

Certificat Homologation

L'homologation de la piste suivante est confirmée
The approval of the following course has been confirmed
Die Homologierung nachstehend aufgeführter Piste wird hiermit bestätigt

Giant Slalom
Reynolds Run
Mt Hood Skibowl. OR
USA

TECHNICAL DATA IN METER / DETAILS TECHNIQUES EN METRES / TECHNISCHE DATEN IN METERN

L = Ladies / Dames / Damen M = Men / Messieurs / Herren	Start Départ Start	Finish Arrivée Ziel	Vertical drop Dénivellation Höhenunterschied	Total length Longueur effective Schräge Länge
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M+L	1395	1120	275	1084
M+L ENL or CHI ONLY	1320	1120	200	782

Inspector - Inspecteur - Inspektor Mahre Paul F. (USA)

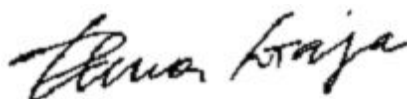
The course has been approved and corresponds to the requirements of the ICR
La piste a été approuvée et correspond aux prescriptions du RIS
Die abgenommene Piste entspricht den Bestimmungen der IWO

Replaces decree no. / Remplace le décret no / Ersetzt Dekret Nr. 9265/10/09

The course has been filed by the FIS under no. La piste a été enregistrée par la FIS sous le no. Die Piste wurde bei der FIS registriert unter Nr.	13113/02/19	Expiry date Date d'expiration Verfallsdatum	01.11.2029
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Sub-Committee for Alpine Courses
Sous-comité pour pistes alpines
Sub-Komitee für Alpine Wettkampfstrecken

Chair



FIS/Oberhofen, 20.02.2019

Elena Gaja



FÉDÉRATION INTERNATIONALE DE SKI
INTERNATIONAL SKI FEDERATION
INTERNATIONALER SKI VERBAND

FIS
INSPECTION REPORT
(rehomologation for 9265/10/09)

GIANT SLALOM
FIS and ENL

Reynold's Run GS

February 1, 2019

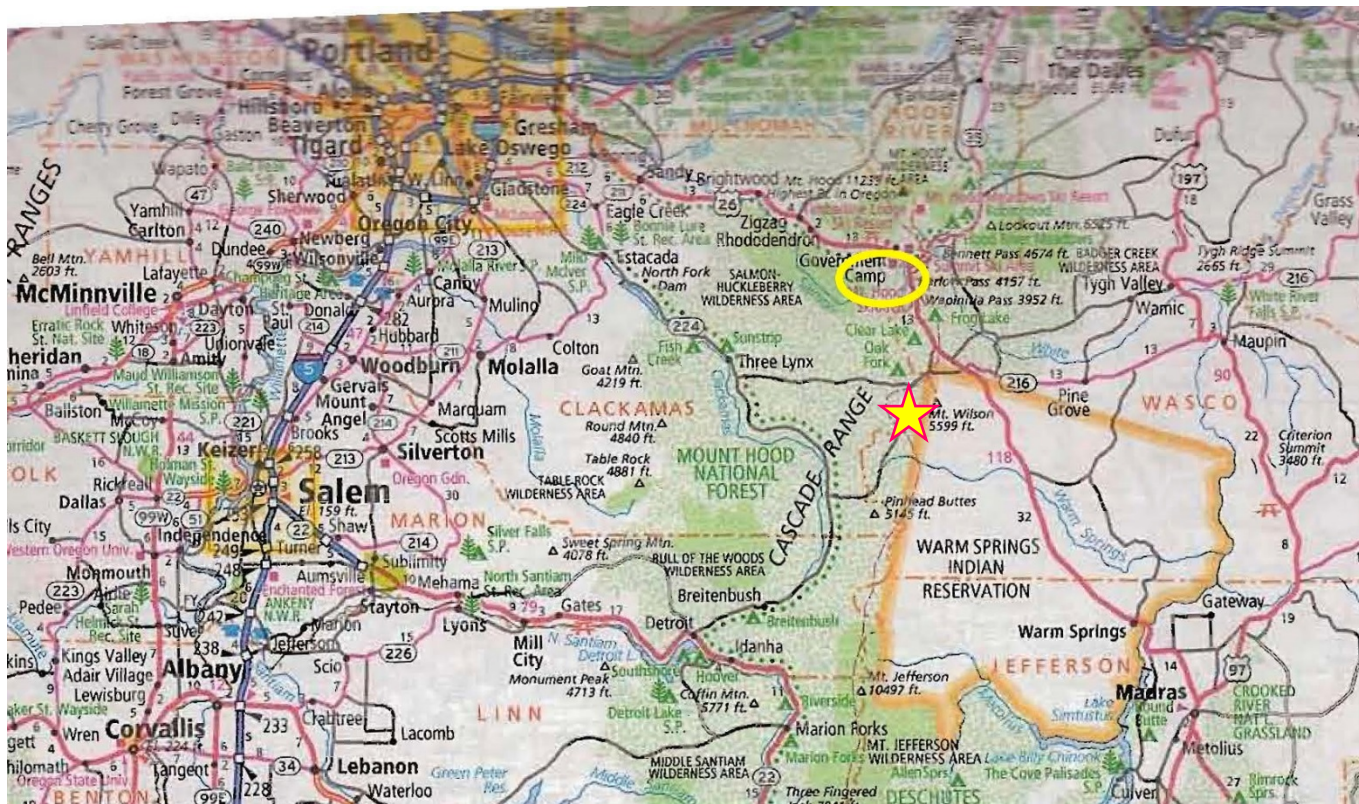
Mt Hood Skibowl
Mt. Hood Ski Education Foundation
P.O. Box 189
Government Camp, OR 97028-0189
USA
503-272-3503
MHSEF_info@mhsef.org
<https://www.mthoodacademy.org>

Inspector: Paul F Mahre

Certificate number: _____
Due for re-inspection Summer 2029 / Nov. 1, 2029

Mt Hood Skibowl, OR, USA

Reynold's Run GS



Sub-Committee for Alpine Courses: INSPECTION REPORT
Sous-Comité pour Pistes Alpines: RAPPORT D'INSPECTION
 Sub-Komitee für Alpine Rennstrecken: INSPEKTIONSBERICHT

1.	Nation: Nation: Nation:	USA	Site: Lieu: Ort:	Mt Hood Skibowl, OR	Name of the course: Nom de la piste: Name der Strecke:	Reynold's Run GS
2.	Contact address: Adresse à contacter: Kontaktadresse:	Mt. Hood Ski Education Foundation P.O. Box 189 Government Camp, OR 97028-0189 USA				
	Tel:	+1 503-272-3503	Mobile:		Email:	mhsef_info@mhsef.org
3.	Already inspected by: Déjà inspecté par: Bereits inspiziert durch:	Paul F Mahre			Hom. Nr	9265/10/09

4. Course for (event): Piste pour (discipline): Strecke für (Disziplin):	GS		GS ENL Start					
(Variantes)	M <input checked="" type="checkbox"/>	L <input checked="" type="checkbox"/>	M <input checked="" type="checkbox"/>	L <input checked="" type="checkbox"/>	M <input type="checkbox"/>	L <input type="checkbox"/>	M <input type="checkbox"/>	L <input type="checkbox"/>
Start (m): Départ (m): Start (m):	1395		1320					
Finish (m): Arrivée (m): Ziel (m):	1120		1120					
Vertical Drop (m): Dénivelée (m): Höhendifferenz (m):	275		200					
Length (m): Longueur (m): Länge (m):	1084		782					
* Minimum width (m): * Largeur minimale (m): * Mindestbreite (m):	20		20					
Average gradient %: Pente moyenne %: Durchschnittliche Neigung:	26%		26%					
Max. gradient %: Pente max. %: Grösste Neigung %:	48%		48%					
Min. gradient %: Pente min. %: Geringste Neigung %:	13%		13%					
Orientation: Orientation: Himmelsrichtung:	N		N					

* Optional / Optionnel / Optional

5. Water supply available: Branchement d'eau: Wasseranschluss:	yes: oui: ja:	<input type="checkbox"/>	no: non: nein:	<input checked="" type="checkbox"/>	Snow making: Neige artificielle: Beschneigungsanlage:	yes: oui: ja:	<input type="checkbox"/>	no: non: nein:	<input checked="" type="checkbox"/>
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*The applicant has responsibility for the observance of applicable environmental regulations.
 Le demandeur est responsable de l'observation des règles applicables à l'environnement.
 Der Antragsteller ist dafür verantwortlich, dass die geltenden Umweltschutzbestimmungen eingehalten werden.*

6. Minimum protection necessary:
Protection minimale nécessaire:
Mindestanforderungen für die Absicherung:

It is recommended the ROC have at least 2400m of B-net available for the Jury. B-net installations per manufacturer's recommendation. Final protection measures and placement are the decision of the Jury. Potential fencing locations are noted on the photo. All crossings must be in place and manned for inspection and competition. It is recommended no stringline closures be used where there is the potential for an athlete to impact the stringline closure. In these situations, it is best to use B-net as the closure

***Important! The Jury may require additional protection.
Important! Le jury peut demander toutes protections supplémentaires.
Wichtig! Die Jury kann zusätzlichen Absicherungen verlangen.***

7. Emergency evacuation arrangements:
Modalités d'évacuation d'urgence:
Abtransportmöglichkeiten bei Notfällen:

Professional patrol employed by resort. Evacuation off piste via toboggan to base area. Ambulance or, weather permitting, helicopter available for transport to hospital. Providence Hospital is 80 km distant in Portland; Mt. Hood Clinic is 50 km distant in Gresham.

Organizer will prepare a medical plan according to FIS guidelines, to be reviewed for approval by the TD and Jury, and to be presented to the Team Captains prior to competition.

8. Connection and cabling start-finish (timing cables: pairs nr and type, outlets along the course):
Liaisons et câblages départ-arrivée (câbles électrique de chronométrage: nr et type, dérivations):
Verbindungen und Verkabelungen Start-Ziel (Elektrisches Zeitnehmungskabel: paar nr, Anschlüsse):

Hardwire and radio per FIS regulations. 6-pair wire.

9. Uphill facilities (Lifts etc.) - Remontées mécaniques - Auffahrtmöglichkeiten (Bahn, Lifts):

Lower Bowl & Upper Bowl chairlifts – fixed doubles – 1100 pph - approx. 20-minutes

10. The inspector was assisted by: - Etaient présents à l'inspection: - Anwesende an der Inspektion:

Malcolm Ash – MHSEF

11. General remarks: - Observations générales: - Allgemeine Bemerkungen:

Good piste for entry and intermediate GS. Note full length of venue is less than 40m wide, with one section as narrow as 20m. The overall easy-to-moderate terrain of the piste allows its use even with the narrow width. Specifically, the 20m section is short in length and on flat terrain (when using the upper start), and not involved when using the ENL start. Venue can be used only with single-pole GS, with 1 course set at a time. Using the ENL start requires only the Lower Bowl Chair and will greatly reduce the turn-around time for course workers and athletes. Organizer should work with resort to maintain a summer brushing program.

12. Conclusions: - Conclusions: - Schlussfolgerungen:

Recommend approval.

13. Date of the inspection:
Date de l'inspection:
Inspektionsdatum:

Feb. 1, 2019

Signature :
Signature :
Unterschrift:
The Inspector :
L'inspecteur :
Der Inspektor :






Paul F Mahre

Translation of the present Inspection Report in the local language is strongly suggested upon responsibility of the local NSA and copy of the original version must be kept attached to the Homologation Certificate.

***Additional Reports (eg Technical Adviser) must be attached to the homologation dossier.
D'autres rapports (par exemple d'un Expert Sécurité) doit être joint au dossier d'homologation.
Weitere Berichte (z. B. Technische Berater) müssen diesem Homologationsdossier beigefügt sein.***

Reynold's Run GS
Mt Hood Skibowl, OR USA

- Chair Lifts 
- Course 
- First Aid 

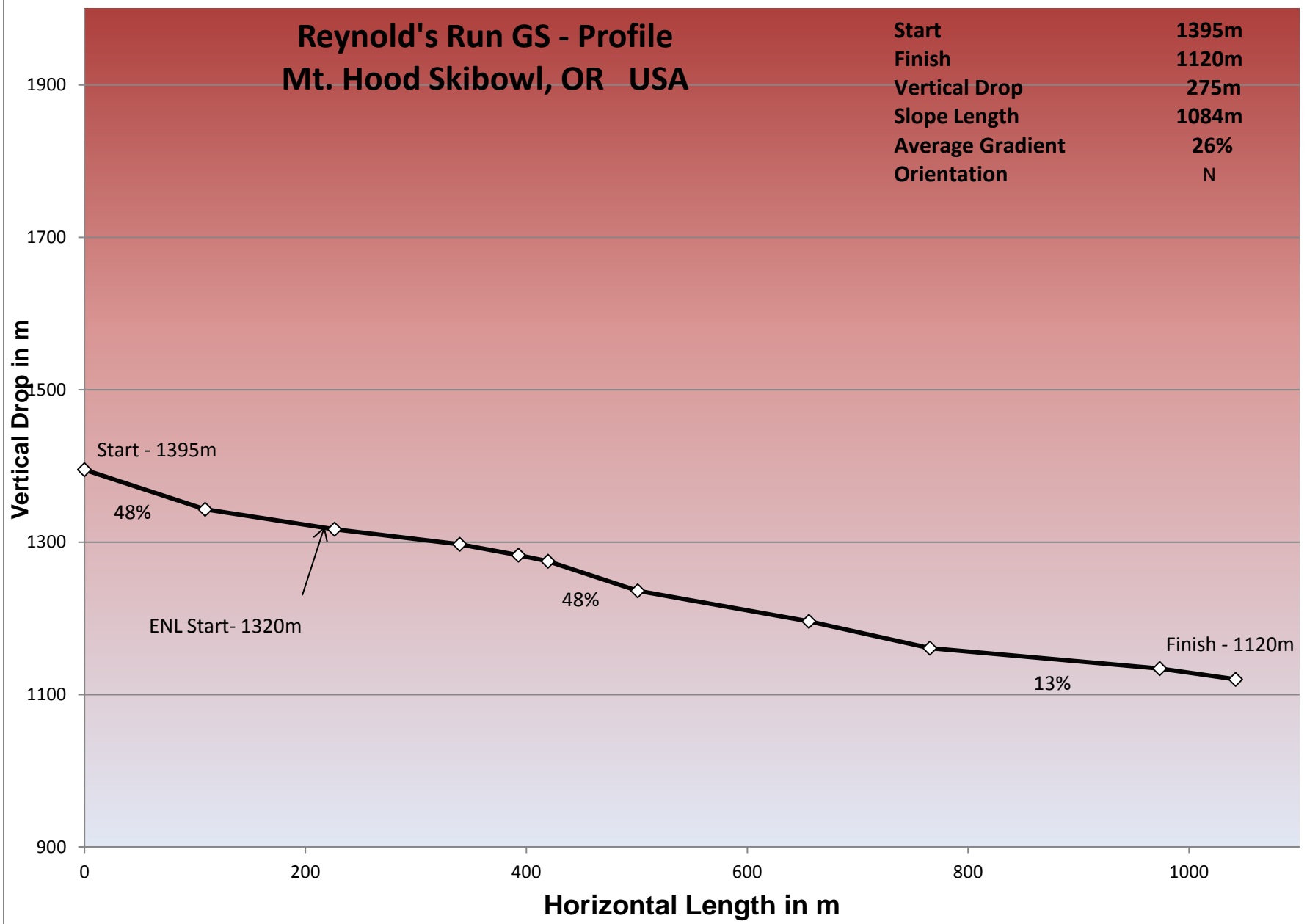
	Upper Start	ENL Start
Start	1395m	1320m
Finish	1120m	1120m
Vertical Drop	275m	200m
Slope Length	1084m	782m
Average Gradient	26%	26%
Orientation	N	N



Reynold's Run GS - Profile

Mt. Hood Skibowl, OR USA

Start	1395m
Finish	1120m
Vertical Drop	275m
Slope Length	1084m
Average Gradient	26%
Orientation	N



Reynold's Run GS
Mt Hood Skibowl, OR USA

Chair Lifts —
 Course —

	Upper Start	ENL Start
Start	1395m	1320m
Finish	1120m	1120m
Vertical Drop	275m	200m
Slope Length	1084m	782m
Average Gradient	26%	26%
Orientation	N	N



Reynold's Run GS
Mt Hood Skibowl, OR USA

- Public Crossings/Closure —
- Chair Lift —
- Potential Fencing —
- Course —
- First Aid +

	Upper Start	ENL Start
Start	1395m	1320m
Finish	1120m	1120m
Vertical Drop	275m	200m
Slope Length	1084m	782m
Average Gradient	26%	26%
Orientation	N	N

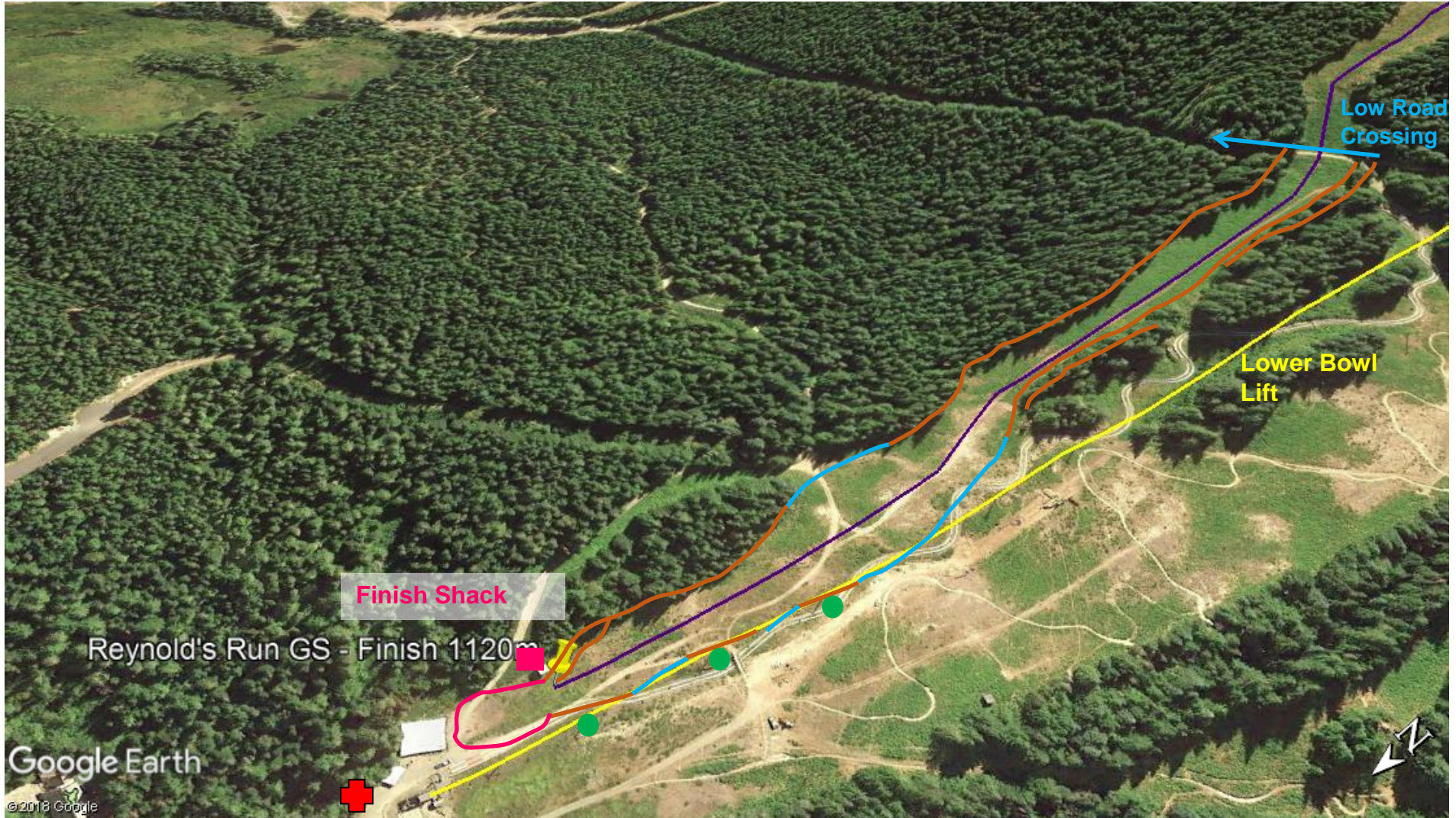


Reynold's Run GS
Mt Hood Skibowl, OR USA



- Public Crossing/Closures —
- Chair Lift —
- Potential Fencing —
- Course —
- Finish Arena —

- First Aid +
- Towers ●

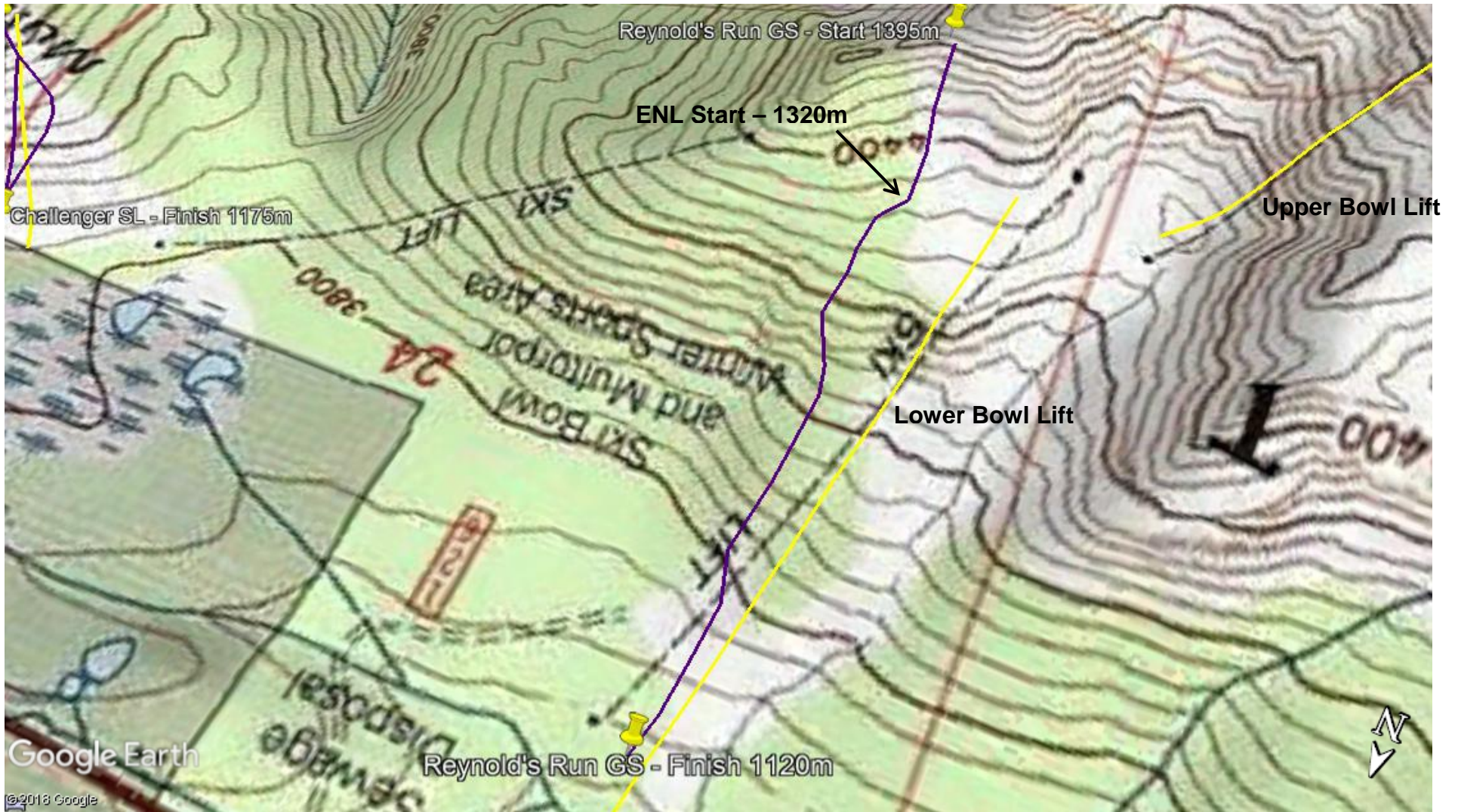
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Reynold's Run GS
Mt Hood Skibowl, OR USA

Chair Lifts 
Course 

	Upper Start	ENL Start
Start	1395m	1320m
Finish	1120m	1120m
Vertical Drop	275m	200m
Slope Length	1084m	782m
Average Gradient	26%	26%
Orientation	N	N



Course Crossings, Venue Closures and Public Lanes

Here are a list of things to consider when installing a public crossing. Taken as whole, they will help guide you to 'best practices' and creating an efficient crossing which integrates well with both your event and the resort. In no particular order:

- * Competent controllers – Most likely at least 2 on the holding side to deal with snowboarders, intoxicated skiers, families, etc. Consider persons of larger stature who are capable of 'tackling' uncooperative/unaware boarders/skiers. Are the controllers paid staff of the resort or club? Are they volunteers, and, if yes, have they signed the USSA Volunteer release? Perhaps consider purchasing the basic \$20 USSA membership for these individuals to include secondary medical insurance for them.
- * Signage – Uphill warnings, caution signs, slow area signage as public approaches the holding area. Stop signs for the controllers to hold. Signs for the exit area.
- * Location – Is there more than one location or set-up for the crossing? Does your holding area offer a chance for someone to skirt around/below it and still cross the course? Is there sufficient pitch from the holding area to the exit on the other side of the course? This is very important for snowboarders – you want them to be able to slide/ride across the course without having to propel themselves with a foot. Conversely, is the pitch too steep for novice/young skiers?
- * Ability level of boarders/skiers who will be using the crossing – Coming from a black-diamond set of steeps/chutes, or the mountain's favourite family run? (or no crossings if no good places - or crossing only at specific time with course closed)
- * Frequency/interval of crossing opening – Continuous while race is in progress? Once every 5 minutes? Does the Jury build in a set 2-interval hold every 5 or 10 athletes? Estimated average time for the public to cross the course?
- * Materials - B-net, C-net, Hi-Vis tape/rope, etc.
- * Landing site/goal for the public – Have you given directions to the public for where they are to go? Is there a defined exit/'goal' across the course? Do you have that side of the crossing manned, too?
- * Communication – How is the crossing tied into course/Jury communication? Does the Jury need to station at least a Jury Advisor at the crossing to clearly communicate a necessary Stop Start and/or yellow flag? Have you discussed the crossing during the Team Captains meeting?
- * Is the crossing necessary for all phases of the race – inspection, training and competition?
- * Impact of crossing on course maintenance – Does a berm build up which requires some type of daily grooming whether by machine or by hand? Does the crossing have to stay open after the venue is closed? If yes, how do you make sure the public doesn't access the lower portion of the course? Does the crossing need to be included in a chemical application plan?
- * Protocol to deal with unhappy guests who become overly aggressive?

Ideally, as a 'best practice', a course would have no crossings. Given we know many of our races are not in the ideal world, 'best practices' need to be implemented from the very beginning of venue preparation.

VENUE CLOSURES

Again, this can be an important aspect of the homologation of a venue. The ROC's ability to limit public access to the venue can be the deciding factor in a successful inspection report or Jury decision to approve the venue. The ROC must readily admit to the full possibility of entry points on the venue, and how they can virtually stop unwanted entry. Ultimately, anyone can climb over or under a fence or string line, so we have to admit most closures can be breached. But good communication and installing the proper type of closures in key places often decreases the likelihood of a closure breach to a minimal chance.

Things to consider about closures – note the key word in most of these is communication:

- * Alternate routes for the public – Work with the resort to develop alternate routes for the public during the competition.
- * Signage – Work with the resort to prepare the public for ski run closures and/or alternate routes before they unload the lift. Do you consider posting notices on the resort's website? Notices at the bottom lift terminals and/or ticket kiosks can be the first place to alert the public. Run closures/alternate routes can be noted on Sitour signs, if used by the resort. Notices at the top of affected lifts and/or ski runs can serve as the second or third alert. "Closed", "Race in Progress" or other similar signs can be posted at the actual closure as a third or fourth notice to the public. "Detour" signs can be used to direct the public to the preferred alternate path down the mountain or around the closed area.
- * Materials – What materials will you use for your closures? String/rope lines? B-net? C-net? Just signs? Consider each specific area where closures are to be placed, and what type of material will best suit that area.
- * Maintenance – Course crew will need to inspect the closure areas before the beginning of the day's schedule. Has new snow buried a C-net? Did the public tear down part of a closure after the finish of yesterday's schedule? Did high winds damage or remove any of your closures?
- * Visual Control – Do specific parts of your closure need to be visually controlled during the day's schedule? Are those controllers part of the Jury and do they have the authority to order a "Stop Start"?
- * Team Captains – Will athletes and coaches be allowed to use the venue to move to the finish during the event? Communicate closures to the team captains and athletes. Note the accepted routes for them to use for carrying equipment to the finish.
- * Re-opening – Work with the resort to re-open runs as soon as possible (if possible) after the completion of the day's schedule. Assign course crew to adjust signage where needed – this includes at each of the locations where you've alerted the public (ticket kiosks, lift terminals, etc. Don't forget the website, if used!).

PUBLIC LANES

These tend to be cooperative features worked out between the ROC and the resort, but can impact a homologation report. Example, a 100m wide run may need a 30m public lane on

skier's right. The homologation report needs to reflect this, showing both the public lane and the decreased venue width (now down to 70m).

Aspects to consider:

- * Design – Work with the resort to design a public lane. Include in your considerations and planning: skier/rider ability, length/width of lane, terrain, grooming, does this impact emergency routes for either resort staff or for race-venue medical egress, etc.
- * Signage – Alert the public to the event in progress and its location. Can you provide directions or visual clues to guide the public to the lane? Consider “Slow”, “Congested Area” and similar signs to warn the public of a change in the usual run layout.
- * Materials – What do you use to demarcate the public lane and the competition venue? B-net, C-net, a string/rope line, the temporary timing line? Multiple layers of B-net? Where are you storing or caching on-hill equipment in respect to the ‘closure’ material? Shovels, rakes, chemicals and spare gates placed in front of B-net?
- * Protection – Do you need to prevent an athlete from exiting the venue into the public lane? What will be needed to achieve this?
- * Spectators – Does the public lane offer enough space for both skiers/riders and spectators who may stand outside the ‘closure’ material? Does your signage need to address this, or do you need to control this during the event via verbal reminders and requests that no one stop along the ‘closure’? Address this issue and the protocol at the Team Captains meeting.
- * Grooming – Does the resort need access to the public lane each night for grooming? Is the lane wide enough to allow a groomer to negotiate it without snagging or destroying the installed fencing or rope line?
- * Re-opening – Can the fence or rope line be removed after completion of the day's schedule? How is this removal best accomplished without adding significant exposure to either your staff or the public? Example, what is the best way to remove 300m of rope line and poles without having the public become entangled in the rope line once it is off the poles and laying on the snow?