In the case where a Director that is not an Area Director does not attend the Fall Meeting (whether in person or virtually), that Director's vote is unable to be cast. This does not apply to a Discipline Director whose Alternate is in attendance (whether in person or virtually)

Note: it is important that a vote cannot be cast remotely without participation in the meeting itself, as vital information pertaining to the nature of each proposal is discussed.

5. The Board of Directors shall manage the business affairs of the Federation.
6. The duties of Board of Directors shall consist of administration of the Federation's affairs in harmony with Articles of Incorporation and Bylaws:
  - The election of Officers of the Federation,
  - Hiring and engaging and dismissing all paid and professional personnel employed by the Federation; and in general,
  - Having the power to conduct and regulate Federation affairs which are not specifically reserved to the Team Captains by the Articles of Incorporation or Bylaws of this Federation,

- Be aware that all necessary requirements regarding the incorporation are fulfilled.
7. Any vacancy occurring on the Board of Directors shall be filled by the elected Alternate. In the event that there is no elected Alternate, the Board of Directors will appoint a member from that continent, until such time as the Team Captains can elect members to fill the vacant positions.
  8. In addition to the elected Directors, the Officers of the Federation shall serve on the Board of Directors.
  9. A majority of Directors shall constitute a quorum for the transaction of business by the Board.
  10. All Board of Directors and shall wear "IASF OFFICIAL" nametags for identification during all WASC races.
  11. The actual Board of Directors is in charge until the closing of the final Board Meeting of the succeeding WASC.
  12. Directors have the duty to collect and work out bids for future WASCs and present them to the Officers within the published deadline for IASF WASC bids.

#### *6.1.7.1 Director Social Media & IT Solutions*

The Director Social Media & IT Solutions shall be

- Knowledgeable in IT related subjects.
- Maintain the organisation's website ([www.airlineski.com](http://www.airlineski.com)) and social media platforms (Facebook, Instagram etc.) and manage relevant infrastructures
- Implement regular updates on websites & social media in a timely manner (particularly during events & competitions, i.e. WASC) and manage host & sponsor links
- Pursue proper content management, i.e. be responsible for the contents on website and social media and monitor/prevent any breach of rules of conduct and online etiquette ("netiquette")
- Assign and maintain the official IASF BoD eMail addresses
- Provide technical support to webmail users (e.g. login issues etc.)
- Communicate with WASC hosts regarding mutual website linking
- Elaborate infrastructures at social venues for displaying audio & visual media at respective events

Further tasks include facilitating the distribution of relevant documents as well as editing and publication of media based on film & photography

1. The BoD will elect by secret ballot the Director Social Media & IT Solutions for a term of two (2) years. This election will take place during the final Board Meeting at the WASC.
2. Team Captains may submit nominations for the Director Social Media & IT Solutions to the President or Vice President at any time during the WASC prior to the final Board Meeting.
3. The BoD may introduce additional nominations prior to the voting.

4. The Director Social Media & IT Solutions reports directly to the IASF Officers.
5. The Director Social Media & IT Solutions has one (1) vote in all Board matters.

#### 6.1.7.2 *Director Marketing*

The Director Marketing shall:

- Consistently coordinate and discuss ideas and initiatives with the Director of Social Media & IT Solutions as well as the Board of Directors
- Initiate the development of branding and corporate identity initiatives for the IASF and the WASC
- Develop and implement marketing plans, including promotional programs to grow the WASC participant base, create new product introductions that provide revenue and exposure for the WASC and IASF.
- Offer expert advice to develop innovative advertising, public relations, social media and events.
- Handle and coordinate all Media inquiry and contact.
- Maintain and secure the rights to any all properties associated with IASF and the WASC.
- Negotiate with media partners and resorts to guarantee advantageous contracts for use of any such properties.
- Initiate contact with prospective sponsorship partners, cultivate and follow up with any leads for sponsorship partnerships through our member base or Board of Directors.
- Maintain the Database with current sponsors and monitor contracts for expiration, price increase, conflict of interest etc.

#### **Appointment to the Position**

1. The Executive Board consisting of The President, Vice President & Secretary Treasurer shall appoint the Position of the Director Social Media & IT Solutions after an interview of nominated candidate or candidates for a term of two (2) yrs. This appointment will take place at the final board meeting during the WASC. Anyone may submit a nomination to the President or Vice President at any time during the WASC.
2. The BoD could veto an appointment with a 2/3 majority if the Board deems the Executive Board appointed an unqualified candidate

#### 6.1.7.3 *Discipline Directors/Technical Delegates and Alternates*

1. The Board of Directors will elect, by secret ballot, the IASF Discipline Director /TD (Alpine, Nordic and Snowboard) and Alternates (one per each discipline) for a term of two years. This election will take place at the final board meeting at the WASC.
2. The Director of each discipline will also act as the Technical Delegate (TD) for that particular discipline. In the event that a Discipline Director cannot attend a WASC, the Alternate Director for that discipline will act as the TD for that event.

3. In the event that a discipline Director cannot attend a Board Meeting, his Alternate Director will have a vote in all Board matters.
4. Team Captains may submit nominations for the Alpine, Snowboard, and Nordic Directors/Alternates to the President or Vice President at any time during the WASC prior to the final Board Meeting.
5. The Board of Directors may introduce additional nominations prior to the voting.

#### 6.1.7.3.1 Election Process of Discipline Directors and Alternates

The following positions shall be elected by the Board of Directors in odd numbered years:

- a. Alpine Director
- b. Snowboard Director
- c. Nordic Alternate Director

The following positions shall be elected by Board of Directors in even numbered years:

- d. Alpine Alternate Director
- e. Snowboard Alternate Director
- f. Nordic Director

#### 6.1.8 Order of Business

1. Order of business at the annual meeting of Team Captains shall be as follows, except that the order may be varied by the President after proper notice:
  - Call to Order.
  - Report of Credentials Committee.
  - President Address and Report.
  - Minutes of the last annual, special and directors meetings.
  - Financial Report.
  - Unfinished Business.
  - New Business.
  - Elect Team Captain's Representatives to the race juries.
  - Report of Sanctions Committee.
  - Election of Directors/Alternates.
  - Adjournment.

2. The revised ROBERT RULES OF ORDER shall govern if not inconsistent with the specific provisions of the Articles of Incorporation or Bylaws of the Federation.
3. A quorum shall consist of fifty percent (50%) or the number nearest that figure, of team captains registered for the WASC at the first official day of the meet. All questions, except amendments to the Article of Incorporation, shall be denied by ordinary majority of those constituting a quorum.
4. Voting by mail is authorized for election and such other business as the Board of Directors may deem in the best interest of the Federation, provided that all business with the exception of elections be of such nature that permits a yes or no vote. Ballots must state the date ballots will be counted.

#### 6.1.9 Qualification of Officers

Officers are to be elected during the final meeting by the Board of Directors during the WASC. They are elected for 3 years terms starting at the 2021 WASC in Tromsø/Norway. (see below)

President	start year 2025
Vice President	start year 2024
Secretary/Treasurer	start year 2023

In case an Officer decides to vacate the position prior to serving the full term the BoD will elect a new Officer to fill such position until the original term is fulfilled.

Candidates must have previously served on the Board or presently be a member of the BoD. They must have at least two years of experience as a Board Member. In a situation where an Officer announces that he/she will vacate his/her position and no current Board Member wishes to run for such office, the Board has the option of waving the two-year experience or currency requirement. The Board also has the option to temporarily appoint someone to an officer position until a new election can be held.

##### 6.1.9.1 *President*

The President shall be a full-time or retired full-time employee of a member airline in a position which enables him or her to devote time to the Federation business as the need occurs. The President shall:

- be knowledgeable in ski administration
- superintend the federation business
- be chairman of the board of directors
- preside at all meetings
- have an additional vote as tie-breaker in case of a tie

- sign all minutes of meetings
- see that all officers and committee chairmen thoroughly understand and carry out their duties and responsibilities
- be responsible that all requirements regarding the incorporation are met
- be responded that the IASF website is contained well
- determines the members and leaders of the fall meeting workgroups (race department, social events, accomodation/transportation)
- the President may be authorized to sign cheques

#### 6.1.9.2 *Vice President*

Same requirements as President.

In the absence of the President the Vice President shall preside at meetings and discharge the duties of the President and shall also perform other duties as delegated to him/her by the President.

#### 6.1.9.3 *Secretary Treasurer*

Same requirements as President.

The Secretary/Treasurer shall be the Director of Finance.

He shall:

- Be responsible for recording and publishing all minutes of the board of directors and team captains meetings
- Keep accurate records of receipts, disbursements, appropriations and all other moneys
- Disburse funds as approved by the Board of Directors and/or team captains
- Have custody and be responsible for all agreements of the Federation, sign such documents as directed by the Board of Directors and perform such other duties as are usual for a secretary treasurer and as delegated by the Board of Directors.
- Be responsible for filing the annual corporation report to the Florida Division of Corporations between January 1 and May 1 of each year.
- Be responsible for the correct and in time payment of the annual corporation fee

#### 6.1.10 Election of Officers

Officers shall be elected by the Board of Directors during the final meeting at the WASC by secret ballot. Only those Directors that are still in charge are entitled to vote.

#### 6.1.11 Duties of Officers

Officers serving at the opening of an annual meeting shall retain their positions until the adjournment of that meeting.

The outgoing Officers shall continue such duties as they are requested to do so by the Board of Directors and/or the incoming officers for the purpose of winding up fiscal matters, occurring during their term of office, but shall not be required to continue such duties past the end of the fiscal year.

In case of a tie at the elections of the Discipline Directors, Area Directors and their Alternates, the Officers will break the tie.

#### 6.1.12 Salaries of Employees

The Board of Directors shall:

- Employ all salaried persons with remuneration for their services as deemed necessary and desirable by the Board.
- Assign titles and duties; fix terms of service and direct the work of such employees who shall be without vote in the Team Captains or the Board of Directors.

Such employees shall be responsible to the President.

#### 6.1.13 Federation Finance

- A. An officially designated ski team may have full representation at the annual meeting as provided in the bylaws, provided all financial obligations are met in full prior to the start of the annual meeting. The qualified Team Captain (ski team captain), and not more than one (1) additional team member are eligible to sit in as participating members (without vote) at the annual meeting.
- B. The sum of \$ 20.00 (outside Europe)/ € 20.00 (within Europe) from the entry fees for each participant registered (or such other amount approved by the Board of Directors from time to time) shall be turned over to the Federation by the sponsoring organization prior to the start of the annual meeting (unless other arrangements are made prior to the start of the annual meeting).
- C. All moneys received shall be deposited in and disbursed from a general operating fund. Federation funds shall be used exclusively to defray Federation expenses. Revolving operating accounts for specific purposes may be established as deemed advisable when approved by the Team Captains or the Board of directors. No one shall incur bills on behalf of the Federation for any purpose not already approved by

the annual budget or revisions thereto by the Board of Directors as herein provided.

- D. A contingency fund account shall remain a separate account from the general fund; which shall be used to defray operating cost in case of a WASC cancellation. The contingency fund must maintain a balance of ½ times the estimated cost of a full year of Operating expenses.
- E. The fiscal year of the Federation shall run from January 1 to December 31.
- F. All deposits paid to the WASC organizers are non-refundable to/or non-transferable between participants (on the same or different teams), should a smaller number of participants attend the WASC. Each site organizer will set a deadline pertaining to the deposit refund policy. IASF assumes no responsibility for collection of funds or deposits for WASC organizers.

#### 6.1.14 Committees

The President, with approval by the Board, may appoint such committees as may be found necessary for the good of the Federation. Such committees shall be responsible to the President or the Board of directors, and shall investigate such matters as may be submitted to them and make reports and necessary recommendations to the team captains and/or the Board of Directors in writing.

Any person endangering the reputation of the IASF or members thereof, the good conduct of business, the safe conduct of an event, the financial security or the independence of the IASF shall be subject to a committee investigation. The committee will determine the penalty.

#### 6.1.15 Federation Tournaments

1. In addition to the WASCs, the Federation may sanction any other tournaments it deems proper and within its jurisdiction.
2. Competition in Federation tournaments shall be open to all qualified airline skiers if properly certified by the Federation.
3. The airline or sponsor to whom any tournament is awarded shall be responsible for and pay all expenses connected therewith.
4. If the sponsor of a meet is not a recognized airline, the Federation shall designate a member airline to act as liaison or co-operating sponsor for the meet. Such airline or airlines shall be responsible to the Federation for carrying out of Federation regulations and policies in staging of the meet.

#### 6.1.16 Championship Awards

1. The sponsor of a sanctioned meet shall provide suitable awards for 1st, 2nd and 3rd place winner as provided in the race rules. In addition certificates of placement shall be awarded to the 4th, 5th and 6th places in each event. (see also § 1.2.1 “Awards Table”).



2. A token or award denoting participation shall be presented to each team taking part in the world championships, thereby recognizing such participation.
3. Any other awards shall be approved by the Federation prior to the presentation.

#### 6.1.17 Assessments

No affiliated team or individual shall be liable to this Federation for any assessment other than prescribed dues set forth in the by-laws

#### 6.1.18 Amendments

1. Proposed changes in the by-laws or Articles of the Corporation shall be submitted to the President in writing at least 7 days prior to the Board meeting at which they are to be discussed. The President shall be responsible for distribution of the proposed changes to the Team Captains and Board members immediately upon receipt.
2. Amendments to the by-laws will be made by the Board of Directors upon the vote of 2/3 majority of a quorum.
3. Amendments to the Articles of Incorporation will be made by the Board of Directors who shall adopt a resolution setting forth the proposed amendment and directing that shall be submitted to a vote at the annual or special meeting of the team captains.

#### 6.1.19 Dissolution

No member, officer or trustee of the Federation shall have any proprietary interest in the assets of the Federation. In the event of dissolution, the assets shall not be distributed to the members, but shall be distributed to a charitable organization, agency or corporation as stated in the Articles of Incorporation.

#### 6.1.20 Headquarters

The Federation may maintain an office at a place (location) in the President's discretion, and will also maintain a place of business in its State (Country) of organization. In addition, the Federation shall maintain a registered agent at a place as required by the laws of the Federation's State (Country) of incorporation.

#### 6.1.21 Printing By-Laws

Each printing of these Bylaws or any part thereof shall bear the date of last amendment and date of printing

#### 6.1.22 Use of the Official IASF Logo

1. The official IASF logo can be used by any Airline registered as an IASF member but only for the year in which the Airline team will participate at the WASC.
2. The IASF logo can be used in color or black and white; and if used in color the background shall not be blue or red.

3. The IASF logsheet can be obtained from the Officers or the Board of Directors.

## 7 Articles of Incorporation

### 7.1 Foreword

#### 7.1.1 Declaration

The undersigned, subscriber to these Articles of Incorporation, being a natural person over the age of eighteen (18) years of age, competent to contract, hereby presents these Articles for the formation of a Not For Profit Corporation under the laws of the State of Florida.

### 7.2 Articles

#### 7.2.1 Article I Name of Corporation

The name of the Corporation shall be **INTERNATIONAL AIRLINES SKI Federation Inc.**

#### 7.2.2 Article II Not For Profit

The Corporation is a nonprofit corporation under the laws of the State of Florida. The Corporation is not formed for pecuniary profit. No part of the income or assets of the Corporation is distributable to or for the benefit of its Members, Trustees or Officers, except to the extent permissible by law.

#### 7.2.3 Article III Purpose

The Corporation is organized exclusively for charitable, religious, educational and scientific purposes, including for such purposes the making of distributions to organizations that qualify as exempt organizations under Section 501(c)(3) of the Internal Revenue Code of 1954 (or the corresponding provision of any future United States Internal Revenue Law), as such purposes are summarized below:

**An association of airline industry employees formed for the purpose of organizing member events and distributing information among its members, including the following:**

1. To create, develop and maintain the sport of skiing among airline employees throughout the world, and to develop the physical and mental capacities of its members and promote better acquaintanceship and closer association among those in skiing.
2. To standardize rules governing ski competitors and competition, races and other ski events organized by the association.
3. To cooperate with airlines in arranging more effectively and economically for visits of skiers from one country to tournaments of another.
4. To generally promote the moral, physical and mental advantages and development to be derived from the sport of skiing.
5. To develop a greater understanding between the association's program and management of the airlines of the world.

#### 7.2.4 Article IV Limitation

No part of the net earnings of the Corporation shall inure to the benefit of or be distributable to its Members, Trustees or Officers, but the Corporation shall be authorized and empowered to pay reasonable compensation for services rendered and to make payments and distributions in furtherance of the purposes set forth in Article III, above.

No substantial part of the activities of the corporation shall be the carrying on of propaganda, or otherwise attempting to influence legislation, and the corporation shall not participate in, or intervene in (including the publishing or distribution of statements) any political campaign on behalf of any candidate for public office.

Notwithstanding any other provision of these articles, the corporation shall not carry on any other activities not permitted to be carried on:

- f) by a corporation exempt from federal income tax under section 501(c)(3) of the Internal Revenue Code of 1954 (or the corresponding provision of any future United States Internal Revenue Law); or
- g) by a corporation, contributions to which are deductible under section 170(c)(2) of the Internal Revenue Code of 1954 (or the corresponding provision of any future U.S. Internal Revenue Law).

#### 7.2.5 Article V Principle Place of Business

**The principal place of business and initial registered office of the Corporation shall be as follows:**

**5114 20th Avenue North, St. Petersburg, Florida 33710**

located in Pinellas County, Florida, but the Corporation shall have the power to establish branch offices and other places of businesses at such other place or places within or without the State of Florida as may be determined and deemed expedient.

#### 7.2.6 Article VI Registered Agent

The initial registered agent of the Corporation shall be the following named person at the following address:

<b>Name of registered Agent:</b>	Eileen Brennan
<b>Address of registered Agent:</b>	319 Quail Pt. Dr., Ponte Vedra Beach, FL
<b>Agent:</b>	32082

#### 7.2.7 Article VII Members, Manner of Election

The Corporation shall have Voting Members who shall be elected and may be removed by the Voting Members and shall have all the rights and privileges of members of the Corporation.

The Bylaws may provide for Nonvoting Members of one or more classes, who shall be admitted in such manner and who shall have such rights and privileges as are set forth

in the Bylaws, but who shall have the right to vote. The name and address of each initial Voting Member is as follows:

<b>Name</b>	<b>Address</b>
Stephan Halbe	Al Faridah Building C3-908, 35566 Abu Dabi, UAE
Bjørn Vandug	2016 Barton Creek Lane, Flower Mound, TX 75028, USA
Eileen Brennan	319 Quail Pt. Drive, Ponte Vedra, FL 32082, USA

#### 7.2.8 Article VIII Board of Trustees

1. The management of the Corporation shall be vested in a Board of Trustees.
2. The number of Trustees constituting the initial Board of Trustees is three (3).
3. The number of Trustees may be increased or decreased from time to time in accordance with the Bylaws, but shall never be less than three.
4. The Voting Members shall elect the Trustees bi-annually.
5. The Bylaws may provide for ex officio and honorary Trustees, and their rights and privileges.
6. The name and address of each initial Trustee of the Corporation is as follows:

<b>Name</b>	<b>Address</b>
Stephan Halbe	Al Faridah Building C3-908, 35566 Abu Dabi, UAE
Bjørn Vandug	2016 Barton Creek Lane, Flower Mound, TX 75028, USA
Eileen Brennan	319 Quail Pt. Drive, Ponte Vedra, FL 32082, USA

7.2.9 Article IX Officers of Corporation

<b>Name</b>	<b>Address</b>
Stephan Halbe	Al Faridah Building C3-908, 35566 Abu Dabi, UAE
Bjørn Vandug	2016 Barton Creek Lane, Flower Mound, TX 75028, USA
Eileen Brennan	319 Quail Pt. Drive, Ponte Vedra, FL 32082, USA

#### 7.2.10 Article X      Subscribers of Corporation

Name	Office	Address
Eileen Brennan	Secretary / Treasurer	319 Quail Pt. Drive, Ponte Vedra, FL 32082, USA

#### 7.2.11 Article XI      By-Laws

The Bylaws of the Corporation are to be made and adopted by the Board of Trustees, and may be altered, amended or rescinded by the Board of Trustees.

#### 7.2.12 Article XII      Amendments of Articles

The Corporation reserves the right to amend or repeal any provisions contained in these Articles of Incorporation or any amendment to them, and all rights and privileges conferred upon Members, Trustees and Officers are subject to this reservation.

The Articles of Incorporation may be amended in accordance with the provisions of the laws of the State of Florida, as amended from time to time, unless more specific provisions for amendments are adopted by the Corporation pursuant to law.

#### 7.2.13 Article XIII      Indemnification

The Corporation shall indemnify each Officer and Trustee, including former Officers and Trustees, to the full extent permitted by the laws of the State of Florida.

#### 7.2.14 Article XIV      Non-Stock Basis

This Corporation is organized on a non-stock basis. This Corporation shall not issue shares of stock.

#### 7.2.15 Article XV      Dissolution

In the event of dissolution, the residual assets of the Corporation will be turned over to one or more organizations which themselves are exempt as organizations described in Sections 501(c)(3) and 170(c)(2) of the Internal Revenue Code of 1954 or corresponding sections of any prior or future law, or to the Federal, State or local government for exclusive public purpose.

IN WITNESS WHEREOF, we, the undersigned, have hereunto set our hands and seals, acknowledged and filed the foregoing Articles of Incorporation, under the laws of the State of Florida, this 26 day of March 2009.

**Kerry A. Ramsberger**

(IASF Secretary/Treasurer, 1994-2014)

## 8 IASF Organisation

### 8.1 Organisation

#### 8.1.1 IASF

##### Officers

Office, Name and Airline	Address
<b>PRESIDENT</b> Stephan Halbe Etihad Airways	Al Faridah Building C3-908 35566 Abu Dabi UAE +971 50 720 7473 <a href="mailto:president@airlineski.com">president@airlineski.com</a>
<b>VICE PRESIDENT</b> Bjørn Vandug American Airlines	2016 Barton Creek Lane  Flower Mound, TX 75028  USA  +1 214 533 1891  <a href="mailto:vicepresident@airlineski.com">vicepresident@airlineski.com</a>
<b>SECRETARY / TREASURER</b> Eileen Brennan Delta Airlines	319 Quail Pt. Drive Ponte Vedra, FL 32082 USA +1 904 234 0251 <a href="mailto:secretarytreasurer@airlineski.com">secretarytreasurer@airlineski.com</a>



### 8.1.2 Board of Directors (BoD)

Name	Airline	e-mail	Phone
Kelli McDonald	Southwest	<a href="mailto:americasdirector2@airlineski.com">americasdirector2@airlineski.com</a>	
Kent Johnson	Southwest	<a href="mailto:americasalternate@airlineski.com">americasalternate@airlineski.com</a>	
Kevin Bell	Delta	<a href="mailto:americasdirector1@airlineski.com">americasdirector1@airlineski.com</a>	
Christian Riedel	Aerologic	<a href="mailto:europedirector1@airlineski.com">europedirector1@airlineski.com</a>	
Markus Kretzschmar	Condor	<a href="mailto:eupeoalternate@airlineski.com">eupeoalternate@airlineski.com</a>	
Elina Rantala	Finnair	<a href="mailto:europedirector2@airlineski.com">europedirector2@airlineski.com</a>	
Susi Bauer	Qantas (retired)	<a href="mailto:worlddirector2@airlineski.com">worlddirector2@airlineski.com</a>	
Lorcan Young	Qantas	<a href="mailto:worlddirector1@airlineski.com">worlddirector1@airlineski.com</a>	
Robert Schellartz	DHL	<a href="mailto:worldalternate@airlineski.com">worldalternate@airlineski.com</a>	
Janine Hörburger	Swiss	<a href="mailto:sbdirector@airlineski.com">sbdirector@airlineski.com</a>	
Anu Vesalainen	Finnair	<a href="mailto:sbalternate@airlineski.com">sbalternate@airlineski.com</a>	-
Torsten Selleny	Lufthansa	<a href="mailto:xcdirector@airlineski.com">xcdirector@airlineski.com</a>	
Judith Kuemmel	Tyrolean	<a href="mailto:xcalternate@airlineski.com">xcalternate@airlineski.com</a>	
Suzy Danielson	NetJets	<a href="mailto:alpinedirector@airlineski.com">alpinedirector@airlineski.com</a>	
Mathias Tschuggmall	Etihad Airways	<a href="mailto:alpinealternate@airlineski.com">alpinealternate@airlineski.com</a>	

Robert Schellartz	DHL	<a href="mailto:admin@airlineski.com">admin@airlineski.com</a>	

## 8.2 IASF

### History 8.2.1

#### Background

It all started back in 1960 when skiers from Air France and Swissair were invited to take part in ski carnival races at Alaska's Arctic Valley just outside of Anchorage.

Although the races were started at Arctic Valley, they were soon at both Arctic Valley and Mt. Alyeska. They were moved to Mt. Alyeska exclusively and remained there under the sponsorship of the Anchorage Times until 1975.

In 1976 the venue moved to Mt. Hood, Oregon and has been held on three continents at many different resorts since that time. This resulted in need for an association or Federation to oversee the conduct and scheduling of future events.

Howard Clifford was elected the first president and presided over the first meet under Federation sanction at Les Diablerets, Switzerland in 1977. The Federation became a non-profit corporation under the laws of State of Washington, USA on

5 December 1977. The purpose of, but not limited to, was the fostering of national and international amateur sports competition and the development and maintenance of the sport of skiing among airline employees throughout the world.

## 8.2.2 IASF Officer History

### **PRESIDENT**

1977-1984	Howard Clifford	Western, Aeroamerica
1984-1986	Ned Dolan	Eastern
1986-1990	Jay Miller	Eastern, Skywest
1990-1994	Suzy Blair	Delta
1994-2005	Claes Gustafson	Linjeflyg, Skyways
2005-2007	Mason Carnes	USAirways
2007-2012	Christian Burger	Lufthansa
2012-2014	Kent Johnson	American Airlines
2014-2017	Mathias Dolderer	Swiss Int. Air Lines
2017	Stephan Halbe	Etihad Airways

### **VICEPRESIDENT**

1977-1978	Mineo Matsuka	JAL
1978-1980	Chris von Imhof	Alyeska, Alaska
1980-1990	Rainer Rautnig	Lufthansa
1990-1993	Jim van Beusekom	KLM
1993-1994	Claes Gustafson	Linjeflyg
1994-2001	Rene Verschoor	Transavia, Martinair
2001-2005	Mason Carnes	USAirways
2005-2007	Christian Burger	Lufthansa
2007-2012	Bob Gerold	FedEx
2012-2014	Mathias Dolderer	Swiss Int. Air Lines
2014-2017	Stephan Halbe	Etihad Airways
2017	Bjørn Vandug	American Airlines

**SECRETARY-TREASURER**

1978-1979	Doug Cook	Western
1979-1980	Lynn Suksdorf	Wien
1980-1990	Suzy Blair	Delta
1990-1994	Mary Nidiffer	Delta
1994-2014	Kerry Ramsberger	Delta
2014	Eileen Brennan	Delta

## 8.2.3 IASF Team Championships

**IASF PAST TEAM CHAMPIONS**

<b>Year</b>	<b>Location</b>	<b>Alpine</b>	<b>Nordic</b>	<b>Snowboard</b>	<b>IASF Team Trophy</b>
1960	Artic Valley	Air France			
1961	Mt. Ayleska	Northern Consolidated			
1962	Mt. Ayleska	Air France			
1963	Mt. Ayleska	Air France			
1964	Mt. Ayleska	Austrian	SAS		
1965	Mt. Ayleska	SAS	Air France		
1966	Mt. Ayleska	SAS	SAS		
1967	Mt. Ayleska	Pacific Northern A-SAS			
1968	Mt. Ayleska	B- Continental A-Lufthansa			
1969	Mt. Ayleska	B- Lufthansa A-SAS			
1970	Mt. Ayleska	B- Delta A-SAS			
1971	Mt. Ayleska	B- SAS A-Lufthansa			
1972	Mt. Ayleska	B- American A-Swissair	B- Delta A-Finnair		

Year	Location	Alpine	Nordic	Snowboard	IASF Team Trophy
1973	Mt. Alyeska	B- SAS A-SAS	B- Lufthansa A-SAS		
1974	Mt. Alyeska	B- JAL A-SAS	B- SAS		
1975	Mt. Alyeska	B- SAS			
1976	Mt. Hood	SAS			
1977	Les Diablerets	Swissair	SAS		
1978	Naeba	Swissair	Swissair		
1979	Mt. Alyeska	Finnair	Swissair		
1980	Copper Mountain	SAS	Swissair		
1981	Axams/Lizum	SAS	SAS		
1982	Heavenly	SAS	SAS		
1983	Kranjska Gora	SAS	SAS		
1984	Mt. Alyeska	SAS	Finnair		SAS
1985	Voss	SAS	SAS		SAS
1986	Lake Placid	Adria	SAS		SAS
1987	Soll	SAS	SAS		SAS
1988	Banff	SAS	Finnair		SAS
1989	Kranjska Gora	cancelled	due to	lack of	snow
1990	Park City /USA	Finnair	SAS		SAS
1991	Seefeld/Austria	Lufthansa	SAS		SAS
1992	Mt. Bachelor/USA	Swissair	Finnair		Finnair
1993	Åre/Norway	Lufthansa	Finnair		Finnair
1994	Breckenridge/USA	Lufthansa	Lufthansa		Lufthansa
1995	Lillehammer/Norway	Lufthansa	SAS		Lufthansa
1996	Lake Placid/USA	Swissair	Finnair		Lufthansa
1997	Zwiesel/Austria	Lufthansa	SAS		Lufthansa
1998	Mt. Alyeska/USA	Lufthansa	SAS		Lufthansa
1999	Bormio/Italy	Lufthansa	Braathens		Lufthansa

Year	Location	Alpine	Nordic	Snowboard	IASF Team Trophy
2000	Whistler, Canada	Lufthansa	Braathens		Lufthansa
2001	Schladming, Austria	Lufthansa	Braathens		Lufthansa
2002	Steamboat Springs/USA	Lufthansa	Lufthansa		Lufthansa
2003	Lenzerheide, Switzerland	Swiss/Crossair	SAS		SAS
2004	Mt. Alyeska, USA	Lufthansa	SAS		Lufthansa
2005	Levi, Finland	Lufthansa	Lufthansa	LTU	Lufthansa
2006	Schladming, Austria	Lufthansa	Wideroe	Lufthansa	Lufthansa
2007	Jackson Hole, USA	Lufthansa	Wideroe	Lufthansa	Lufthansa
2008	Garmisch-Partenkirchen, Germany	Lufthansa	Condor	Lufthansa	Lufthansa
2009	Björkliden, Sweden	Lufthansa	Wideroe	Lufthansa	Lufthansa
2010	Schladming, Austria	Lufthansa	Condor	Swiss	Lufthansa
2011	Crested Butte, USA	Lufthansa	Wideroe	Swiss	Lufthansa
2012	Niseko, Japan	Swiss	Air Berlin	Lufthansa	Lufthansa
2013	Saalbach-Hinterglemm, Austria	Air Berlin	Condor	Lufthansa	Lufthansa
2014	Steamboat Springs, USA	Lufthansa	Lufthansa	Lufthansa	Lufthansa
2015	Samnaun, Switzerland	Austrian Airlines	Lufthansa	Swiss	Lufthansa
2016	Levi/Finland	Swiss	Swiss	Condor	Swiss
2017	Lake Placid/USA	Swiss	Austrian Airlines	Swiss	Austrian Airlines
2018	Kitzbühel/Austria	Austrian Airlines	Lufthansa	Swiss	Swiss

Year	Location	Alpine	Nordic	Snowboard	IASF Team Trophy
2019	Bad Kleinkirchheim/ Austria	Swiss	Austrian Airlines	Swiss	Swiss
2020	Big White/Canada	Swiss	Swiss	Swiss	Swiss
2021	Tromsø/Norway	postponed	to 2023	due	Covid19
2022	Lenzerheide/ Switzerland	postponed	to 2024	due	Covid19
2023	Tromsø/Norway				
2024	Lenzerheide/Switzer land				



## 8.2.4 IASF Past Participants

<b>A</b>		
Adria Airways (JP) Aegean Airlines (A3) Airborne (GB) Air Afrique (RK) Air Canada (AC) Air Baltic (BT) Air Berlin (AB) Air Europa (UX) Air France (AF) Air Holland (GG) Air International (AI) Air New Zealand (TE)	Air Nippon (EL) Air Japan (NQ) Air Routing Int. (ZJ) Air West (RW) Air-X (XU) Alaska Air (6L) Alaska Airlines (AS) Alaska Coastal-Ellis (7A) Alaska Helicopters (AHI) Alaska International (BF) Alitalia (AZ)	All Nippon Airways (NH) Aloha Airlines (AQ) AMAC Aerospace Amapola (APF) America West (HP) American Airlines (AA) American Eagle (MQ) Ansett (AN) Augsburg Airways (IQ) Austrian Airlines (OS) Australian Airlines (TN) Aerologic (3S)
<b>B</b>		
Belair Airlines (4T) Blue Scandinavia (BLX)	Braathens S.A.F.E. (BU) Braniff (BN)	British Airways (BA) Busy Bee (BS)
<b>C</b>		
Canadian Pacific (CP) Cargolux (CV) Cathay Pacific (CX) Cimber Air (QI)	City Jet (WX) Condor (DE) Continental (CO) Cardova (CD)	Croatia Airlines (OU) Crossair (CX) Cypress Airways (CY) Czechoslovak (OK)
<b>D</b>		
Delta Airlines (DL) Deutsche BA (DI)	DHL (DO)	Dragon Air (KA)

<b>E</b>		
EADS (AED) Eastern Airlines (EA) East-West Airways (EWA) Easy Jet (U2) Edelweiss (WK)	El Al (LY) Emirates (EK) Era Aviation (7H)	Etihad Airways (EY) Eurowings (EW) Execuair (EX)
<b>F</b>		
Fairbanks Air Service (5F) Falcon Air (IH) Falcon Aviation (FC) Federal Express (FM)	Finnair (AY) Finnaviation (FA) Flybe (BE) FlyDubai (FZ)	Flying Tigers (FT) FredOlsen Airtransport (FO) Frontier (FL)
<b>G</b>		
Germanwings (4U)	Greenland Air (GL)	Gulf Air (GF)
<b>H</b>		
Hawaiian Airlines (HA) Hapag Lloyd (HF)	Heli Express Limited (5Z)	Helvetic Airways (2L)
<b>I</b>		
Interior Airways (PA) Iberia (IB)	Icelandair (FI) Interot (IQ)	InterSky Airlines (3L)
<b>J</b>		
Japan Airlines (JL) Japan Asian Airlines EG (JW) Japan Air System (JD)	Jet2 (LS) Jet Alaska (ERH) Jetflite	Jetstar Asia (3K) JetBlue (B6)
<b>K</b>		
KLM (KL)		
<b>L</b>		
LivingstonAviation (JN) Linjeflyg (LF)	Lufthansa (LH) LTU	Luxair (LG)

<b>M</b>		
Maersk (DM) Malaysian (MA) Mark Air (BF)	Martinair Holland (MP) Meridiana (IG) Midway (ML)	Mohawk (MO) Mount Cook (NM) MyTravelAirways (T.Cook) (DK)

<b>N</b>		
NetJets (1I) NetJets Europe (1I) Newair (8L) Nordair (ND) Nordic East (DJ)	Northern Air Cargo (NC) Northern Consolidated (NO) North Central (NC) Northwest Airlines (NW) Nor Fly Airservice	Norwegian Air Ambulance Norwegian Airshuttle (DY) Nordic Air Sweden (6N)
<b>O</b>		
Olympic Airways (OA)	Ozark (OZ)	
<b>P</b>		
Pacific Northern (PN) Pacific Southwest (PS) Pacific Western	Pan American (PA) Partnair (PD) Piedmont (PI)	Piler Polar Air Cargo (PO) Premiair (DK)
<b>Q</b>		
Qantas (QF)	Qatar Airways (QR)	
<b>R</b>		
Royal Jordanian (RJ) Reeve Aleutian	Republic (RC)	Republic Airways Hld. (YX)

<b>S</b>		
SAS (SK)	Skywest (Australia) (YT)	Sundt Air (JG)
Sabena (SN)	Sky West (US)(OO)	SWISS (Swissair SR) (LX)
Scenic (YR)	South African Airways (SA)	Swiss Air Ambulance (SAZ)
Sea Airmotive (KJ)	Southwest Airlines (WN)	Sundsvallflyg (DC)
Singapore Airlines (SQ)	Starair (4S)	
Skyways (JZ)	Sterling Airlines (NB)	
<b>T</b>		
Tahitian Air Int. (TN)	TWA (TW)	Transwede (TQ)
Texas International (TI)	Transavia (HV)	TuiFlyNordic (6B)
Thomas Cook (HQ)	Trans Gabon (TGX)	Tui Scandinavia (6B)
TOA Domestic (JD)	Transavia Airlines (HV)	Tyrolian Airways (VO)
	Transair Sweden (TB)	
<b>U</b>		
United Airlines (UA) UPS (5X)	USAirways (US)	UTA (UTA)
<b>V</b>		
Varig (RG)	Virgin Blue (DJ)	Vistajet (5V)
Volotea (V7)		
<b>W</b>		
West Coast (WC) Western (WA)	Western Yukon (ZY)	Wien Air Alaska (WC)
	Widerøe (WF)	Wizzair (W6)
		World Airways (WO)
<b>X</b>		
<b>Y</b>		
Yugoslavian (JU)		
<b>Z</b>		

8.3 Official Sponsors

