



# IASF

## OFFICIAL RULEBOOK

Revision No. 7

**57. Annual World Airlines Ski Championships**  
**06. – 11. March 2016**  
**Levi, Finland**

# IASF

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## **0.1. 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 these times.

Artic 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 organisation became evident. So in 1977 the International Airlines Ski Federation was founded in Les Diableret, Switzerland and thereafter was chartered as a non profit organisation 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 organisation 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.

## **0.2. ABOUT IASF**

The International Airlines Ski Federation is sanctioning the World Airlines Ski Championships.

In particular competitions are held in Alpine Skiing (Slalom and Giant Slalom), in Nordic Skiing (Distance and Sprint) and in Snowboarding (Parallel elimination race)

Presently more than 100 airline ski teams are registered under IASF.

Per airline one team is allowed. Each has to have a Teamcaptain.

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

Usually our race week is held in March every year.

Information about the week will be available after the board of directors has met with the resort by end of September and has conducted his fall meeting.

So by about Mid-October all registered team captains will obtain the information about our venue by e-mail. As well you will find the same information on our web site ([www.ski-iasf.org](http://www.ski-iasf.org)).

### 0.3. ABOUT TEAMCAPTAINS

The Teamcaptain is the central and most important person at IASF.

He is the main source of communication between the teams and IASF.

Forming and keeping his team together he will be responsible for the registration of his whole team (there are no individual entries accepted) and of obeying that his team meets the race rules.

He is welcome to take part at the TC- meetings where his voice will be heard, where he will get prime information and may vote for the board of directors.

Although there are a lot of duties for Teamcaptains the same time, it is fun and rewarding being involved in our great event and help to keep the World Airline Ski Championships continuing on.

To reach a Teamcaptain of any registered ski team e-mail addresses are generated the following way:

TC.airlinename@ski-iasf.org

e.g.: TC.superairline@ski-iasf.org

To be reached this way it is necessary that the Teamcaptains keep their e-mail address updated with IASF.

To reach all Teamcaptains at once use: [teamcaptains@ski-iasf.org](mailto:teamcaptains@ski-iasf.org)

#### **0.4. 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 come into effect, made by the Board of Directors (for details refer to §1.1.3. Article 5 and §5.1.18.).

##### **0.4.1. 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, tablet pc's 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.

##### **0.4.2. MARKING OF CHANGES, ADAPTIONS AND REVISIONS**

All Revisions and Ammendments are marked with a vertical bar. This bar indicates any changes or adaptions made since the last published edition.

##### **0.4.3. 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.

##### **0.4.4. ABBREVIATIONS**

<b>IASF</b>	International Airlines Ski Federation (also mentioned as "Federation").
<b>WASC</b>	World Airlines Ski Championships
<b>TC</b>	Teamcaptain
<b>TD</b>	Technical Delegate



<b>FIS</b>	Fédération International de Ski (International Ski Federation)
<b>GS</b>	Giant Slalom (Alpine)
<b>SL</b>	Slalom (Alpine)
<b>PGS</b>	Parallel Giant Slalom (Snowboard)
<b>WC</b>	World Cup
<b>DQ</b>	Disqualification
<b>DNS</b>	Did not Start
<b>DNF</b>	Did not Finish

**0.4.5. LIST OF REVISIONS**

<b>Type of Revision</b>	<b>Rev. No.</b>	<b>Rev. Date</b>	<b>Revised by</b>
Initial Edition	-	25. FEB 1976	-
Normal Revision	-	18. SEP 2007	Board
Total Revision	1	19. SEP 2009	M. Dolderer Alt. Director Europe 2010
Normal Revision	2	19.SEP 2010	M. Dolderer Director Europe 2012
Normal Revision	3	19.SEP. 2011	M. Dolderer Director Europe 2012
Normal Revision	4	23.SEP. 2012	M. Dolderer Vice President
Normal Revision	5	29.SEP. 2013	M.Dolderer Vice President
Normal Revision	6	29. SEP. 2014	M.Dolderer President
Normal Revision	7	29. SEP 2015	M. Dolderer President

**END OF CHAPTER**

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## **1.1. 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 September 2015 in Levi, Finland.

### **1.1.1. 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. The Teamcaptain shall be responsible for the certification of his racers, and shall be responsible for relaying all race rules, bulletins, communications, etc. to the individual team members.
5. Racers shall be required to present their airline identifications and sign a liability release.
6. Protests concerning eligibility shall be made not later than the end of the last official race.
7. All questions on eligibility shall be handled by a committee composed of senior board members, present from each continent; Teamcaptains' representative as selected at the IASF Teamcaptains meeting who shall vote; and the president of IASF, who shall vote only in the case of tie.

### **1.1.2. 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.

### **1.1.3. 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 precedent over FIS rules.
2. Race rules shall be made available for each racer.
3. The race rules shall be distributed to the Teamcaptains and shall be reviewed by the Teamcaptains prior to the draw for the first scheduled event.
4. Copies of the latest revised IASF / FIS race rules (English) shall be in the hands of 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 Teamcaptains and board members immediately upon receipt.

### **1.1.4. COMPETITIONS**

1. The official Alpine competition shall be giant slalom and slalom for both men and women.
2. The official Nordic competition shall be a free technique (F) cross country sprint race as well as classical technique (C) cross country distance race for both men and women.
3. The official Snowboard competition shall consist of a qualifier and a dual finals eliminations race. (set as GS and PGS).
4. In addition there shall be a cross country relay which will not count in the team standings.
5. Sponsors may add fun events.

### **1.1.5. TEAM**

1. Each airline shall be allowed to enter 1 complete team in the Alpine, 1 complete team in the Snowboard and 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 Teamcaptain 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 (12 Alpine + 6 Nordic + 6 Snowboarders + 3 coaches).

#### **1.1.5.1. ALPINE**

1. An Alpine team shall consist of not more than 12 total members. No more than 9 may race in each discipline (each day) and not more than 5 of the same sex. 3 men and 2 women will count in the Team scoring.
2. Change of Alpine team members shall not be allowed after the start of the first Alpine event.

#### **1.1.5.2. NORDIC**

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 sex and 1 of the other sex, all working for the same airline. The number of relay teams per airline is not limited and may consist of other than Nordic team members.

#### **1.1.5.3. SNOWBOARD**

The Snowboard team shall consist of a maximum of 6 members with no more than 4 members of the same sex with 2 men and 1 woman counting in the Team scoring.

#### **1.1.6. TECHNICAL DELEGATES**

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 TD's shall wear "IASF OFFICIAL" armbands and have radio contact during WASC races.
- The Nordic TD, Snowboard TD and the Alpine TD are allowed to race.

#### **1.1.7. TEAM DRAW**

1. The team draw shall be completed after the Teamcaptains' 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 Teamcaptain 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 starting list which has been presented in final form at the Teamcaptains´ meeting.
4. Different start sequences within the team for giant slalom and slalom shall be allowed. All sequences must be submitted at the first team captains meeting. Any changes in sequences must be submitted to the race committee no later than 1 hour after the protest meeting of previous race.
5. If an airline is represented by a number less than the minimum team (3 men, 2 women), they shall be seeded into the group corresponding to the team draw.
6. A separate draw shall be held for each event:
  - men's giant slalom and slalom,
  - women's giant slalom and slalom,
  - men's cross country Distance and Sprint race
  - women's cross country Distance and Sprint race
  - women's snowboard qualifying and
  - men's snowboard qualifying.
7. All teams registered after the team draw shall be seeded at the end of the seed in the order of their registration. No team shall be seeded after the roll call at the start of the Teamcaptains meeting.

#### **1.1.8. RACING BIBS**

1. Racing bibs will be issued to the Teamcaptain or representative for the entire team at a time and place to be designated at the Teamcaptains´ meeting.
2. Race bibs must be worn and visible at all time during course inspection.

#### **1.1.9. COMPUTING RULES**

1. Team and individual standings will be computed for the 2 Alpine, 1 Snowboard, and the 2 Nordic events.
2. Team results will be posted in the Cross Country relay.

##### **1.1.9.1. 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 3 male and 2 female team members in each event. The winners will be the teams with the best FIS race points total, providing the team qualified in each event with three male and two female team members.



### 1.1.9.2. SNOWBOARD

1. Individual results will be determined by the results of the dual elimination races and, after that, qualifying times.
2. Team results will be computed using the places of the 2 best men and 1 woman of each team. These results will be used in the combined team awards.

### 1.1.9.3. CROSS COUNTRY

The IASF points of the best 2 men and 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.

### 1.1.9.4. 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. A scoring team consists of following racers:

<b>Alpine</b>	
Slalom	3 best men and 2 best women.
Giant Slalom	3 best men and 2 best women.
<b>Nordic</b>	
Distance	2 best men and best woman.
Sprint	2 best men and best woman.
<b>Snowboard</b>	
Overall	2 best men and best woman.

4. The lowest team total of IASF Points determines the IASF Team Trophy winner.

### 1.1.9.5. RESULTS PUBLICATION

Each day's race results (individual and team) will be posted for examination by Noon on the day after the race. Protests to the posted results should be made to the TD within 6 hours after posting. All results will be available to the Teamcaptains at least 4 hours prior to the prize-giving at final awards presentation.

The results publication must be verified by the Alpine, Snowboard and Nordic TD's before distribution.

The results publication will include:

- a complete list of participating Airlines
- all individual race results
- 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 §1.1.9.4. Article 3)
- Cross Country Relay results
- Snowboard final and qualifying results.



## 1.2. AWARDS

### 1.2.1. AWARDS TABLE

ALPINE INDIVIDUAL	1	2	3	4	5	6
Giant Slalom Women	T	T	T	C	C	C
Slalom Women	T	T	T	C	C	C
Giant Slalom Men	T	T	T	C	C	C
Slalom Men	T	T	T	C	C	C
SB INDIVIDUAL						
Snowboard Women	T	T	T	C	C	C
Snowboard Men	T	T	T	C	C	C
COMBINED INDIVIDUAL						
Alpine Women	T	T	T	C	C	C
Alpine Men	T	T	T	C	C	C
NORDIC INDIVIDUAL						
Sprint Women	T	T	T	C	C	C
Distance Women	T	T	T	C	C	C
Sprint Men	T	T	T	C	C	C
Distance Men	T	T	T	C	C	C
TEAM						
Alpine combined	T	T	T	C	C	C
Snowboard	T	T	T	C	C	C
Cross Country	T	T	T	C	C	C
Cross Country Relay	T	T	T	C	C	C
IASF Team Trophy	T	T	T	C	C	C

T= Trophy; C= Certificate

### 1.2.2. FUN EVENTS

There shall be awards for fun events.

### **1.3. REGISTRATION & ACCOMODATION**

#### **1.3.1. 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).



#### **1.4. SUBMISSION / REVIEW OF FUTURE WASC BIDS**

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

Each registered Teamcaptain will get one vote.

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

The President will announce the Teamcaptains' written 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.)

**END OF CHAPTER**

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## **2.1. ALPINE RACE RULES**

For Basic Rules refer to 1.1.5.1.

### **2.1.1. COURSE AND INSPECTION**

1. First run courses shall be set the day prior to each race.
2. Men and women shall run different courses, if local conditions permit.
3. Course length shall be determined by estimated times for the forerunners.
4. If 1 Giant Slalom run is scheduled, the course shall be 80 to 100 seconds in length; if 2 runs are scheduled, 60 to 80 seconds in length for each run.
5. There shall be 2 Slalom runs, with a course length of 40 to 60 seconds.
6. Only skiable areas outside the race course perimeter will be available for free skiing or training.
7. Course inspection shall be made on the morning of the race and the course shall be closed 10 minutes prior to the start.
8. 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.
9. Skiing (other than side-slipping through the course) or shadowing the course shall result in disqualification. Such disqualification shall be posted prior to the start of the respective races.
10. 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.
11. Course repairs, packing, side-slipping during the race will not be permitted except if specifically instructed by the Chief of Course.

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.

#### **2.1.1.1. DUAL SLALOM**

- Racers shall race against each other on separate identical parallel courses 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.
- Men and women shall alternate on runs, with the 1st run to be women.

#### **2.1.1.2. PARALLEL FINALS**

1. If the facilities of the hosting resort allow this special mode, a parallel final can be conducted in Slalom. It should preferably be a flood-lit race.

2. The Dual Slalom is the Qualifying for the Single Elimination Night Race for the best 16 men and best 16 women where the winner will be determined.
3. In case of a tie between two or more racers in the top 16 of the dual slalom, a conclusive run has to be conducted immediately after the dual slalom. This only applies if a parallel final is planned.
4. The respective course for each racer will then be drawn at the start.

### **2.1.1.3. PARALLEL FINALS – SINGLE ELIMINATION**

1. Top 16 of women and Top 16 of men conduct a single elimination parallel final.
2. 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.
6. For the next round the racer with the faster qualification time can chose course (either red or blue).
7. If both competitors are disqualified at the same gate or are tie by the real time, a second run has to be conducted. In this case, the course will be determined by draw.
8. First-Round-Losers will be ranked from 9 to 16 according to their qualification time, which is the accumulated time out of their two Dual slalom runs.
9. Second-Round-Losers will be ranked 5 to 8 according to their qualification time, which is the accumulated time out of their two Dual slalom runs.
10. Once a competitor is qualified for top 8, he will remain in top 8 group.
11. 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.
12. All rankings from place 17 on will be determined according accumulated time from the Dual Slalom.

### **2.1.2. TIMING AND START**

1. Electronic timing with backup shall be used.
2. The start interval shall be 30 seconds for Giant Slalom and Slalom with radio control.
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. The first 15 placed after the first run will start in reversed order. From the 15th competitor on 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.

### **2.1.3. 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 Teamcaptain 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.

### **2.1.4. DISQUALIFICATIONS**

The competitor shall be disqualified if he:

1. Enters under false premises.
2. Trains on a course closed for competitors, or inspects a course in any way that is not permitted (i.e.) the jury decides the method of inspection. Competitors must wear their start numbers open as in the race. They may not ski down the prepared course or through the gates. They are not permitted to enter the course on foot without skis.
3. Alters the course.
4. Makes a false start or contravenes the start regulations.
5. Fails to complete the course on skis and to finish on at least one ski.
6. Receives assistance in any form.
7. Fails to pass through all gates by crossing the line between the gates in accordance with current FIS rules.
8. Fails to cross the line in accordance with current FIS rules.
9. Does not wear the official start number, or alters it in any way.
10. Interrupts or disturbs another competitor during their run.

### 2.1.5. PROTESTS

1. Race disqualifications shall be posted on the finish scoreboard after each run.
2. Protests shall be considered only if submitted by the Teamcaptain or designated representative to the referee, in writing, within 15 minutes after posting of the unofficial results or disqualifications. A protest fee of 50 USD/EUR will be collected and will be forfeit to the Jury if the protest is rejected.
3. All race courses must remain intact for possible re-runs until the IASF TD gives permission to pull the course.
4. 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 – 1Vote
  - C) Non-Voting Members:
    - I. Start Referee
    - II. Finish Referee
    - III. IASF Teamcaptains´ Representative
5. In case of a tie, the IASF delegate, as the chairman, has an additional vote to break the tie.
6. Each day´s race results (individual and team) will be posted for examination by NOON on the day after the race. Protests to the posted results should be made to the TD within 6 hours after posting. All results will be available to the Teamcaptains at least 4 hours prior to the prize-giving at final awards presentation.

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	<b>ALPINE</b>	

## **2.2. 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 combined Alpine events, the Giant Slalom results shall govern.

**END OF CHAPTER**

### **3. CROSS COUNTRY**

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### **3.1. CROSS COUNTRY RACE RULES**

For Basic Rules refer to §1.1.5.2.

#### **3.1.1. 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.

#### **3.1.2. TECHNIQUES**

1. Sprint race is run in Free technique (F).
2. Distance race is run in Classical technique (C).

#### **3.1.3. DISTANCES**

- Distance race:                      10k men              5k women
- Sprint race:                              ~ 1k men and women equal
- Relay race:                              ~ 1k for each competitor

#### **3.1.4. COURSE AND TRAINING**

General:

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 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. At least two (2) classical tracks must be groomed for the distance race.
3. The prepared course may be used for training purposes until the official start time.

### **3.1.5. RACE DRAW**

1. The race draw shall be in accordance with §1.1.7. (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.

### **3.1.6. START METHODS**

1. The Distance race shall be a mass start.
  - The first meters shall be double pole technique until a marked line.
  - Priority for the first start lane shall be given to previous year's WASC Top 5 athletes.
2. Sprint race starts shall be in heats for men and women, starting alternately.
3. Sprint semi finals and finals start lanes shall be chosen by the competitor according to the QF and semi final result.
4. The Relay race shall be a mass start.
  - The first meters shall be double pole technique until a marked line.
5. Men shall start first.
6. For the 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.
7. For Sprint race only: A competitor who does not start at all in the semi-finals or finals will be automatically ranked in 12<sup>th</sup> position (semi-final) or in 6<sup>th</sup> position (final). If two or more competitors do not start, they will be ranked in 11<sup>th</sup>/12<sup>th</sup> resp. 5<sup>th</sup>/6<sup>th</sup> place, according to their qualification times (and so on, with 3 or more DNS).

### 3.1.7. SPRINT RACE

#### 3.1.7.1. GENERAL

1. Chip / Transponder timing is highly recommended.
2. There shall be heats of maximum 6 and minimum 3 competitors, depending on the total number of participants (NOTE: exception is a DNS-competitor. Refer to point 3 below).
3. A DNS (does / did not start or a “no show”) competitor in one heat shall not be replaced by a competitor of the next heat. The start-heats, according to the published start list, shall remain unchanged. Filling up is not allowed.
4. 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).
5. A racer who has qualified for a semi-final or a final will remain in the respective group of best 12 / best 6, even if the racer’s (semi-) 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.
6. The final ranking shall consist of:
  - Best 6 according to their final place / times in the final
  - 7-12 according to their semi final times
  - 13 onward according to their QF round times.
7. A competitor who is DQ’d or gives up is eliminated.
8. 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.
- Semi Finals and 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 the TD) or by the Alternate Nordic Director as his substitute.

#### 3.1.7.1.1. Men (Best of 12 mode)

1. The Sprint race consists of a qualification round, a semi final and a final.
2. The qualification round will be entirely based on timing. The fastest 12 men proceed on to the semi finals.
3. Semi final heats shall be seeded according to the qualification times as follows:

- Semi final A: All even numbers (rank 2, 4, 6, 8, 10, 12)
  - Semi final B: All odd numbers (rank 1, 3, 5, 7, 9, 11)
4. First and second placed racers of the two semin finals are directly qualified for the final. In addition the following fastest racers according time so as to have again a total of six (6) racers in the final.

#### **3.1.7.1.2. Women (Best of 6 mode)**

1. The Sprint race consists of a qualification round and a final.
2. The qualification round will be entirely based on timing. The fastest 6 women proceed to the finals.

#### **3.1.8. RELAY RACE**

1. The team's name and racer's order shall be submitted by the Teamcaptain 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.

#### **3.1.9. DISQUALIFICATION**

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

- a. Enters under false premises.
- b. Does not follow the indicated course or has not passed all control points.
- c. Hinders a competitor wishing to overtake.
- d. Skiing wrong style.

#### **3.1.10. 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 – 1Vote
- C) Non Voting Members:
- i. Start Referee
  - ii. Finish Referee
  - iii. IASF Teamcaptains 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 posted for examination by NOON on the day after the race. Protests to the posted results should be made to the TD within 6 hours after posting. All results will be available to the Teamcaptain at least 4 hours prior to the prize-giving at final awards presentation.

**END OF CHAPTER**

## 4. SNOWBOARD

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## **4.1. SNOWBOARD SPECIFICS**

For Basic Rules refer to 1.1.5.3.

### **4.1.1. GENERAL**

All Snowboard Events have to be set in GS Style (see definition below).

### **4.1.2. COURSE DEFINITION**

A Giant Slalom should present a variety of long, medium and small turns. The competitor 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 have to be as identical as possible.

### **4.1.3. COURSE SETTING**

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 around 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.

### **4.1.4. VERTICAL DROP**

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.

#### **4.1.5. FINISH**

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

## **4.2. SNOWBOARD RACE RULES**

### **4.2.1. QUALIFICATION AND SCORING**

1. One Qualifying-Run will be set for men and women. This run must be similar to the Parallel courses, i.e. number of gates, fall line and inclination.
2. All competitors get two runs on this course.
3. Women execute their first run before men do their first run.
4. Then women do their second run and finally men do their second run.
5. The start order in both runs remains unchanged.
6. Best of the two runs will be counted for the qualification for the finals.
7. In case of a tie between two or more racers in Top 16, a third run has to be conducted immediately after the qualifying.
8. The start order between these racers has to be drawn at the start.
9. First-Round losers will be ranked 9 to 16 according to their qualification time.
10. Second-Round losers will be ranked 5 to 8 according to their qualification time.
11. All others from position 17 will be ranked according to their qualification time.

### **4.2.2. COURSE INSPECTION**

1. The riders are allowed a minimum of 30 minutes to inspect the parallel and qualifying courses by sliding down thru 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 visible bib numbers.

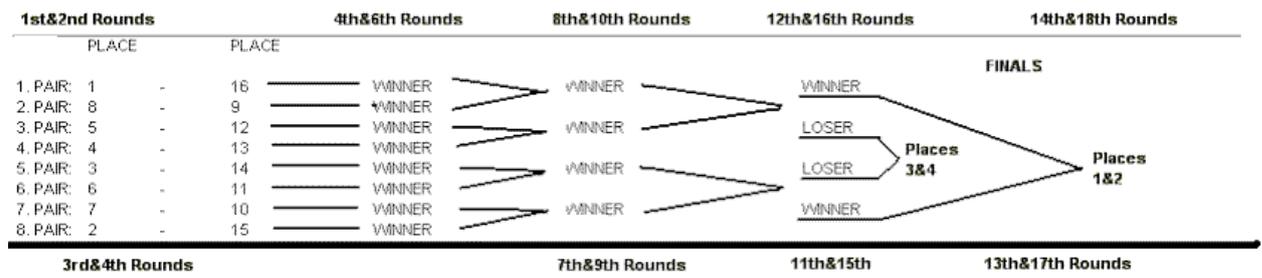
### **4.2.3. PARALLEL FINALS**

#### **4.2.3.1. DUAL ELIMINATION**

1. 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 two runs. The competitors change courses for the second run. A competitor, who does not finish or is disqualified in the first run, starts the second run with a penalty (see definition below).
4. For each pair, the competitor which is listed on top of the pairing will do the first run on the red course. For the second run, the competitors change courses. All runs in the parallel finals are done using this system.
5. First, all women pairs execute one run, thereafter all men pairs execute their first run. Then the women pairs execute their second run, afterwards men pairs execute their second run.
6. The losers of the semi-final race their first run for the 3rd and 4th positions before the finalists race their first run. Then the losers of the semi-final run their second run and then the finalists run their final race.

#### 4.2.3.1.1. Schedule of Parallel Finals



#### 4.2.3.2. SINGLE ELIMINATION

1. Top 16 men and women will conduct the finals in a single elimination.
2. 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.
6. For the next round the racer with the faster qualification time can chose course (either red or blue).
7. If both competitors are disqualified at the same gate or are tie by the real time, a second run has to be conducted. In this case, the course will be determined by draw.
8. First-Round Losers will be ranked 9 to 16 according to their qualifying times.
9. Second-Round-Losers will be ranked 5 to 8 according to their qualifying times.

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10. Once a competitor is qualified for top 8, he will remain in top 8-Group.
11. 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.

#### 4.2.4. TIMING

As the start of the parallel finals is simultaneous, only the difference in time between the competitors will be registered with 2 independently working timing systems.

The first competitor that breaks one of the signals, starts the chronometer and receives the time “zero”, the following competitor stops successively the clocks (chronometers) and receives the time difference in 1/100 seconds to the first competitor.

This difference has to be announced visually and verbally to the racers immediately after each run.

Note: This rule only applies for dual elimination NOT for single elimination.

#### 4.2.5. PENALTY TIME

1. The penalty time will be calculated using the best time of the qualifications for women and men. A 5% penalty, with a maximum of 1 second, of this time will be used in the parallel finals.
2. These times have to be announced with the qualification results.
3. In all cases, the maximum time difference for the first run of each pairing can never be higher than the penalty time. E.g.: if the actual time difference is 3 seconds and the penalty time is 1.3 seconds, the second run will be started with a handicap of 1.3 seconds for the losing rider of the first run.
4. If both competitors are tied after the second run by their respective penalty times, the competitor who wins the second run is the winner and advances to the next round respectively wins the race.
5. If both competitors are tied in both runs by real times (0/0 tie- means: first run tie and second run tie), a third run has to be conducted. The course has to be chosen by a draw.
6. If both competitors are disqualified in the second run at the same gate, the competitor who won the first run advances to the next round respectively wins the race.
7. Penalty time only applies in Dual elimination.

#### 4.2.6. DISQUALIFICATION AND DNS (DID NOT START)

1. 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.
2. The competitor who is DQ'd or does not finish the first run of a round will start the second run with a penalty time.
  3. The competitor who is DQ'd or gives up the second run is eliminated.
  4. In case of both competitors not being able to finish, the competitor that passes the most gates:
    - First run: wins first run
    - Second run: advances to the next round.
  5. A competitor who does not start (DNS) receives the penalty time.
  6. When both riders do not start the first run, the rider that wins the second run advances to the next round. When both riders do not start the second run, the rider that won the first run advances to the next round.
  7. Additionally, when one rider is a DNS and the other rider in the pair is a DQ, the rider who DNS will receive the time penalty for the first run. In the second run, the rider who started, but DQ'd, will advance.
  8. If a competitor does not start at all in the eight 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 15/16th (7th/8th) place according to their qualification times (and so on, with 3 or more DNS).



**END OF CHAPTER**

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## **5.1. BY LAWS FOR THE INTERNATIONAL AIRLINES SKI FEDERATION (IASF)**

### **5.1.1. 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 September 18-21, 2009.

### **5.1.2. 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".

### **5.1.3. 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.

### **5.1.4. OBJECTS AND PURPOSES**

The object 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.

### **5.1.5. MEMBERSHIP**

#### **5.1.5.1. 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 enactment's 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 and shall continue as such as long as he/she shall be team captain.
3. Any person who has served as President of this Federation shall be entitled to lifetime individual membership.

#### **5.1.5.2. 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).
2. 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.
3. 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.
4. Any person who has served as president, vice president or secretary or treasurer of this Federation for at least 3 years, will receive a WASC registration compensation for attending future WASCs after retiring from his officer position. This will be compensated from the IASF treasury, not the venue.

### **5.1.6. GOVERNMENT**

1. The Teamcaptains 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 Teamcaptains shall consist of, but not be limited to: passing amendments to the Articles of Incorporation and election of the Board of Directors, as follows:
  - One (1) director shall be elected from each continent, with an additional director from each continent with five (5) or more airlines represented in the WASC



competition, with only team captains from those continents participating in the election.

- One (1) Snowboard director shall be elected by the snowboard team captains.
- One (1) Cross Country director at large shall be elected by the team captains and
- 3. All Directors shall have an elected alternate. 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 Teamcaptains. If an Alternate is elected to an IASF officer position, then a new alternate shall be elected by their Teamcaptains.
- 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 Teamcaptains.

#### **5.1.7. 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 Teamcaptains.
2. The Board of Directors shall manage the business affairs of the Federation.
3. 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 Teamcaptains by the Articles of Incorporation or Bylaws of this Federation,
- Be aware that all necessary requirements regarding the incorporation are fulfilled.
- 4. Any vacancy occurring on the Board of Directors shall be filled by the elected Alternate. In the event there is no elected alternate, the Board of Directors will appoint a member from that continent, until such time as the Teamcaptains can elect members to fill the vacant positions.
- 5. In addition to the elected directors, the officers of the Federation shall serve on the Board of Directors.
- 6. A majority of Directors shall constitute a quorum for the transaction of business by the Board.
- 7. All Board of Directors and shall wear "IASF OFFICIAL" nametags for identification during all WASC races.
- 8. The actual Board of Directors is in charge until the closing of the final Boardmeeting of the succeeding WASC.
- 9. 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.

#### **5.1.7.1. DISCIPLINE DIRECTORS & TECHNICAL DELEGATES (TD)**

- 1. The Teamcaptains will elect, by secret ballot, the IASF Discipline Director (Alpine, Nordic and Snowboard) and Alternates (one per each discipline) for a term of two years. This election will take place at the Teamcaptains' 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 Boardmeeting, his Alternate Director will have a vote in all Board matters.
- 4. Teamcaptains may submit nominations for the Alpine, Snowboard, and Nordic Director to the President or Vice President at any time during the WASC prior to the Teamcaptains meeting.
- 5. The Board of Directors may introduce additional nominations prior to the voting.

#### **5.1.7.1.1. Election process of discipline Directors and their Alternates**

The following positions shall be elected by the Teamcaptains in odd numbered years:

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

The following positions shall be elected by Teamcaptains in even numbered years:

- a. Alpine Alternate Director



- b. Snowboard Alternate Director
- c. Nordic Director

Note for 2015 elections: Because of the transition to two year terms, Group B above will be elected to a 1 year term in 2015. From 2016 on the two term will be effective.

### **5.1.8. 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:
  - A) Call to order.
  - B) Report of Credentials Comitee.
  - C) President address and report.
  - D) Minutes of the last annual meeting, special meetings and directors meeting.
  - E) Financial Report.
  - F) Unfinished business.
  - G) New business.
  - H) Elect Teamcaptains representatives to Alpine, Snowboard and Nordic race juries.
  - I) Report of sanctions comitee.
  - J) Election of directors.
  - K) 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.

### **5.1.9. QUALIFICATION OF OFFICERS**

Officers are to be elected during the final meeting by the Board of Directors during the WASC. Candidates must be active Members of the Board and have at least a two year's experience as a Boardmember. They are elected for 2 years terms as follows:

#### **5.1.9.1. PRESIDENT**

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.

He or she shall be knowledgeable in ski administration.

#### **5.1.9.2. VICE PRESIDENT**

Same requirements as President.

#### **5.1.9.3. SECRETARY/TREASURER**

Same requirements as President.

The Secretary/Treasurer shall additionally be capable of assuming responsibility for keeping books and taking and publishing minutes of meetings.

#### **5.1.10. 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.

#### **5.1.11. 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.

##### **5.1.11.1. PRESIDENT**

The President shall:

- Superintend the Federation business.
- Be chairman of the Board of Directors.
- Preside at all meetings.
- Have additional vote as a tie-breaker in case of a tie.
- Sign all minutes of meetings.
- See that all officers and committee chairman thoroughly understand and carry out their duties and responsibilities.



- Be responsible that all requirements regarding the incorporation are met.
- Be responsible that the web site of IASF is maintained well
- Determines the members and leaders of the Fallmeeting working groups (race department, social events and accommodation/transportation).

The President may be authorized to sign checks.

#### **5.1.11.2. VICE 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 by the President.

#### **5.1.11.3. SECRETARY/TREASURER**

The Secretary/Treasurer shall be the Director of Finance.

He shall:

- Be responsible for the minutes of the Board of Directors and the 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 or treasurer and as delegated by the Board of Directors.
- Shall be responsible for filing the annual corporation report to the Florida Division of Corporations between January 1 and May 1 of each year.
- Shall be responsible for the correct and in time payment of the annual corporation fee.

#### **5.1.12. 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 Teamcaptains or the Board of Directors.
- The webmaster will be compensated \$400 yearly with registration at the WASC. This will be paid directly from the IASF treasury. (Approved by the Board of Directors at the Fallmeeting 2013 in Steamboat Springs, Colorado USA).

Such employees shall be responsible to the President.

### **5.1.13. 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 Teamcaptain (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 \$ 15.00 (outside Europe)/ € 15.00 (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 Teamcaptains 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.

### **5.1.14. 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.

### **5.1.15. 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.

#### **5.1.16. 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.

#### **5.1.17. ASSESSMENTS**

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

#### **5.1.18. 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 Teamcaptains 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.

#### **5.1.19. 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.

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	<b>IASF BY-LAWS</b>	

#### **5.1.20. HEADQUARTERS – FEDERATION BUSSINESS ADDRESS**

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.

#### **5.1.21. PRINTING BY-LAWS**

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

#### **5.1.22. 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 logosheet can be obtained from the officers or the Board of Directors.



**END OF CHAPTER**

## 6. ARTICLES OF INCORPORATION

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## **6.1. FOREWORD**

Following articles are the **Articles of Incorporation of the International Airlines Ski Federation, Inc.**

The IASF is a Florida Non-Profit Corporation.

### **6.1.1. 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.

## 6.2. ARTICLES

### 6.2.1. ARTICLE I- NAME OF CORPORATION

The name of the Corporation shall be INTERNATIONAL AIRLINES SKI FEDERATION, INC.

### 6.2.2. 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.

### 6.2.3. 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.

### 6.2.4. 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:

a) 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

b) 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).

**6.2.5. ARTICLE V- PRINCIPAL 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.

**6.2.6. ARTICLE VI- REGISTERED AGENT**

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

**Name of registered Agent:** Kerry A. Ramsberger  
**Address of registered Agent:** 5114 20th Ave. No., St. Petersburg, FL 33710

**6.2.7. 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>
Mathias Dolderer	Wilchingerstrasse 21, 79771 Klettgau, Germany
Stephan Halbe	Mangrove Place 1221, Al Reem Island, 35566 Abu Dhabi, UAE
Eileen Brennan	319 Quail Pt. Drive, 32082 Ponte Vedra Florida, USA

**6.2.8. 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 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>
Mathias Dolderer	Wilchingerstrasse 21, 79771 Klettgau, Germany
Stephan Halbe	Mangrove Place 1221, Al Reem Island, 35566 Abu Dhabi, UAE
Eileen Brennan	319 Quail Pt. Drive, 32082 Ponte Vedra Florida, USA

**6.2.9. ARTICLE IX- OFFICERS OF CORPORATION**

1. The Officers of the Corporation shall consist of a President, Secretary, Treasurer and such other Officers and Assistant Officers as may be provided in the Bylaws.
2. Each Officer shall be elected by the Board of Trustees and may be removed by the Board of Trustees at such time and in such manner as may be prescribed by the Bylaws.
3. The name and address of each initial Officer of the Corporation is as follows:

<b>Name</b>	<b>Office</b>	<b>Address</b>
Mathias Dolderer	President	Wilchingerstrasse 21, 79771 Klettgau, Germany
Stephan Halbe	Vice President	Mangrove Place 1221, Al Reem Island, 35566 Abu Dhabi, UAE
Eileen Brennan	Secretary / Treasurer	319 Quail Pt. Drive, 32082 Ponte Vedra Florida, USA

**6.2.10. ARTICLE X- SUBSCRIBERS OF CORPORATION**

The name and post office address of each subscriber to the Articles of Incorporation are as follows, to-wit:

<b>Name</b>	<b>Office</b>	<b>Address</b>
Kerry A. Ramsberger	Secretary / Treasurer (1994-2014)	5114 20 <sup>th</sup> Ave. No., St. Petersburg, FL 33710 USA



**6.2.11. 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.

**6.2.12. ARTICLE XII- AMENDMENT 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.

**6.2.13. 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.

**6.2.14. ARTICLE XIV- NON-STOCK BASIS**

This Corporation is organized on a non-stock basis.

This Corporation shall not issue shares of stock.

**6.2.15. 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.

A handwritten signature in black ink that reads 'KA Ramsberger'.

Kerry A. Ramsberger

(IASF Secretary/Treasurer, 1994-2014)

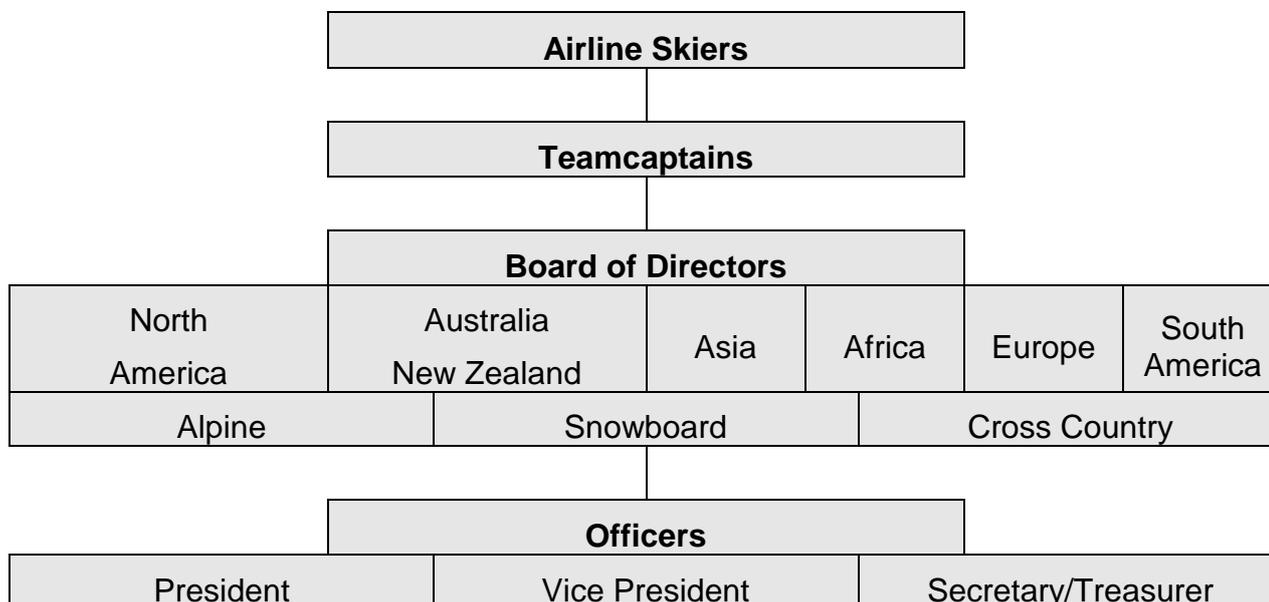
**END OF CHAPTER**

## 7. IASF ORGANIZATION & ADMINISTRATION

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**7.1. IASF ORGANIZATION**



**7.1.1. IASF OFFICERS**

Office, Name and Airline	Address
<b>PRESIDENT</b> MATHIAS DOLDERER Swiss Int. Air Lines	Wilchingerstr. 21 79771 Klettgau-Weisweil Germany +49-7742-6858 +49-151-15253929 <a href="mailto:mathias.dolderer@swiss.com">mathias.dolderer@swiss.com</a>
<b>VICE PRESIDENT</b> STEPHAN HALBE Etihad	Mangrove Place 1221 Al Reem Island 35566 Abu Dhabi United Arab Emirates <a href="mailto:stephanhalbe@me.com">stephanhalbe@me.com</a> +971 52 9086095
<b>SECRETARY / TREASURER</b> EILEEN BRENNAN Delta Airlines	319 Quail Pt. Drive 32082 Ponte Vedra Florida,USA +1 904 234 0251 <a href="mailto:emannersfl@comcast.net">emannersfl@comcast.net</a>

7.1.2. BOARD OF DIRECTORS

Position	Name	Airline	e-mail	Address	Phone
President	Mathias Dolderer	Swiss	<a href="mailto:mathias.dolderer@swiss.com">mathias.dolderer@swiss.com</a>	Wilchingerstr. 21 79771 Klettgau- Weisweil Germany	H:+49-7742-6858 C:+49-151-15 25 39 29
Vice President	Stephan Halbe	Etihad	<a href="mailto:stephan.halbe@ski-iasf.org">stephan.halbe@ski-iasf.org</a>	Mangrove Place 1221 Al Reem Island 35566 Abu Dhabi United Arab Emirates UAE	+971 52 9086095
Secretary/ Treasurer	Eileen Brennan	Delta	<a href="mailto:eileen.brennan@ski-iasf.org">eileen.brennan@ski-iasf.org</a>	319 Quail Pt. Dr., Ponte Vedra Beach, FL 32082 USA	C:+1-904-234- 0251
Director USA 2017	Rob Mastic	Delta	<a href="mailto:rob.mastic@ski-iasf.org">rob.mastic@ski-iasf.org</a>		
Alternate USA 2017	Suzy Danielson	NetJets USA	<a href="mailto:suzy.danielson@ski-iasf.org">suzy.danielson@ski-iasf.org</a>		
Director USA 2016	Earl Okuda	Delta	<a href="mailto:earl.okuda@ski-iasf.org">earl.okuda@ski-iasf.org</a>		
Alternate USA 2016	Mark Ralston	American Airlines	<a href="mailto:mark.ralston@ski-iasf.org">mark.ralston@ski-iasf.org</a>		
Director Europe 2017	Christian Riedel	Aerologic	<a href="mailto:chris.riedel@ski-iasf.org">chris.riedel@ski-iasf.org</a>		
Alternate Europe 2017	Markus Kretzschmar	Condor	<a href="mailto:markus.kretzschmar@ski-iasf.org">markus.kretzschmar@ski-iasf.org</a>		
Director Europe 2016	Anssi Rekula	Finnair	<a href="mailto:anssi.rekula@ski-iasf.org">anssi.rekula@ski-iasf.org</a>		
Alternate Europe 2016	Carla Loretan	Swiss	<a href="mailto:carla.loretan@ski-iasf.org">carla.loretan@ski-iasf.org</a>		
Director Asia 2017	Sam Matsumoto	Japan Airlines	<a href="mailto:sam.matsumoto@ski-iasf.org">sam.matsumoto@ski-iasf.org</a>		
Alternate Asia 2017	Neil Bornman	South African Airlines	<a href="mailto:neil.bornman@ski-iasf.org">neil.bornman@ski-iasf.org</a>		
Director Australia 2016	Simon Fernley-Jones	Qantas	<a href="mailto:simon.fernley-jones@ski-iasf.org">simon.fernley-jones@ski-iasf.org</a>		
Alternate Australia 2016	Susi Bauer	Qantas	<a href="mailto:susi.bauer@ski-iasf.org">susi.bauer@ski-iasf.org</a>		
Director Snowboard 2016	Jim Tullos	American Airlines	<a href="mailto:jim.tullos@ski-iasf.org">jim.tullos@ski-iasf.org</a>		
Alternate Snowboard 2017	Janine Hoerburger	Swiss	<a href="mailto:janine.hoerburger@ski-iasf.org">janine.hoerburger@ski-iasf.org</a>		-



Director Nordic & TD 2016	Torsten Selleny	Lufthansa	<a href="mailto:torsten.selleny@ski-iasf.org">torsten.selleny@ski-iasf.org</a>		
Alternate Nordic 2017	Judith Kuemmel	Tyrolean	<a href="mailto:judith.kuemmel@ski-iasf.org">judith.kuemmel@ski-iasf.org</a>		
Director Alpine & TD 2017	Bjorn Vandug	American Airlines	<a href="mailto:bjorn.vandug@ski-iasf.org">bjorn.vandug@ski-iasf.org</a>		
Alternate Alpine 2016	Steve Amoia	American Airlines	<a href="mailto:steve.amoia@ski-iasf.org">steve.amoia@ski-iasf.org</a>		

## 7.2. IASF HISTORY

### 7.2.1. 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.

### 7.2.2. IASF OFFICER HISTORY

## 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	Mathias Dolderer	Swiss Int. Air Lines

### VICE- PRESIDENT

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	Stephan Halbe	Etihad

**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

**7.2.3. IASF TEAM CHAMPIONSHIPS**

**IASF PAST TEAM CHAMPIONS**

Year	Location	Alpine	Nordic	Snowboard	IASF Team Trophy
1960	Artic Valley	Air France			
1961	Mt. Alyeska	Northern Consolidated			
	Artic Valley				
1962	Mt. Alyeska	Air France			
	Arctic Valley				
1963	Mt. Alyeska	Air France			
1964	Mt. Alyeska	Austrian	SAS		
			SAS		
1965	Mt. Alyeska	SAS	Air France		
1966	Mt. Alyeska	SAS	SAS		
1967	Mt. Alyeska	Pacific Northern			
		A- SAS			
1968	Mt. Alyeska	B- Continental			
		A- Lufthansa			

Year	Location	Alpine	Nordic	Snowboard	IASF Team Trophy
1969	Mt. Alyeska	B- Lufthansa			
		A- SAS			
1970	Mt. Alyeska	B- Delta			
		A- SAS			
1971	Mt. Alyeska	B- SAS			
		A- Lufthansa	A- SAS		
1972	Mt. Alyeska	B- American	B- Delta		
		A- Swissair	A- Finnair		
1973	Mt. Alyeska	B- SAS	B- Lufthansa		
		A- SAS	A- SAS		
1974	Mt. Alyeska	B- Japan Airlines	B- SAS		
		A- 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	Finnair	SAS		SAS
1991	Seefeld	Lufthansa	SAS		SAS
1992	Mt. Bachelor	Swissair	Finnair		Finnair
1993	Are	Lufthansa	Finnair		Finnair
1994	Breckenridge	Lufthansa	Lufthansa		Lufthansa
1995	Lillehammer	Lufthansa	SAS		Lufthansa
1996	Lake Placid	Swissair	Finnair		Lufthansa
1997	Zwiesel	Lufthansa	SAS		Lufthansa
1998	Mt. Alyeska	Lufthansa	SAS		Lufthansa



Year	Location	Alpine	Nordic	Snowboard	IASF Team Trophy
1999	Bormio, Italy	Lufthansa	Braathens SAFE		Lufthansa
2000	Whistler, Canada	Lufthansa	Braathens SAFE		Lufthansa
2001	Schladming, Austria	Lufthansa	Braathens SAFE		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

#### 7.2.4. IASF PAST PARTICIPANTS

<b>A</b>		
Adria Airways (JP)	Air Nippon (EL)	All Nippon Airways (NH)
Airborne (GB)	Air Japan (NQ)	Aloha Airlines (AQ)
Air Afrique (RK)	Air Routing Int. (ZJ)	AMAC Aerospace
Air Canada (AC)	Air West(RW)	Amapola (APF)
Air Baltic (BT)	Air-X (XU)	America West (HP)
Air Berlin (AB)	Alaska Air (6L)	American Airlines (AA)
Air Europa (UX)	Alaska Airlines (AS)	American Eagle (MQ)
Air France (AF)	Alaska Coastal-Ellis (7A)	Ansett (AN)
Air Holland (GG)	Alaska Helicopters (AHI)	Augsburg Airways (IQ)
Air International (AI)	Alaska International (BF)	Austrian Airlines (OS)
Air New Zealand(TE)	Alitalia (AZ)	Australian Airlines (TN)
<b>B</b>		
Belair Airlines (4T)	Braathens S.A.F.E. (BU)	British Airways (BA)
Blue Scandinavia (BLX)	Braniff (BN)	Busy Bee (BS)
<b>C</b>		
Canadian Pacific (CP)	City Jet (WX)	Croatia Airlines (OU)
Cargolux (CV)	Condor (DE)	Crossair (CX)
Cathay Pacific (CX)	Continental (CO)	Cypress Airways (CY)
Cimber Air (QI)	Cardova (CD)	Czechoslovak (OK)
<b>D</b>		
Delta Airlines (DL)	DHL (DO)	Dragon Air (KA)
Deutsche BA (DI)		
<b>E</b>		
EADS (AED)	EI AI (LY)	Etihad Airways (EY)
Eastern Airlines (EA)	Emirates (EK)	Eurowings (EW)
East-West Airways (EWA)	Era Aviation (7H)	Execuair (EX)
Easy Jet (U2)		
<b>F</b>		
Fairbanks Air Service (5F)	Finnair (AY)	Flying Tigers (FT)
Falcon Air (IH)	Finnaviation (FA)	FredOlsen Airtransport (FO)
Falcon Aviation (FC)	Flybe (BE)	Frontier (FL)
Federal Express (FM)	FlyDubai (FZ)	



<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)
<b>K</b>		
KLM (KL)		
<b>L</b>		
LivingstonAviation (JN) Linjeflyg (LF)	Lufthansa (LH) LTU (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 (PSA) Pacific Western (PW)	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 (RV)	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. (TAI)	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)
Trans American (TV)	Transair Sweden (TB)	
<b>U</b>		
United Airlines (UA) UPS (5X)	USAirways (US)	UTA (UTA)
<b>V</b>		
Varig (RG)	Virgin Blue (DJ)	Vistajet (VJS)
<b>W</b>		
West Coast (WC)	Western Yukon (ZY)	Wien Air Alaska (WC)
Western (WA)	Widerøe (WF)	World Airways (WO)
<b>X</b>		
<b>Y</b>		
Yugoslavian (JAT)		
<b>Z</b>		

### 7.3. IASF OFFICIAL SPONSORS

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



**Hilton Niseko Village**

[www1.hilton.com](http://www1.hilton.com)



#### About WASC 2012 Niseko Village

July 2008, "NISEKO VILLAGE" (4,389,668.52 m<sup>2</sup>) was launched as a year around resort at the foot of Mt. Annupuri, overlooking "Mt. Yotei"; a magnificent feature mountain of Hokkaido and boasting a natural hot spring "Higashiyama Onsen".

In winter, Niseko Village provides incredible snow and all the accompanying services with superb ski conditions with stunning views of Mt. Yotei, guests of all levels are guaranteed the perfect alpine experience. In summer Niseko Village provides a variety of activities including golf, horse trekking or try out our "Pure" activities in nature.

Hilton Niseko Village which also opened in July 2009, comprises 506 rooms and this is the main accommodation to complete the resort. Hilton Niseko Village is part of Hilton Worldwide Resorts, and home to restaurants and spa facilities and promises to offer high quality accommodation services.

### **About Hilton Niseko Village**

Hilton Niseko Village Japan comprises 506 rooms and a “Ski-In, Ski-Out” location steps away from the Niseko Gondola at the south base of Niseko Annupuri Mountain. As one of Asia’s few premium mountain ski resorts, the hotel is also a trump card for nature and adventure lovers, seeking year-round world-class outdoor activities. It has two 18-hole golf courses, 23 hard-court tennis courts and access to a wide range of summertime outdoor activities including mountain biking, horse riding, hiking, and white water rafting.

The hotel also boasts a Japanese Onsen with indoor and outdoor baths offering 42 degree (°C) thermal waters and a four treatment-room spa. Hilton Niseko Village is home to a futuristic cabin style bar and seven restaurants including a teppanyaki restaurant, serving the finest cuts of Hokkaido beef and a sushi counter with catch-of-the-day fare from the pristine waters surrounding Hokkaido.

The hotel is located 115 km, or two hours drive, from the New Chitose International Airport in Sapporo and can be reached by private hotel car, regular shuttle buses (running 36 times daily) and a combination of a train service offering scenic glimpses of the coastline.



**END OF CHAPTERS**