

Instructions to Gate Judges

After meeting each of the volunteer gate judges and checking that they have signed in, have their lift ticket and signed all required waivers, instruct them about their responsibilities.

The Telemark Turn

1. The 3 ELEMENTS OF THE TELEMAR TURN
 - a. Boot Space – “The distance between the tip of the inner boot and the heel of the outer boot must be at least one boot length measured in the direction of the boot.” Do not include the bindings, only the boot, based on the boot size of the racer.
 - b. “The heel of the inner ski must be clearly lifted from the ski”
 - c. “The turns must be linked together in one single, uninterrupted movement from one telemark turn to the next. At all times there must be at least one boot length between the tip of the inner boot and heel of the outer boot unless the next turn is to be executed”.
2. The competitor decides where to execute the turn in relation to the gates
3. Only 1 (ONE) penalty point per gate even if all 3 elements of the Telemark turn may have been incorrectly performed.
4. Falling through a gate or passing through a gate on one ski only is a penalty, finish gate excepted.
5. If there is any doubt as to whether, or not, a competitor has met the turn rule criteria, they shall NOT be penalized....Tie goes to the racer.
6. Be Consistent, do not change your criteria for judging in the middle of the race.
7. Refrain from being distracted by spectators, you may need to be blunt and tell them you cannot talk to them and focus on your job and be fair to the racers.

Proper passage of the gates

1. Both of the racers skis must pass on the correct side of each gate. If the racer passes on the wrong side of the gate they must hike back to the gate, or they are disqualified.
2. If the racers fall and miss a gate, they may hike to the gate and break the plane (invisible line between the two gates of the same color) with their feet, then turn and continue downhill, OR, if it is a single gate, they must hike up the hill and go around the uphill side of the gate (horseshoe the gate) and then continue downhill.
3. The gate judge may call out to the racer and let them know when they have broken the plane of the gate and may continue on. This is the ONLY assistance a gate judge may offer. Do not help with their equipment at any time
4. If the racer abandons the course after the missed gate, mark DNF (did not finish) on the score card.
5. If there is incorrect passage of a gate and the racer continues through the course, mark DSQ (disqualification) on the score card and draw a picture of the gates, gate numbers and a line showing the incorrect passage of the gate. Tell the Chief Gate Judge of the DSQ the next time you see them. An accurate description of the DSQ is very important.
6. In USTSA races, a racer is finished and must ski off the course if a ski comes off.

Safety

1. At No time should you jeopardize your safety or that of the racer.
2. The Chief Judge will place you in a position they feel will be safe for you, as well as the best vantage point for your gates. All racers must be judged from the same location.
3. Remove your skis and place them outside of the course
4. Help keep spectators and debris away from the course
5. Judges can repair gate panels if it is necessary and if it is safe for them to do so. This depends on the start interval and the steepness of the course at their location.
6. The judge can kick out a little flat spot to stand on. NO Shovels are to be used nor should foxhole type bunkers be constructed. More experienced judges will bring a square of carpet remnant to stand on.

SHOW FIS VIDEO

Completion of Judge Score Cards

Show a sample score card completed correctly as you review these instructions

1. ALL judges will write at the top of each sheet: the judge's name, contact phone number (cell#) and the gate numbers they are judging. (Do not fill in the gate numbers until on the hill). They will also write the date, event, the run number and the type of race.
2. As each judge is placed in their judging positions they can finish getting their judge scorecards ready. Across the top row of the scorecard they write down each gate number in one of the columns. They should not write down the bib numbers before the racer comes down because frequently the sequence of racers varies from the start list.
3. As each racer goes by, the judge will write down the bib # of the racer in the far left column of the judge's sheet. If there are no penalties, there is **NOTHING ELSE TO WRITE** for that racer. If the racer earns a penalty at a gate, then the judge makes an **X** in the box for that gate. The judge is not to write down the type of infraction that caused the penalty. It doesn't matter if there are more than one infraction for one gate. Only a single **X** is marked down for that gate.
4. Separate judge sheets are used for men and women racers. Separate sheets are also usually used for different classifications depending on the number of racers in each category.
5. Gate Judges are generally not given start lists as it detracts from focusing on the bib number on the racer and frequently the race order does not follow the start list order.

Hand Signals for Penalties

1. Once the racer passes through your gates, signal the number of penalties in your section to your **Zone Controller**.
 - a. **Zero penalties – both arms straight out to the sides**
 - b. **1 penalty – one arm straight up in the air**
 - c. **1 penalties – both arms straight up in the air (like signaling a football touchdown)**
 - d. **3 penalties – both arms in a circle, hands together over your head**
2. Hold your hand signal until the Zone Controller waves to acknowledge they've seen you.
3. After signaling, write the racers bib number and penalties on your score card and prepare to judge the next racer.

SHOW USTSA VIDEO OF HAND SIGNALS – IF THERE IS TIME

Additional Instructions

1. When and where to meet to slip course and be placed (usually meet at top of the course 45-60 minutes before the start of the race).
2. Is there a break between runs, or will judges stay in place? If there is a break, where and when should they meet again?
3. Stay in place after race until Chief Judge picks up Judge cards. This way, if there is a DSQ, it can be described to the Chief Judge at the place of the DSQ.

Special Instructions to specific gatekeepers in these locations:

1. Line before first gate – racer must drop into tele position before the line
2. Line before finish – racer must stay in tele position until the line before the finish
3. Line before jump and rap – racer must stay in tele position until these lines
4. Yellow Panels – These are free ski areas of the race where the telemark turn is not judged. Racers may tuck, skate, or fall in these sections without being penalized. Yellow panel areas are typically the Jump, Skate and Rap (360 degree turn) areas.
5. Delay – A setting of two gates in which the racer holds their turn past both gates. There should be NO transition.

Radio Controllers

1. Radio controllers may also be a gate judge if needed, preferable if they are not.
2. Watch for the hand signals from the gate judges in your zone, starting with the upper most judge. Once you see their signal, wave, then look to the next gate judge.
3. Typically Radio controllers will have several gate judges above them and several below reporting to them with hand signals, depending on the terrain.
4. Once signals are collected, radio as follows:
 - a. Zone #
 - b. Bib #
 - c. # Penalties
5. Write total on your Radio Controller judge card.
6. If you are also a gate judge, write the penalty on your own judge card.
7. Look back up the hill for next racer
8. Radio operation.
 - a. Depress the talk switch for 1 second before speaking and keep it depressed until 1 second after finished
 - b. Listen for other Radio Controllers so that you do not talk over each other.
 - c. It is possible that there will be a report from the top Zone Controller before the Bottom zone controller has reported penalties, depending on the length and layout of the skate section.

Ask for questions from judges

Remind judges where and when to meet, making sure you've left enough time for a restroom stop, getting their gear on and ride the lift.

THANK YOU FOR VOLUNTEERING – WE CANNOT DO THESE RACES WITHOUT OUR VOLUNTEER GATE JUDGES