Annex A to

Draft Contract

HQLF4A/XXX

**STATEMENT OF REQUIREMENT (SOR)**

**EXERCISE SNOW JACK**

**GENERAL**

1. **Definitions**.
	1. Regular British Army – a full time member of the British Army.
	2. Reserve British Army – a part time member of the British Army.
	3. Wounded Injured and Sick veterans or Serving members of the British Army
2. **Exercise background**. Exercise SNOW JACK is the annual British Army Snowboarding & Freestyle Skiing Championships which is open to Regular and Reserve British Army personnel. The event takes place over 21 days and is scheduled outside of peak holiday periods.
3. **Key User Requirements (KURs)**. This SOR has the following KURs:
	1. Events, for the Open category and Novice (Slope Style (SS), Parallel Giant Slalom (PGS), and Snowboard Cross (SBX)) and for Novices category; Parallel Slalom (PSL), mini-SBX and SS, must deliver a challenging yet safe course in accordance with International de Ski (FIS) standards, course and competition guidelines and principles.
	2. If weather conditions such as poor visibility, high winds or lack of snow prevent an event from taking place a reserve location is to be activated in time to deliver the event; which must be within 20 minutes driving time from the primary resort. The Project Manager (Exercise Director) is the authority for this decision.
	3. Dedicated resort and mountain offices to enable the co-ordination and safe conduct of Exercise SNOW JACK.
	4. Lift passes for all Military Officials must be provided within the contract. The contractor is to negotiate discounted lift passes to be made available to all competitors which are to be purchased within the contract.
	5. The Contractor must be able to speak and write English well and demonstrate a history of delivering FIS Level C snowboarding competitions. Most Army competitors will not be at FIS Level B, but the ability to deliver to FIS criteria is a Key User Requirement.
	6. The Contractor provided Officials must have a good grasp of the English language and be able to convey instructions and results to competitors and other Officials either directly or via radio.
	7. Sufficient accommodation for all the users within a reasonable travelling time (20 minutes) of the race piste lift.
	8. Contractor must provide accommodation for Officials as per Para 16 below.
	9. The competition area must demonstrate a high level of snow surety in January.
	10. Average temperature for the race and competition pistes must be conducive to safe operating temperatures for all competitors; the mean static air temperature cannot as an average be below --10 Degrees Celsius.
4. **Competitor and Officials breakdown**. There will be a maximum of 300 competitors plus military and contracted Officials.
5. **Stakeholders**.
	1. The Contractor – the organisation selected to deliver the Championships.
	2. The Sponsor – the Army Winter Sports Association (AWSA).
	3. The Users – Officials, snowboard and freestyle ski competitors (teams and/or individuals), official guests and sponsors.
	4. Project Manager and Director of Exercise SNOW JACK (Senior User).
	5. Officials
		1. Military Officials – personnel provided by the Project Manager.
		2. Contracted Officials – personnel provided by the Contractor.

**RESPONSIBILITY OF THE CONTRACTOR**

1. **Venue**. The resort must be capable of delivering a challenging yet safe series of events. If poor weather conditions prevent an event from taking place a reserve location must be activated in time to deliver the event; within 20 minutes driving time from the primary resort.
2. **Safety**.
	1. **Courses**. All events (SS, PGS, SBX, GS and PSL) must deliver a challenging yet safe course broadly in accordance with FIS course and competition guidelines and principles, with the courses being set by the contractor in consultation with the Army TD. For the open category this will be at least FiS Level C; for the Novice Category FIS Level C will be the very highest standard expected
	2. **Officials.** The breakdown and source of Officials for each event is detailed at Appendix 9. The Contractor provided Officials must have a good grasp of the English language and be able to convey instructions and results to competitors and other Officials either directly or via radio.
	3. **Radios.** The Contractor is to provide a radio to all Officials.
	4. **Risk assessments.** The Contractor will be required to contribute to the risk assessments conducted by the Project Manager (Exercise Director) and Technical Delegate (TD).
3. **Race programme**. Ex SNOW JACK usually takes place annually in the month of January immediately prior to the February half term and therefore outside peak holiday periods; a recommended competition programme is at Appendix 1. Note that some events run concurrently on the same day; sufficient support personnel, facilities and equipment must be provided to allow both Open and Novice schedules to run without interference should it be necessary eg. In the case of bad weather.
4. **Evaluation Visit**. As part of the evaluation process prior to contract announcement, the Contractor shall host a visit by the Authority to the resort to verify the technical evaluation criteria. The visit will take place at a date and time specified by the Project Manager.
5. **Advanced preparation and Visit**.The Contractor shall host a visit by the Authority to the resort prior to the Exercise at a date and time specified by and agreed by the Project Manager.

a. During the visit the Contractor shall hold a Progress review meeting to review progress against all deliverables and discuss any issues arising as to delivery of the requirement.

b. The Contractor shall be responsible for providing a secretary and for the circulation of minutes for progress meetings. Minutes recording decisions and actions shall be published no later than 15 working days after the date of the meeting.

1. **Race offices**.
	1. **Resort race office**. The Contractor is to provide a Resort Race Office; full details are at Appendix 5. All the requirements must be ready for use when the Officials arrive at D-1 and remain available for their sole use until D+12. The office must be available from 08:00 – 20:00 each day. The Team Captains’ race brief will be held in the Resort Race Office from D+1 to D+11 at 18:30-19:15. The Contractor must be represented at this brief.
	2. **Mountain race office**. The Contractor is to provide a Mountain Race Office; full details are at Appendix 6. All the requirements must be ready for use from D-1 and remain available for their sole use until D+12. The office must be available from the arrival of the ‘first lift’ to the departure of the ‘last lift’ each day.
2. **Arrival presentation & prize giving**. The Contractor is to arrange a venue for the arrival presentation on D Day and end of competition prize giving on D+12; full details are at Appendix 7.
3. **Individual event requirements**.Guidance for course design for the Snowboard Cross (SBX), Parallel Giant Slalom (PGS) and Slopestyle (SS) are at Appendices 2, 3 and 4 respectively. A list of resources required for all events is at Appendix 8. All courses must be set and confirmed with the relevant event Technical Delegate (TD).
4. **Timing and scores**. The Contractor is responsible for the provision of certified course times and event scores and full results for all events. The Military Officials will use the times/scores to create the competition results. The Contractor will be responsible for holding the race results on file for at least 3 years or the duration of the contract.
5. **Lift passes.** Lift passes for all Military Officials must be provided within the contract. The contractor is to negotiate discounted lift passes reduced by at least 33% to be made available to all competitors which are to be purchased outside of the contract.
6. **Accommodation**. The contractor shall provide accommodation for the military Officials central to the resort area and easy reach of the race piste lift and restaurants. The accommodation must not be split across different locations and must have appropriate areas for Officials meetings and meals, with broadband wifi access and laundry facilities. An expected sharing ratio of no more than 2 per room across the 12 officials as per Appendix 9

**RESPONSIBILITY OF THE ARMY SNOWBOARDING ASSOCIATION (ASBA)**

1. **Event assurance.** The Project Manager will always refer to the military provided Technical Delegate (TD), Chief of Race (CoR) and Riders’ Rider over matters concerning the safe conduct and delivery of the competition and appropriateness of the courses design and build. The Contractor must acknowledge the authority of the TD and CoR and be able to react and make changes accordingly.
2. **Timing and scores**. The Military Officials will use the Contractor provided times/scores to create and distribute the competition results.
3. **Equipment**. The ASBA will provide all bibs and race sails for the exercise, and ASBA clothing for officials.
4. **Mobile phones**. All Military Officials will hold a mobile phone with a SIM card of the host country or via home country contract.
5. **Trophies**. The ASBA will provide all medals and trophies for the exercise.
6. **Publicity**. Publicity will be managed by the Military Race Committee in concert with a contractor nominated representative.
7. **Official visitors**. The ASBA will be responsible for all official visitors.
8. **Inventory takeover/handover**. The ASBA will conduct a comprehensive takeover and handover at the beginning and end of the exercise of any Contractor provided resources.
9. **Course marking**. The Military Officials will liaise with the Contractor reference course building, preparation and marking. The contractor must refer to the Technical Delegate (or Chief of Race if not available)
10. **Insurance**. The ASBA will be responsible for ensuring all competitors and Military Officials have appropriate medical and personal liability insurance to participate in the exercise. The Contractor is to have sufficient Insurance to cover all, Medical, Public liability and event cancellation costs.

**EXERCISE CANCELLATION**

1. In the event of insufficient snow both at the primary and reserve location the Project Manager retains the right to cancel the exercise.

Appendices:

1. Race programme.

2. SBX Requirements

3. PGS Requirements

4. SS Requirements

5. Resort Race Office Requirement

6. Mountain Race Office Requirement

7. Arrival briefing and prize giving venue

8. Resources required for SBX, SBS and PGS and GS

9. Event officials

**APPENDIX 1**

**RACE PROGRAMME**

|  |  |  |  |
| --- | --- | --- | --- |
| **Day** | **Day No** | **Activity** | **Remarks** |
| Week Zero | D-7 to 1 | Slalom, SBX and SS training facilities available for both competing categories | Army TD to oversee and coordinate training access. Corps encouraged to use this week as their Corps training event. |
| Sat | -1 | Officials arrive | Resort & Mountain offices avail |
| Sun | D | Competition registrationArrival presentation | 14:00 – 17:0019:00 – 20:00 |
| Mon | +1 | Open PGS trainingNovice Training Day |  |
| Tue | +2 | PGS qualifierNovice Training Day |  |
| Wed | +3 | PGS final (male & female)Novice Training Day |  |
| Thu | +4 | Open SBX trainingNovice GS Qualifier  |  |
| Fri | +5 | Open SBX TrainingNovice GS Final |  |
| Sat | +6 | Open SBX qualifier Novice Training Day (PSL) |  |
| Sun | +7 | Open SBX final (male & female)Novice PSL Qualifier |  |
| Mon | +8 | Open Slopestyle trainingNovice PSL Final |  |
| Tue | +9 | Open Slopestyle trainingNovice Slopestyle Training | Judging calibration |
| Wed | +10 | Open Slopestyle qualifierNovice Slopestyle Training |  |
| Thu | +11 | Novice Slopestyle Finals (male and Female | Best of 2 runs over a short 2 obstacle course |
| Fri | +12 | Open Slopestyle final (male & female)Prize giving (early eve) |  |
| Sat | +13 | Competitors & Officials depart |  |

**APPENDIX 2**

**SBX REQUIREMENTS**

1. **General**. The SBX competitions provide an excellent competitive format and an ideal sponsorship platform. It is the most inclusive event of any of the competitive components within Snowboarding and begins with a knockout competition which can be (but not routinely) as large as 128 riders.
2. **Technical specification**. Fig 1 below provides guidance on the course specifications. Any deviation from the specification must be agreed in advance by the Project Manager and during the competition by the Technical Delegate (TD). In outline the Contractor is to ensure that the course is broadly compliant with FIS Level B in that:
	1. **Course terrain.** The slope should be of a medium pitch (average course angle of 12**°**) with varied terrain. The SBX/SX slope must be a minimum of 40m wide (wider is better), excluding ‘Chicken Runs’. The track can range between 6.0 – 16.0m.
	2. **Course setting**. The setting of the gates must be done before the official inspection and training and should incorporate the skilful use of the terrain with the integration of terrain features and jumps into the setting. Minor adjustments in the setting may be necessary during the training to adjust the course for a smooth race line. Any changes made during training should be announced in the start area so all competitors and Team Captains are aware of any such changes. All courses must be set and marked with dye assuming poor light affecting the safe delivery of the event.
	3. **Start and Separation.** The total number of terrain features and jumps should be at the discretion of the course designer but will incorporate as many different possibilities as practical. Blind jumps or terrain features where a competitor is unable to see the landing from the take-off should be avoided, where unavoidable safety mitigation must be in place prior to course inspection by the TD. The course should be designed so as to separate the competitors as quickly as possible after the start (i.e. 3–5 rolls or other terrain features between the start and the first turn). These terrain features should be placed in a straight line from the start to the first turn. Minimum distance of the straight section of the course between the start and the first turn should be approximately 80 meters. The start should be relatively flat (12–14°).
	4. **Start and Finish Area.** The start area must be flat and wide enough for competitors to prepare for the competition and for coaches, staff and media teams to work. The finish area must have sufficient width and depth so as to provide the competitors a secure area for termination of their performance and appropriate video capture of the finish line to support the Finish Referee and Finish Judges. The finish area cannot encroach into or lead directly onto a pisted slope that is open for public use.
	5. **Course Preparation.** The track should be closed to the public at least 20 hours before training. Terrain features and jumps must be built with sufficient time so that the snow has been compacted to ensure that they can be properly maintained during training and competition. The use of artificial means is permitted (salt, fertiliser, water, etc.).
	6. **Gates.**
		1. The gates must be set so that the competitors can distinguish them clearly and quickly even at high speeds.
		2. Triangular banners have to be placed at the bottom of each gate and set at right angles to the competition line.
		3. A gate consists of one long slalom pole and one 45cm stubby flex pole and one triangular banner.Consecutive gates must alternate in colour (except ‘bananas’ – one turn one colour). The slalom poles must carry triangular banners matching the colour of the pole.
	7. **‘Chicken Run’.** Due to the varying standards of competitors the course should include a ‘chicken run’. This will promote inclusivity but must represent a distinct time disadvantage when compared to a rider staying on the racing line.

* 1. **Course features**. The course construction will allow some or all of the terrain features below. The total number of terrain features and jumps should be at the discretion of the course designer but will incorporate as many different possibilities as is practical. Blind jumps or features where a rider is unable to see the landing from the take-off should be avoided; gap jumps will **not** be permitted under any circumstances. Other terrain features can be built but safety considerations must always be a priority. The features should be designed so that competitors are attempting to gain speed and not having to reduce speed before each one:
* Banks (crescent shaped)
* Double Banks
* Single, double or triple Rollers
* Offset Rollers - (Single, double, triple, etc.)
* Step-up jumps
* Spines and double spines
* Pro style jumps
* Hip jumps
* Table top jumps
* Medium or long GS type turns (when building a feature is not possible).
	1. **Inspection.** The competitors are allowed to inspect the course by slowly sliding down through or alongside the course. Inspection times are at the discretion of the Event Jury but should be for a minimum of 15 minutes. Competitors must visibly wear their start numbers, goggles and helmets during inspection.
	2. **Training.** At least one training session prior to the actual competition is mandatory for each site. Training sessions should be 1 – 2 hours in duration and should be held the day before the actual event takes place.
	3. **Safety.** Access to the course is to be denied to non-Users. There is sufficient type A and B netting applied at identified parts of the course to mitigate competitors from serious injury. The Contractor is also responsible for the satisfactory grooming and marking of the course throughout training and competition.

**Fig 1**



**APPENDIX 3**

**PGS/GS/SL REQUIREMENTS**

1. **General**. The PGS Open riders and GS and SL for the Novice competition are the foundation events of Exercise SNOW JACK. The PGS requires two competitors to ride simultaneously side-by-side down two courses. The GS requires a single competitor to race a single track version of the PGS course. The SL is simian to the GS but the gates are set for a Slalom, the setting of the courses, the configuration of the ground and the preparation of the snow for the PGS, GS and SL are to be as identical as possible.
2. **Technical specification**. Fig 2 below provides guidance only for the course specifications. Any deviation from the specification must be agreed by the Project Manager. In outline the Contractor is to ensure that the course is broadly compliant with FIS Level B in that:
	1. **Course terrain.** The vertical drop of the courses should be between 120 - 200 meters. 11 - 15% of the vertical drop in meters = number of turns by rounding up or down into the nearest decimal number. It is recommended to set the gates between 20 – 27m apart. The courses should be parallel, have the same variety of terrain, snow conditions and difficulties; the courses flow should be smooth, variety in the curves and that the course causes rhythm changes.
	2. **Course position.** The course should be positioned on a slope wide enough to permit two courses that are separated 9-12m between two corresponding markers (from turning pole to turning pole). The whole course should preferably be set on a slightly concave slope thus permitting a view of the whole course from any point. There must be a lift next to the course to ensure that the races are run smoothly and rapidly. The course start must be entirely closed off by barriers less the entrance points.
	3. **Course setting.** The setting of the gates must be done before the official training sessions. Minor changes in the setting may be necessary during the training to adjust the courses for a smooth race line. Any changes made during training should be announced in the start area so all competitors are aware. All courses must be set assuming poor light affecting the safe delivery of the event.
	4. **Course colouring.** When the two courses are set, the left course (looking from the top) will be set with red poles and red triangular banners and the right course (looking from the top) will be set with blue poles and blue triangular banners.
	5. **Start**. The Start Ramp shall be prepared in such a way that the competitors can stand relaxed on the starting line and can quickly reach full speed after leaving the start. Push off posts will be installed on the starting installation. The first gate in each course must be placed no less than 6m from the start.
	6. **Start Gates***.* The two recommended procedures to start are below. Ultimately any starting system can be employed provided that the system guarantees a simultaneous start.
		1. **Simultaneous**. The gates have to open simultaneously for both runs and a competitor must not be able to push the gates open. The gates have to open simultaneously in the first run. In the second run the start gates open with the time difference of the first run.
		2. **Delayed**. The Start Referee(s) will control the start. The start signal can only be given after the Chief of Event has given the competitors permission to start or the gates are released by the timing equipment to reflect the time difference between competitors.
	7. **Finish**. 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 centre of each finish line. The finish areas must be symmetrical and the line of the finish must be parallel with the line of the starts.Each finish line is marked by two poles connected by a banner which must be at least 8 m wide. The finish lines are separated by a post, or vertical banner, with a maximum width of approximately one meter.It is necessary to set up visually separate finish approaches and exits. There is to be appropriate video capture of the finish line to support the Finish Referee and Finish Judges.
	8. **Gates.**
		1. The gates must be set so that the competitors can distinguish them clearly and quickly even at high speeds.
		2. Triangular banners have to be placed at the bottom of each gate and set at right angles to the competition line.
		3. A gate consists of one long slalom pole and one 45cm stubby flex pole and one triangular banner.Consecutive gates must alternate in colour (except ‘bananas’ – one turn one colour). The slalom poles must carry triangular banners matching the colour of the pole.
	9. **Inspection.** The competitors are allowed to inspect the course by slowly sliding down through or alongside the course. Inspection times are at the discretion of the race jury but should be for a minimum of 15 minutes. Competitors must visibly wear their start numbers, goggles and helmets during inspection.
	10. **Training.** At least one training session prior to the actual competition is mandatory for each site. Training sessions should be 1 – 2 hours in duration and should be held the day before the actual event takes place.
	11. **Safety.** Access to the course is to be denied to non-Competitors. There is netting applied at identified parts of the course to mitigate Competitors from serious injury. The Contractor is also responsible for the grooming of the course throughout training and competition.

**PSL/SL REQUIREMENTS**

1. **General**. The PSL competition is the Novice foundation event of Exercise SNOW JACK. The IS requires one competitor to ride a slalom course.
2. **Technical specification**. Fig 2 below provides guidance on the course specifications. Any deviation from the specification must be agreed by the Project Manager. In outline the Contractor is to ensure that the course is broadly compliant with FIS Level B in that:
	1. **Course terrain.** The vertical drop of the courses should be between 90-120 meters. 11 - 15% of the vertical drop in meters = number of turns by rounding up or down into the nearest decimal number. It is recommended to set the gates between 10-14m apart. The courses should be parallel, have the same variety of terrain, snow conditions and difficulties; the courses flow should be smooth, variety in the curves and that the course causes rhythm changes.
	2. **Course position.** The course should be positioned on a slope wide enough to permit two courses that are separated 8-10m between two corresponding markers (from turning pole to turning pole). The whole course should preferably be set on a slightly concave slope thus permitting a view of the whole course from any point. There must be a lift next to the course to ensure that the races are run smoothly and rapidly. The course start must be entirely closed off by barriers less the entrance points.
	3. **Course setting.** The setting of the gates must be done before the official training sessions. Minor changes in the setting may be necessary during the training to adjust the courses for a smooth race line. Any changes made during training should be announced in the start area so all competitors are aware. All courses must be set assuming poor light affecting the safe delivery of the event.
	4. **Course colouring.** When the two courses are set, the left course (looking from the top) will be set with red poles and red triangular banners and the right course (looking from the top) will be set with blue poles and blue triangular banners.
	5. **Start**. The Start Ramp shall be prepared in such a way that the competitors can stand relaxed on the starting line and can quickly reach full speed after leaving the start. Push off posts will be installed on the starting installation. The first gate in each course must be placed no less than 6m from the start.
	6. **Start Gates***.* The two recommended procedures to start are below. Ultimately any starting system can be employed provided that the system guarantees a simultaneous start.
		1. **Simultaneous**. The gates have to open simultaneously for both runs and a competitor must not be able to push the gates open. The gates have to open simultaneously in the first run. In the second run the start gates open with the time difference of the first run.
		2. **Delayed**. The Start Referee(s) will control the start. The start signal can only be given after the Chief of Event has given the competitors permission to start or the gates are released by the timing equipment to reflect the time difference between competitors.
	7. **Finish**. 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 centre of each finish line. The finish areas must be symmetrical and the line of the finish must be parallel with the line of the starts.Each finish line is marked by two poles connected by a banner which must be at least 8 m wide. The finish lines are separated by a post, or vertical banner, with a maximum width of approximately one meter.It is necessary to set up visually separate finish approaches and exits. There is to be appropriate video capture of the finish line to support the Finish Referee and Finish Judges.
	8. **Gates.**
		1. The gates must be set so that the competitors can distinguish them clearly and quickly even at high speeds.
		2. Triangular banners have to be placed at the bottom of each gate and set at right angles to the competition line.
		3. A gate consists of one long slalom pole and one 45cm stubby flex pole and one triangular banner.Consecutive gates must alternate in colour (except ‘bananas’ – one turn one colour). The slalom poles must carry triangular banners matching the colour of the pole.
	9. **Inspection.** The competitors are allowed to inspect the course by slowly sliding down through or alongside the course. Inspection times are at the discretion of the race jury but should be for a minimum of 15 minutes. Competitors must visibly wear their start numbers, goggles and helmets during inspection.
	10. **Training.** At least one training session prior to the actual competition is mandatory for each site. Training sessions should be 1 – 2 hours in duration and should be held the day before the actual event takes place.
	11. **Safety.** Access to the course is to be denied to non-Competitors. There is netting applied at identified parts of the course to mitigate Competitors from serious injury. The Contractor is also responsible for the grooming of the course throughout training and competition.



**Fig 2**

**APPENDIX 4**

**SS REQUIREMENTS**

1. **General**. The SS competition is a technically difficult and visually appealing spectacle at Exercise SNOW JACK. The SS competition offers a series of consecutive features that allows a rider to demonstrate a level of technical freestyle expertise and magnitude by performing tricks which can then be scored. The ideal SS course should be technically challenging, with a wide variety and balance of features in diverse combinations. The course must offer each rider the opportunity of completing a red or blue line or a combination of both.
2. **Technical specification**. Fig 3 below provides guidance on the course specifications. Any deviation from the specification must be agreed by the Project Manager. In outline the Contractor is to ensure that the course is broadly compliant with FIS Level B in that:
	1. **Course terrain**. The average slope inclination should be approximately 12 degrees. Overall the slope should have a regular pitch without any marked variations. The course must be a minimum of 30 meters wide and be a minimum of 100 and a maximum of 150m in vertical drop. The course should be designed to require a minimum run time of 20 seconds.
	2. **Course position.** There must be a lift next to the course to ensure that the Competitors are recycled smoothly and rapidly.
	3. **Course setting**. The course must be set before the official inspection and training. Minor adjustments in the setting may be necessary during the training to adjust the course. The course must be set and marked with dye assuming poor light affecting the safe delivery of the event.
	4. **Features**. The competition will be held on a course with a variety of features such as hits, jumps, rails, tables, big-airs and with two or more lines that the competitors may choose to perform. The course should have a minimum of three different features types. The course should not favour regular or goofy foot competitors while providing the competitors the opportunity to display their freestyle skills and talents. The distance between the features should allow a smooth transition and performance. The features and the overall course should be designed in such a manner so as to allow usage by both male and female competitors.
	5. **Jumps**. The jumps should be in proportion (ratio) to the rest of the course and in accordance with the approved course design for the event.
	6. **Rails, boxes and industrial features.** These features should include a minimum of two options for competitors. These should vary in difficulty providing the rider with the ability to choose a more technically difficult line. Rail on-ramps and landings should be suitable for the size and speed necessary to complete the obstacle safely.
	7. **Start and finish area**. The start area must be flat and wide enough for competitors to prepare for the competition. The finish area should be designed to provide the competitors a secure termination of their performance. The entire course should be visible from the finish area judging stand(s).
	8. **Inspection**. The competitors are allowed to inspect the course by sliding down the course (without riding the features). Inspection times are at the discretion of the Officials. Competitors must wear their start numbers and helmets at all times during inspection, training and competition.
	9. **Music**. Music is to be available at the SS event. If it is used the sound system must be powerful and depending on the length of the course it should be sufficient for the competitors to have the opportunity to hear the music clearly and without distortion while on any part of the course.
	10. **Judging stands**. The Judges viewing area should be constructed so as to provide viewing of all necessary amenities for the operation of the competition. The stand needs to be elevated to give the best possible view of the complete course. If this is not possible, then a second stand will need to be constructed so as to view the entire course.
	11. **Safety**. Access to the course is to be denied to non-Competitors. There is netting applied at identified parts of the course to mitigate Competitors from serious injury. The Contractor is also responsible for the grooming of the course throughout training and competition.



**Fig 3**

**APPENDIX 5**

**RESORT RACE OFFICE REQUIREMENTS**

1. The Race Office must be secure, located in the primary resort and should be at least 48 square metres in size. The office must provide a working environment that meets EU Health & Safety regulations and be equipped with the following:
	1. 1 x voice/fax telephone line with all numbers available at D-1.
	2. Wifi internet.
	3. Minimum of 4 broadband plug-in connections.
	4. 1 x multi-colourprinter/photocopier with a sorting and stapling capability, supplied with 4,000 sheets of A4 photocopier paper and the means to obtain extra paper if required.
	5. Minimum of 5 x 6ft tables and 20 chairs or appropriate equivalent.
	6. 4 x keys to the door.
	7. Minimum of 8 power points.
	8. Overhead projector with screen/plain wall.
2. Lavatory facilities close to the office must be available.

**APPENDIX 6**

**MOUNTAIN RACE OFFICE**

1. The Mountain Race Office must be secure and located at least halfway up the piste area. The office must provide a working environment that meets EU Health & Safety regulations and be equipped with the following:
	1. Wifi internet.
	2. Minimum of 2 broadband plug-in connections.
	3. 1 x printer/photocopier.
	4. Capacity to seat up to 40 persons.
	5. Minimum of 4 x 6ft tables.
	6. Minimum of 4 x keys to the door.
	7. Minimum of 8 power points.
	8. Overhead projector with screen/plain wall.
2. Lavatory facilities close to the office must be available.
3. There must be a secure storage area, close to the office, for the storage of military provided competition equipment.

**APPENDIX 7**

**ARRIVAL BRIEFING AND PRIZE GIVING VENUE REQUIREMENTS**

1. The venue must be secure and within easy reach (10mins) of the Officials’ and Competitors’ accommodation. The venue must provide an environment that meets EU Health & Safety regulations and be equipped with the following:
	1. Sufficient tables and chairs to seat 300 people.
	2. Minimum of 4 power points.
	3. Adjacent lavatory facilities.
	4. Projection screen and audio system with connectivity.
2. The cleaning of the venue after both uses is the responsibility of the Contractor.

**APPENDIX 8**

**RESOURCES REQUIRED FOR SBX, SS, PGS, GS AND SL**

1. The following items will be provided by the Contractor:
* Snow guns
* Snow cement (if permitted by resort)
* Gate poles (Snowboard)
* Flex poles (Snowboard)
* Gate flags (Snowboard)
* Gate banners (Snowboard)
* Dye
* Clocks
* Ice Drills
* Picks
* Shovels
* Rakes
* Safety barriers
* Finish barriers
* Safety matting
* Start hut
* Finish hut
* Timing equipment (incl back-up)
* Electronic relay (if available)
* Scoreboard
* Starting signal
* Public address system
* 1 x Altimeter
* 2 x Air Thermostat
* Stationery for judges
* Sufficient radios for **all Officials**
* Mobile generator to power laptops
* Weather shelters for all Officials
* Stationary
* Hot and cold refreshments for all Officials
1. The Contractor will be responsible for the provision of adequate medical cover at all three events including training periods.
2. The following resources will be provided by the Military Officials:
* 1 x computer for seeding competitors and recording data
* Race bibs with competitors start numbers

**APPENDIX 9**

**EXERCISE OFFICIALS**

|  |  |  |  |
| --- | --- | --- | --- |
| **Ser** | **Appointment** | **Event** | **Source** |
| **SS** | **PGS/GS/SL** | **SBX** | **Contractor** | **Military** |
|  | Ex Director | X | X | X |  | X |
|  | Tech Delegate x2 | X | X | X |  | X |
|  | Chief of Race x2 | X | X | X |  | X |
|  | Chief of Gates x2 | X | X | X |  | X |
|  | Mil Admin Support x3 | X | X | X |  | X |
|  | Timings and Calcs x2 |  |  |  |  | X |
|  | Riders’ “rider” | X | X | X |  | X |
|  | Admin support | X | X | X | X |  |
|  | Course Setter | X | X | X | X |  |
|  | Course Builder | X | X | X | X |  |
|  | Chief of Course | X | X | X | X |  |
|  | Referee |  | X | X | X |  |
|  | Asst referee |  | X | X | X |  |
|  | Paramedic 1 | X | X | X | X |  |
|  | Paramedic 2 | X | X | X | X |  |
|  | Gate judge/maint 1 |  | X | X | X |  |
|  | Gate judge/maint 2 |  | X | X | X |  |
|  | Gate judge/maint 3 |  | X | X | X |  |
|  | Gate judge/maint 4 |  | X | X | X |  |
|  | Gate judge/maint 5 |  | X | X | X |  |
|  | Gate judge/maint 6 |  | X | X | X |  |
|  | Event Timing/Scoring | X | X | X | X |  |
|  | Event Timing/Scoring Asst | X | X | X | X |  |
|  | Grip |  | X | X | X |  |
|  | Start referee 1 | X | X | X | X |  |
|  | Start referee 2 |  | X | X | X |  |
|  | Finish referee 1 | X | X | X | X |  |
|  | Finish referee 2 |  | X | X | X |  |
|  | Head judge | X |  |  | X |  |
|  | SS judge 1 | X |  |  | X |  |
|  | SS judge 2 | X |  |  | X |  |
|  | SS judge 3 | X |  |  | X |  |
|  | SS judge 4 | X |  |  | X |  |
|  | SS judge 5 | X |  |  | X |  |
|  | Scribe/maintainer 1 | X | X | X | X |  |
|  | Scribe/maintainer 2 | X | X | X | X |  |
|  | Scribe/maintainer 3 | X | X | X | X |  |
|  | Scribe/maintainer 4 | X | X | X | X |  |
|  | Scribe/maintainer 5 | X |  |  | X |  |
|  | Protocol |  |  |  |  | X |