



**Homologation Report**  
(rehomologation: 9854/12/10)  
(changes – adding variants)

**RED DOG**

**GIANT SLALOM**

**Men & Women**

**SQUAW VALLEY USA**

**Olympic Valley, CA, USA**

Inspector: Bruce A Crane

August 2012

Certificate number: \_\_\_\_\_



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

1. Nation:	<b>USA</b>	Site:	<b>Squaw Valley</b>	Name of the course:	<b>Red Dog</b>
Nation:		Lieu:	<b>USA, CA</b>	Nom de la piste:	
Nation:		Ort:		Name der Strecke:	
2. Contact address:		<b>Squaw Valley USA, Sid Crockett, Event Services Manager</b>			
Adresse à contacter:		<b>PO Box 2007</b>			
Kontaktadresse:		<b>Olympic Valley, CA 96145</b>			
Tel:		<b>530 452-7188</b>	Fax:		<b>530 581-7236</b>
		Email:		<b>racervices@squaw.com</b>	
				<b>scrockett@squaw.com</b>	
3. Already inspected by:		<b>W Schaeffler</b>		Hom. Nr	
Déjà inspecté par:		<b>B Crane</b>		<b>1017/40/76</b>	
Bereits inspiziert durch:				<b>9854/12/10</b>	

4. Course for (event): Piste pour (événement): Strecke für (Disziplin):	<b>GS 1</b>		<b>GS 2</b>		<b>GS 3</b>			
	M <input checked="" type="checkbox"/>	L <input checked="" type="checkbox"/>	M <input checked="" type="checkbox"/>	L <input checked="" type="checkbox"/>	M <input checked="" type="checkbox"/>	L <input checked="" type="checkbox"/>	M <input type="checkbox"/>	L <input type="checkbox"/>
Start (m): Départ (m): Start (m):	<b>2292</b>		<b>2264</b>		<b>2240</b>			
Finish (m): Arrivée (m): Ziel (m):	<b>1906</b>		<b>1906</b>		<b>1922</b>			
Vertical Drop (m): Dénivelée (m): Höhendifferenz (m):	<b>386</b>		<b>358</b>		<b>318</b>			
Length (m): Longueur (m): Länge (m):	<b>1146</b>		<b>971</b>		<b>708</b>			
Average gradient %: Pente moyenne %: Durchschnittliche Neigung:	<b>34</b>		<b>37</b>		<b>42</b>			
Max. gradient %: Pente max. %: Grösste Neigung %:	<b>55</b>		<b>55</b>		<b>55</b>			
Min. gradient %: Pente min. %: Geringste Neigung %:	<b>5</b>		<b>10</b>		<b>25</b>			
Orientation: Orientation: Himmelsrichtung:	<b>N</b>		<b>N</b>		<b>N</b>			

5. Water supply available:	yes:	no:	Snow making:	yes:	no:
Branchement d'eau:	oui: <input checked="" type="checkbox"/>	non: <input checked="" type="checkbox"/>	Neige artificielle:	oui: <input checked="" type="checkbox"/>	non: <input checked="" type="checkbox"/>
Wasseranschluss:	ja: <input checked="" type="checkbox"/>	nein: <input checked="" type="checkbox"/>	Beschneigungsanlage:	ja: <input checked="" type="checkbox"/>	nein: <input checked="" type="checkbox"/>

**Snowmaking and water supply available most sections, as needed.**

6. Is this course OK?	yes:	no:	Homologation fee:	<b>by USSA</b>
Cette piste est-elle en bon état?	oui: <input checked="" type="checkbox"/>	non: <input type="checkbox"/>	Taxe d'homologation:	
Ist diese Piste in Ordnung?	ja: <input checked="" type="checkbox"/>	nein: <input type="checkbox"/>	Homologationsgebühr:	

7. Requirements for improvement before Homologation:  
 Les besoins d'amélioration avant Homologation:  
 Anforderungen zur Verbesserung vor der Homologation:

**NONE REQUIRED**

**Recommended, but not required for homologation: relocation of trail sign adjacent to top of Far East chairlift.**

*The applicant has responsibility for the observance of applicable environmental regulations.  
 Le demandeur est responsable de l'observation des règles applicables à l'environnement.  
 Der Antragsteller ist dafür verantwortlich, dass die geltenden Umweltschutzbestimmungen eingehalten werden.*

8. Work Completed: **None required**      yes:       no:   
 Travaux achevés:      oui:       non:   
 Arbeiten abgeschlossen:      ja:       nein:

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

**See attached plan and drawing for general locations of recommended protection installations. Temporary removal or protection may be needed for specific hazards in several locations – signposts and other installations. Additional protection may be needed at the request of the Jury and TD, based on the specific course setting and snow conditions; for GS 1, a minimum total of 2400 meters of B-net should be available, including 600 m as reserve. All public access must be closed; and any public crossings must be actively controlled; public crossing at finishes must be closed during actual competition. Attention must be paid to closures/lanes with public skier traffic adjacent to the course and near finishing areas.**

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

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

**Full-time professional rescue services with medically-equipped toboggans; on-site clinic; ambulance and reserve at base of ski area; helicopter service on-call, weather permitting. Hospital less than 10 kilometers distant via all-weather highways. Organizers will prepare a medical plan according to guidelines, to be reviewed for approval by the TD and Jury and to be presented to the Team Captains prior to competition.**

11. Communication start - finish (telephone, electrical timing cable etc.):  
 Possibilités de liaison départ - arrivée (téléphone et câble électrique de chronométrage):  
 Verbindungen Start - Ziel (Telefon und elektrisches Zeitnehmungskabel usw.):

**Combination of permanent multi-pair and temporary cabling, to be in compliance to ICR. Sufficient radios available for Jury and organization.**

12. Have the necessary documents been submitted?      yes:       no:   
 Les dossiers sont-ils complets?      oui:       non:   
 Sind die vorgeschriebenen Unterlagen vorhanden?      ja:       nein:

13. Uphill facilities (Lifts etc.) - Remontées mécaniques - Auffahrtsmöglichkeiten (Bahn, Lifts):  
 Hourly capacity / persons: - Capacité horaire / Personnes - Stundenkapazität / Personen:

**Red Dog triple chairlift, 900 pph**

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

**Sid Crockett, Kyle Crezee, Squaw Valley USA ; Kurt Engel, USSA national course inspector**

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

**Much of this course is direct and steep; Jury and course setters must be observant of minimum number of direction changes per ICR. First section from GS 1 start is less than 40 meters in width. Protection must be in place per plan – SkRt 2x B-net, SkLt per course set, and course setting must be managed by the Jury. Combination of 2264 m start – GS 2 - and 1922 m finish – GS 3 – is possible. Lower start on GS 3 is located at elevation 2200 m, with 278 m vertical drop.**

16. Conclusions: - Conclusions: - Schlussfolgerungen:

**Recommend rehomologation with changes/variants**

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

**29 August 2012**

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



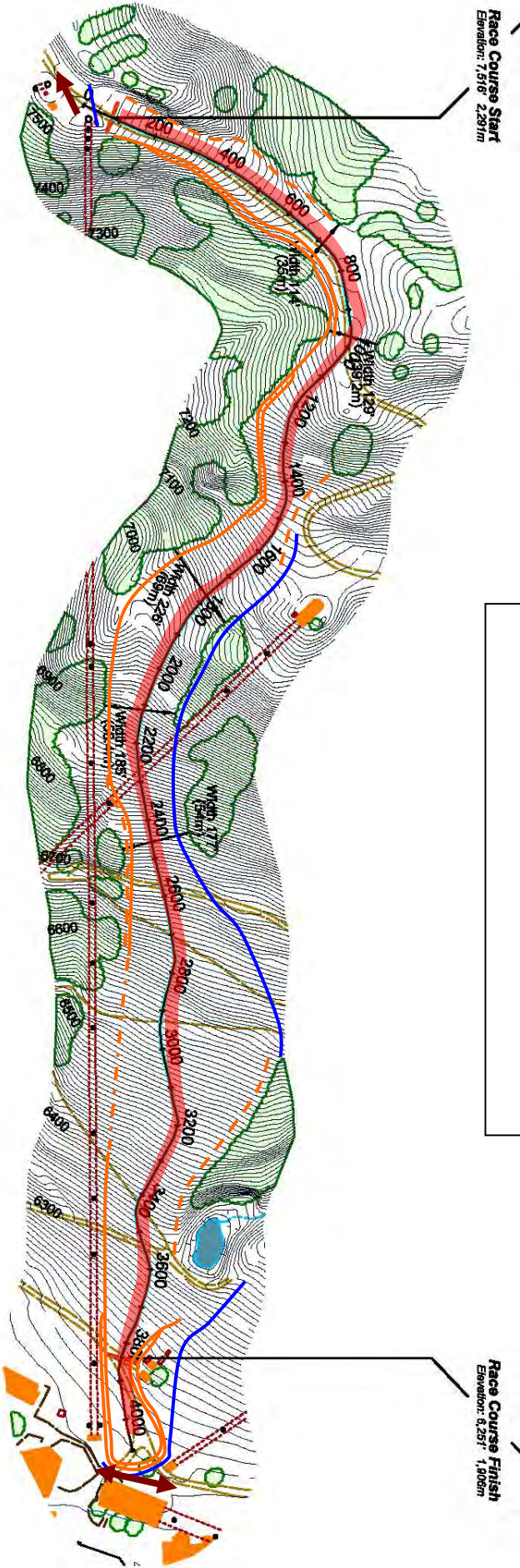
**Bruce Crane, USA**

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

**Squaw Valley USA, CA**  
**RED DOG GS**

		<b>Comments and Recommended Protection Installations</b>				
<b>General:</b>						
Throughout: man-made obstacles such as lift towers and structures, snowmaking hydrants, towers and guns, signposts, etc must be removed or protected by B-fence and/or additional protection installations.						
B-net installations refer to two-meter product specifically intended for this use, on polycarbonate poles also suitable for this purpose, installed in prepared snow according to manufacturer/supplier instruction. Users should familiarize themselves with manufacturers' instructions. In all cases of B-net installations, sufficient space is needed between rows and between objects, or between rows and additional protection in front of objects; normally, 2.5 - 3 meters or greater, according to the specific situation.						
B-fence lengths: minimum recommended installed system length is sixty meters, for good functionality. Shorter lengths can be used at specific hazards when arranged in multiple layers and/or with additional protection. When feasible, second (and third) row of B-net should be tied in to first row at top of length of multiple fence.						
References to additional protection refer to 'air walls', 'Willy bags', and similar devices/installations, possibly 'triangular nets' at towers or poles. In most cases, additional protection should be positioned 1-2 meters or more in front of a hazard. Solid foam 'tower pads' generally should not be used directly on a hazard without B-net installation in addition. Flat pads may be used when appropriate for deflection, for example, leading into the finish, preferably positioned on polycarb poles in front of the hazard.						
All potential public access must be closed, and any public crossing and spectator areas properly located and controlled.						
		Approx elevation	Width	%	Recommended protection, etc	Approx B-net
1	GS 1 start	2292	NA	22	Public closure: no public traffic to skiers' right top of lift; SkRt: begin 2x B-net	600
2	top pitch	2281	30	22	SkRt: continue 2x B-net	
3	Poulsen Gully on right	2276	30	24	SkRt: continue 2x B-net	
4		2264	40	20	SkRt: continue 2x B-net	
	Old Red Dog start (GS 2)	<b>2264</b>	NA	18	Both sides: B-net as needed per course set	
5	flat	2248	35	1	SkRt: continue 2x B-net	
6	GS 3 start (below public road)	<b>2240</b>	na	45	SkRt: 2x B-net when using start 1	
7	1st water bar	2228	50+	50	SkLt: public closure (1st pitch to trail sign at top of lift); SkRt: 2x B-net when using start 1	
8	middle top pitch	2212	45	50	SkRt: 1x B-net (plus reserve); SkRt: 2x B-net when using start 1 or start 2	60
9	alternate GS start at SkRt above top of lift	<b>2200</b>	50	35	SkRt: 2x B-net when using start 1 or start 2; SkLt: protection as needed for course set	
10	top of Far East chair	2186	45		(width to trail sign) SkRt: end 1x B-net; SkLt: remove or protect trail sign	
11	opposite 'weather station'	2180	50+		both sides: public closure as appropriate	
12	mid-pitch	2168	60		continue public closure	
13	Dog Leg	2148	60	25		
14	above SL start	2141	60+			
15	bottom of Dog Leg / top of pitch	2128	45		(width to pick point) SkLt: protection on pick point per Jury: B-net and Willy Bags	
16	lower Dog Leg	2118	55			
17	below Dog Leg	2104	50+		SkRt: begin 1x B-net, 10m min in front of trees/lift towers	160
18	The Crossing (jr start)	2083	45	60		
					Recommendations follow for GS 3, skiers' right variant to old Red Dog finish; protection for GS 1 and GS 2, to skier's left, will be per TD and Jury, based on course set and conditions, with consideration for 1x B-net skiers' right throughout, additional protection at lift towers as needed - and public closure, preferably C-net skiers' left throughout	300
19		2065	45		SkRt: continue 1x B-net; SkLt: protection on pick point per Jury	
20		2055	45		(width to pick point) SkRt: continue 1x B-net	
21		2041	50		SkRt: 1x B-net (plus reserve)	100
22		2021	50+*		SkLt: public closure; SkRt: continue 1x B-net	
23		2002	50+		SkRt: protection at tower #5 with min 5m separation, adtl per Jury	
24	under Red Dog lift	1988	50+		SkLt: begin 1x B-net above tower #4, 2x B-net per Jury; SkRt: continue 1x B-net	300
25		1973	40		SkLt: adtl protection on tower #4	
	public crossing at finish				Public crossing must be actively controlled during course inspection and must be closed during competition	
26	GS 3 finish	<b>1922</b>	40	40	Road must be filled with/graded out with snow; SkRt: continue 1x B-net to race shack; SkLt: begin 1x B-net to back of finish	80
27	SI finish	1905	40+	30	both sides: continue 1x B-net	
28		1900	30		SkLt: begin 2x B-net to back of finish; SkRt: continue 1x B-net; finishing area full depth and width of available area (no snow machine parking to skiers right at back of corral)	200
29	back of finishing area	1896			SkLt: continue 2x B-net with public fence at 1m min separation	
					* width per public closure location	approx B-net for GS 1 1800m + 600m reserve









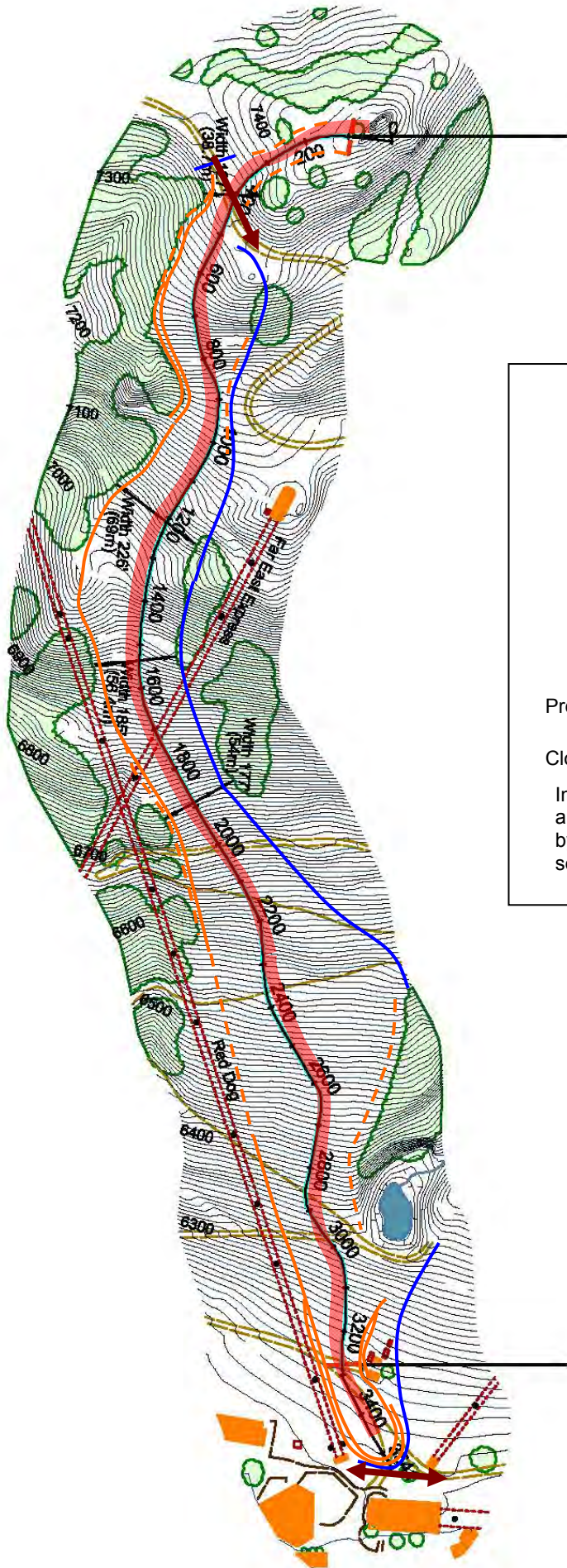
**RED DOG**  
Squaw Valley, CA, USA

**GIANT SLALOM 1**  
**Men and Women**

Start elevation	2292 m
Finish elevation	1906 m
Vertical drop	386 m
Approx length	1146 m
Average grade	34 %

Protection		
	1800 m	600 m
Closure		

Indicated protection installations are representative only and not to scale. Recommended plan must be adapted by ROC/TD/Jury to specific circumstances of course selection and setting.



**RED DOG**  
Squaw Valley, CA, USA

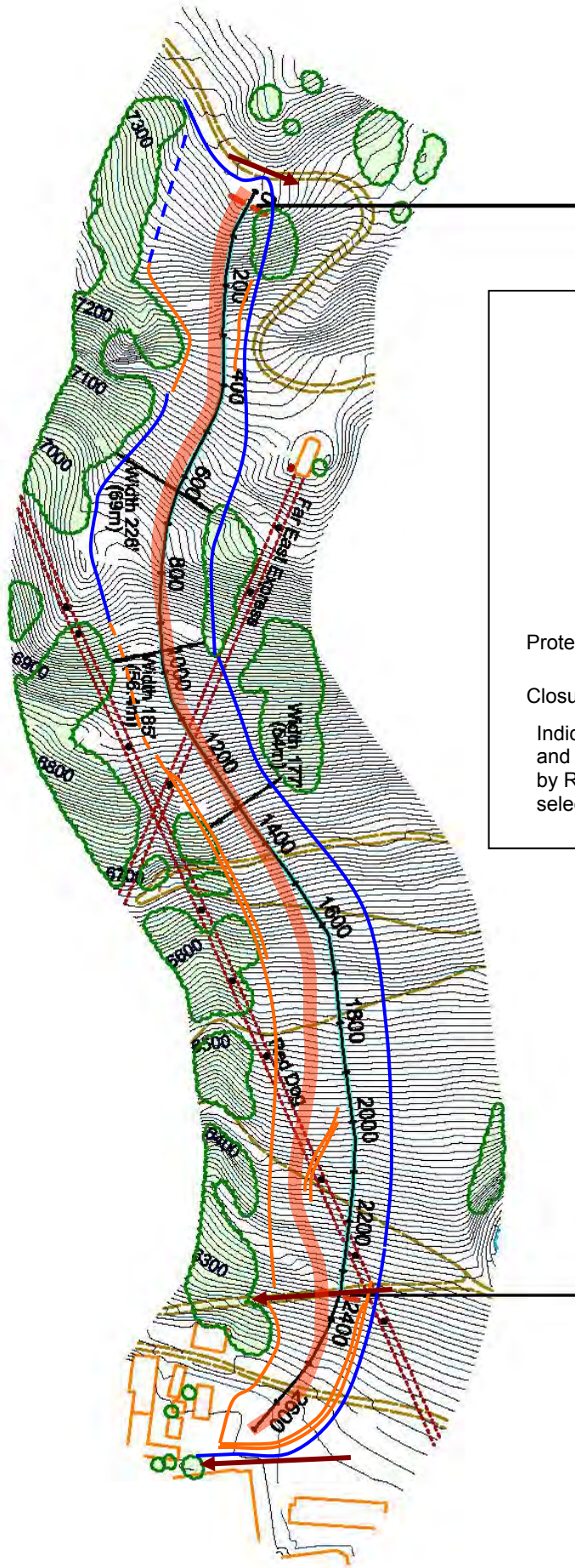
**GIANT SLALOM 2**  
**Men and Women**

Start elevation	2264 m
Finish elevation	1906 m
Vertical drop	358 m
Approx length	971 m
Average grade	37 %



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**RED DOG**  
Squaw Valley, CA, USA

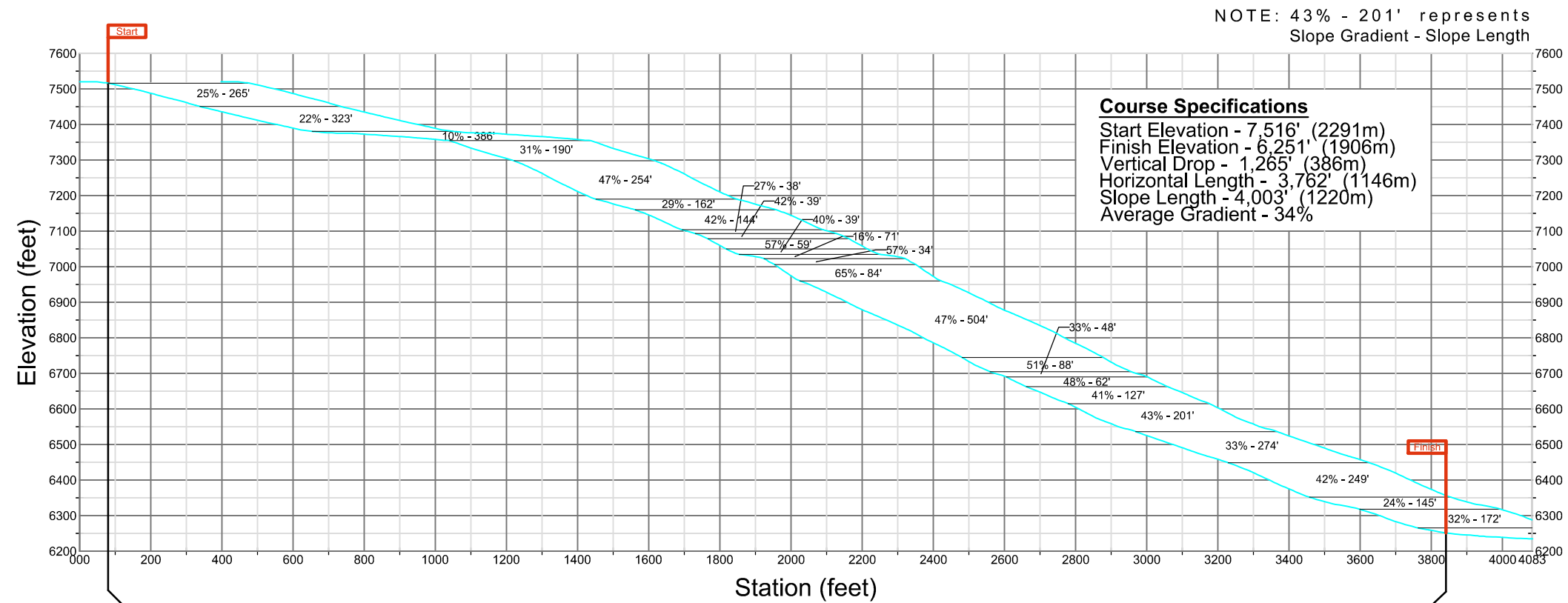
**GIANT SLALOM 3**  
**Men and Women**

Start elevation	2240 m
Finish elevation	1922 m
Vertical drop	318 m
Approx length	708 m
Average grade	42 %

Protection	900 m	500 m
Closure		

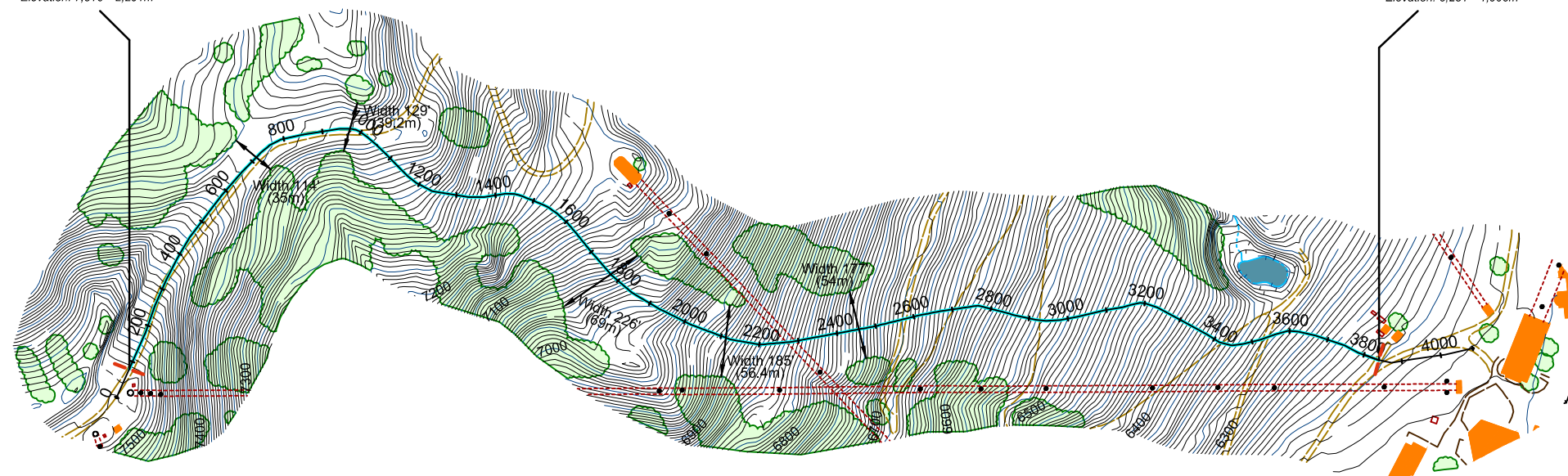
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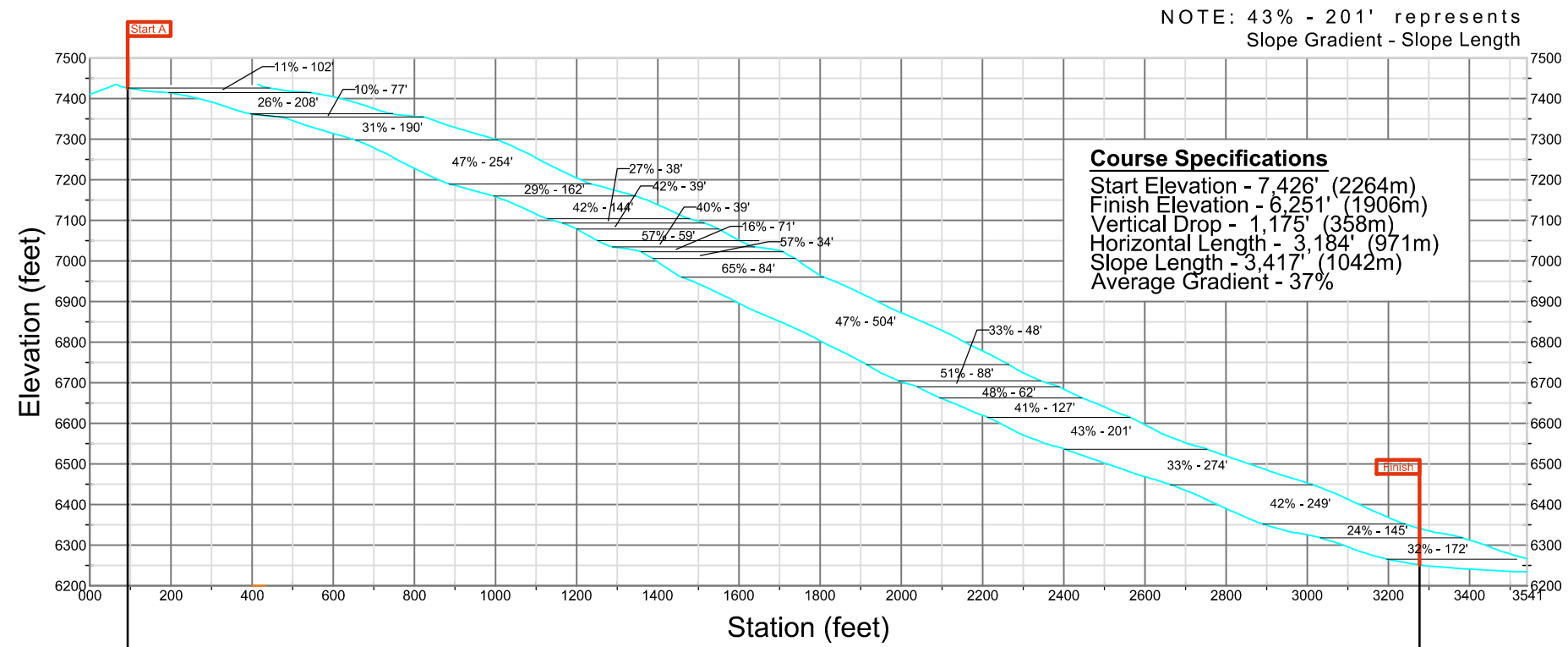




**Race Course Start**  
 Elevation: 7,516' 2,291m

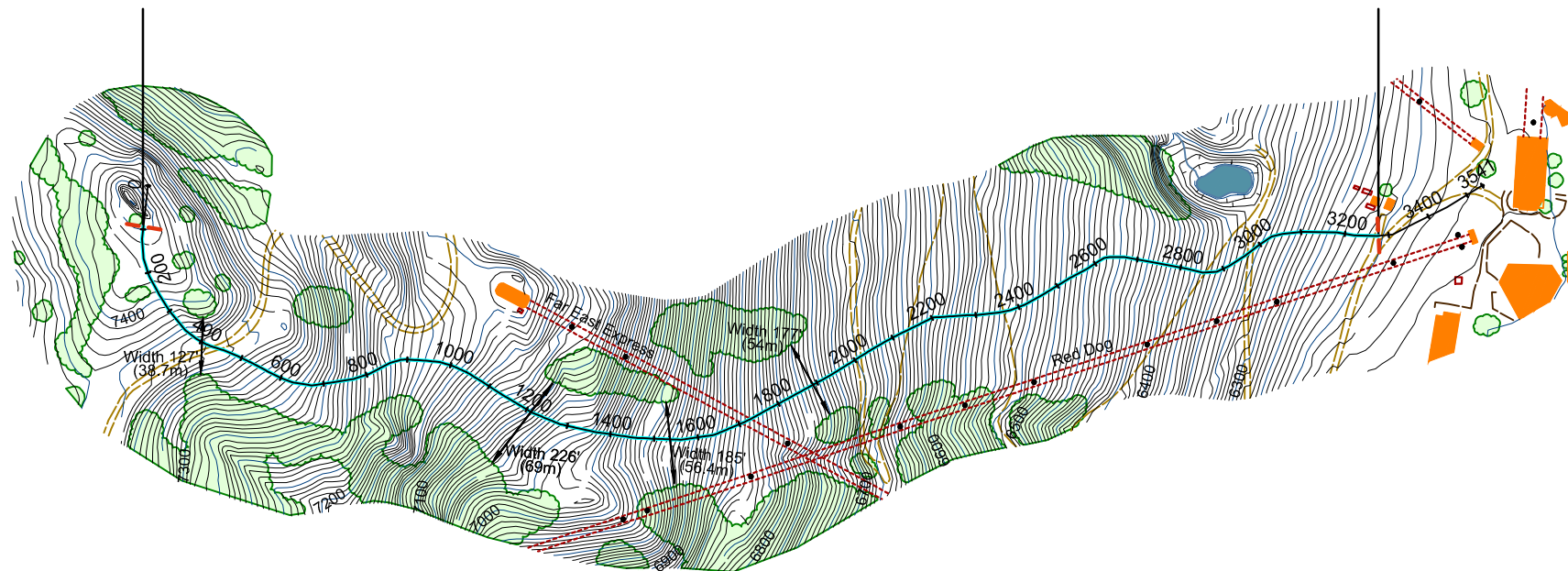
**Race Course Finish**  
 Elevation: 6,251' 1,906m

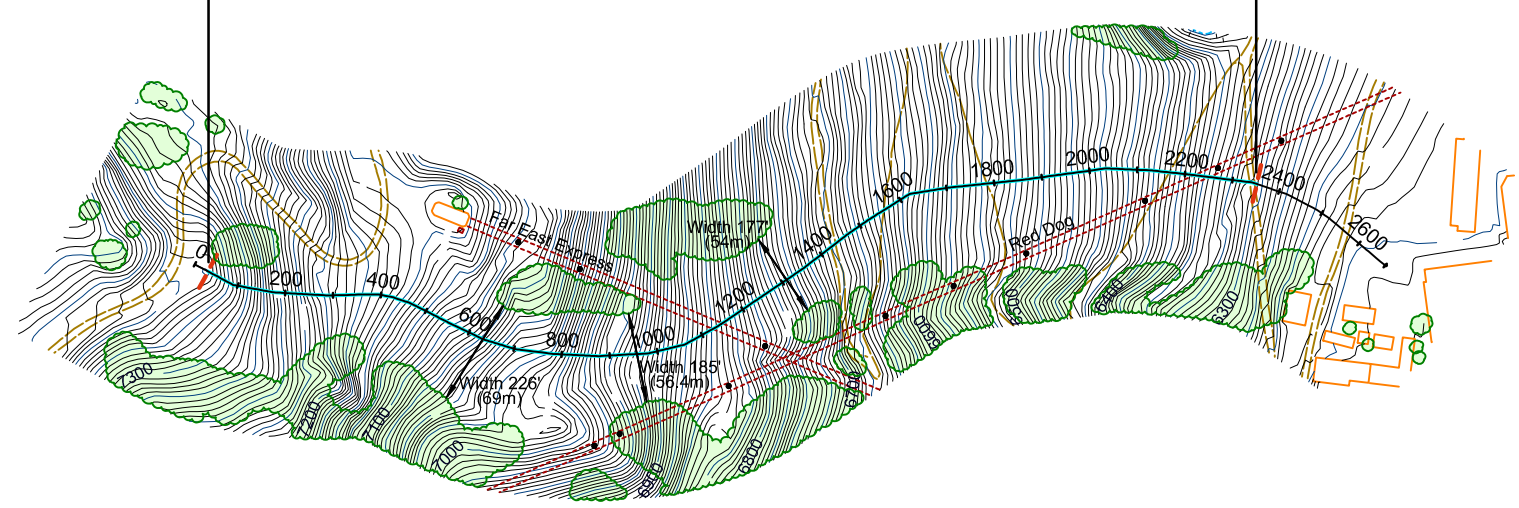
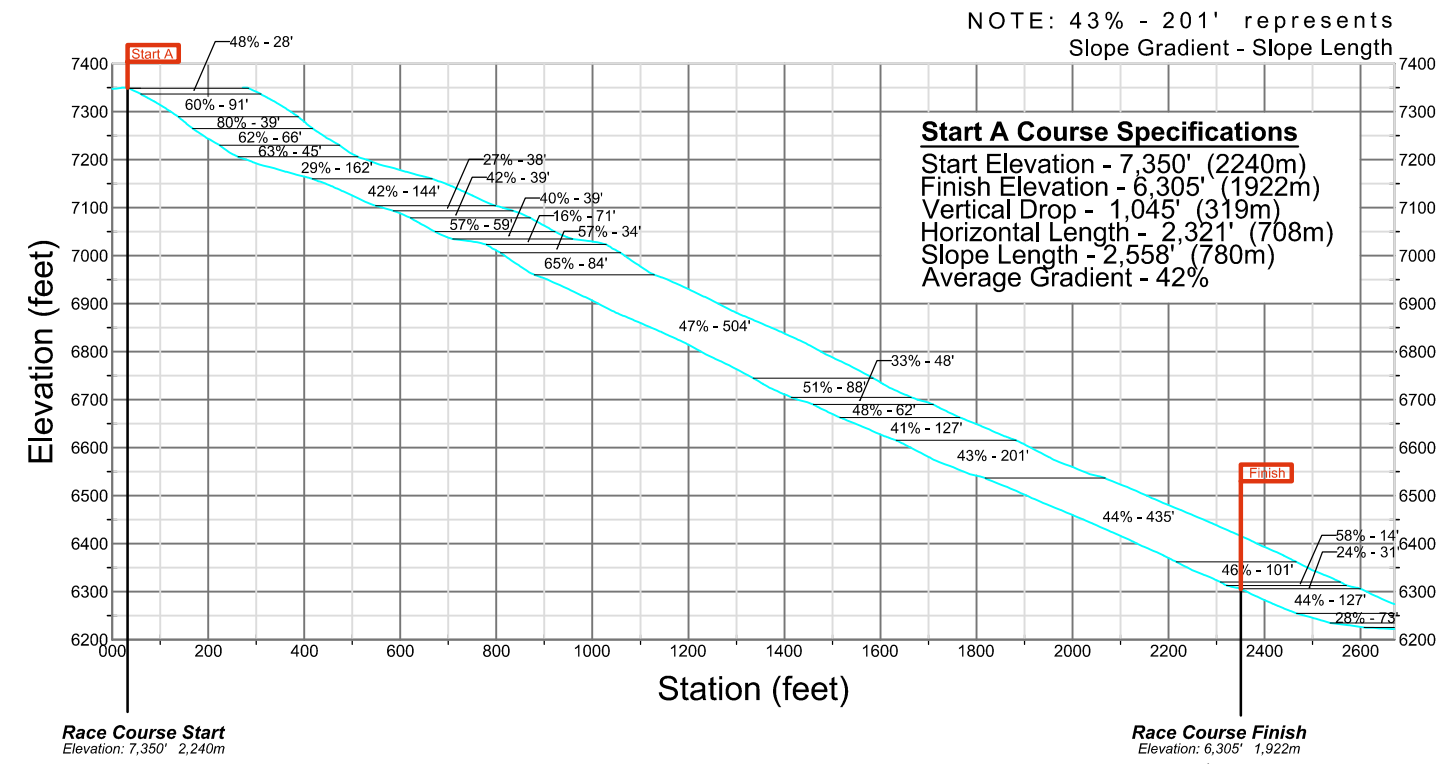




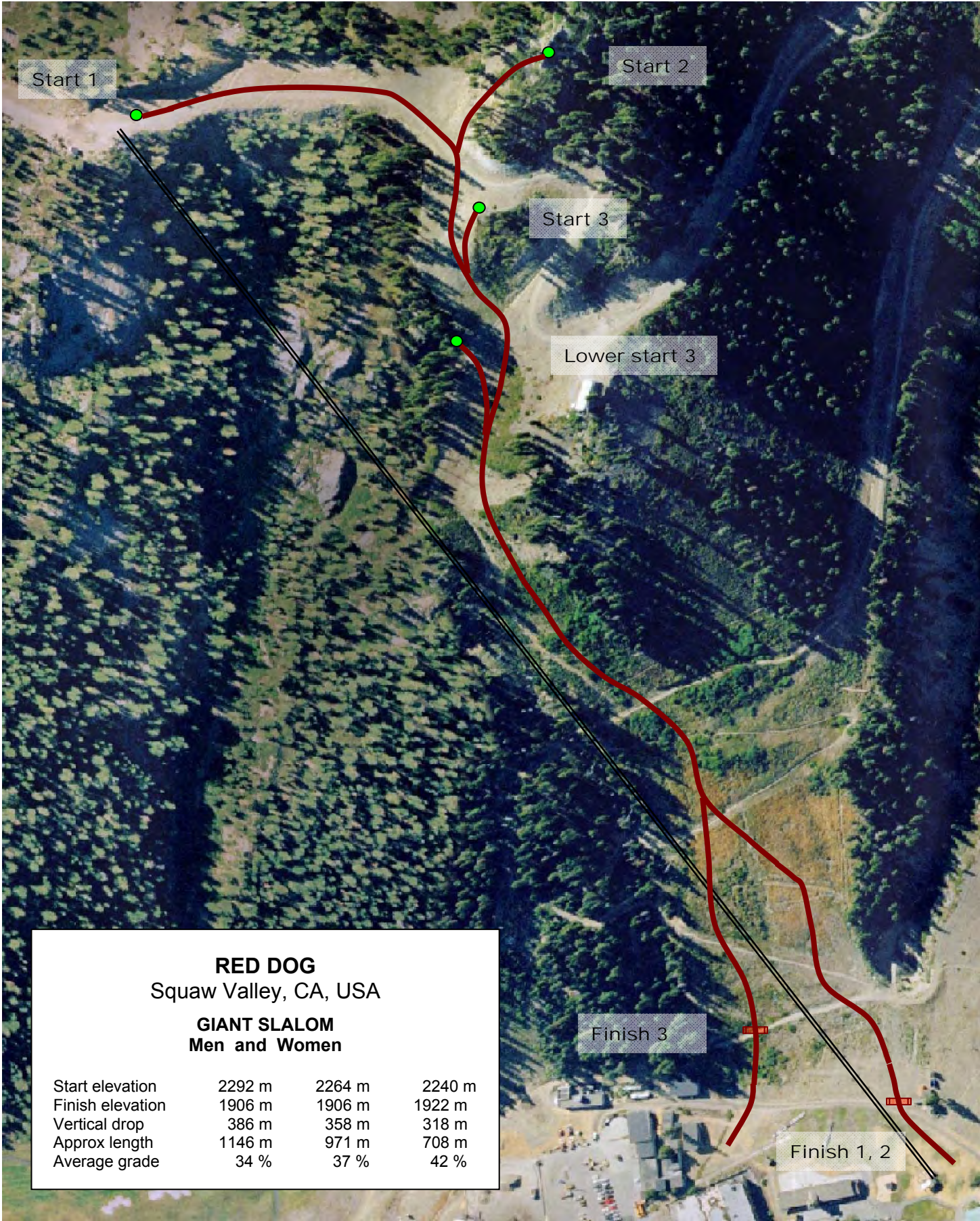
**Race Course Start**  
 Elevation: 7,426' 2,264m

**Race Course Finish**  
 Elevation: 6,251' 1,906m









**RED DOG**  
Squaw Valley, CA, USA

**GIANT SLALOM**  
Men and Women

Start elevation	2292 m	2264 m	2240 m
Finish elevation	1906 m	1906 m	1922 m
Vertical drop	386 m	358 m	318 m
Approx length	1146 m	971 m	708 m
Average grade	34 %	37 %	42 %