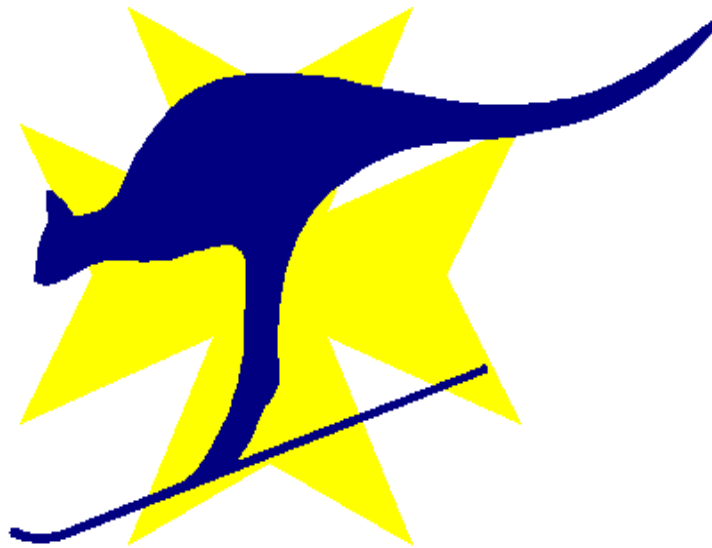


Australian Ski Patrol Association



National Ski Patrol On Snow Guidelines

Revised 2010

NATIONAL SKI PATROL

The National Patroller concept is based on a common level of excellence which already exists amongst the best patrollers in Australia.

It offers a stimulus to individuals and patrols to improve their skills and raise the overall standard of patrollers throughout Australia.

It further acts as a forum to compare ideas, share expertise and develop camaraderie between patrollers and patrols. The ultimate aim is to develop one recognized standard of skills common to all patrols in Australia and ideally every patroller should aim to attain this standard.

When presenting at another resort in Australia (or overseas) a patroller that holds the national patrol qualification gives the host resorts patrol manager / captain the confidence that they are competent at skiing and sled running throughout their resort and can perform all patrol tasks in a professional manner. This makes a national patroller a suitable candidate for patrol exchanges within Australia and overseas.

The National Patrol qualification is an on-going qualification, provided that there is a demonstrated and documented continuity of skills maintenance or with a demonstrated agreement and discussion with the resort patrol director/captain.

The current structure for assessment follows more traditional concepts, but in the future video or DVD could be used as both a teaching aid and to assist during the assessment.

This revised manual now covers the requirements for alpine skiers, telemark skiers and snowboarders.

The text has been prepared to advise candidates what skills will be assessed, what levels of competency are expected, and how the tests will be conducted and scored. It further advises the assessors what aspects they are assessing and provides procedural guidelines for the examination.

LOGISTICS

For a patroller to attain National Patrol status he/she must successfully complete four categories of assessment. All four categories must be completed within two consecutive years.

These four categories are:

- Sled Lead
- Sled assist
- Skiing (alpine or telemark) or Boarding
- First Aid

This manual covers the requirements for three of the four categories:

- Sled Lead
- Sled Assist
- Skiing (alpine or telemark) and Boarding.

CANDIDATES:

To be selected by their Resort Captain. Each candidate must meet the following criteria:

- Be of a suitably senior and responsible position in their patrol.
- Have completed an expected minimum of 75-100 days as a fully certified patroller.
- Possess a sufficiently high level of skills in both sled and skiing/riding to satisfy the requirements of the local on-snow examiner and /or patrol captain.
- Completed national on-snow application documentation.

DEMONSTRATORS:

- Prior to each category, two of the assessors will demonstrate what is expected of the candidates for all assessments.
- Candidates will be given a verbal preamble before each assessment.

ASSESSORS:

- Are patrollers who have passed the national patrol assessment at distinction level.
- Demonstrated the on snow assessment requirements at a distinction level in a subsequent exam.
- Shadowed marked at a separate exam to that which they demonstrated.
- Appointed to Examiner status by the National On-snow committee.

SLED TEST

As a prerequisite for the examination candidates will have made, to the satisfaction of a resident on-snow examiner or chief patroller, a number of sled descents in their 'home resort'. These descents should have met, or have been very close to meeting, the required standards of competency. These standards of competency are outlined below.

The National Patrol level tests will be held on a suitably steep slope with challenging terrain in regard to moguls and snow conditions. The chosen terrain shall enable the candidates to demonstrate all required skills.

Each candidate must complete a full run in both the lead and assist position over a pre-set course.

The course consists of several continuous components:

- The first component requires the candidates to show three changes of direction as well as an emergency stop and some traversing.
- The course will include a high traverse and sharp turns, but the terrain itself will dictate where the other direction changes take place.
- The run will continue uninterrupted other than the emergency stop, and will allow the lead patroller to show his/her discretion on path selection.

Note: Marks will be lost if a candidate initiates events leading to a fall of one of the patrollers, tipping of the sled or loss of control of the sled.

SLED PREAMBLE

The candidates must show controlled continuous speed throughout the descent.

At some stage during the run an emergency stop will be called by one of the examiners. The patrollers and the sled must halt instantly. If the lead patroller is an alpine or telemark skier, he/she must then demonstrate a stop kick turn. After the kick turn the candidates will be asked to continue their descent.

If the lead person is on a snowboard the candidate is expected to demonstrate an emergency stop and then, upon request by one of the examiners, continue their descent.

A minimum of three obvious changes of direction must be demonstrated separate to the mandatory emergency stop.

If the assist is tail roping they must demonstrate good sled stability and ensure they have sufficient rope and to negotiate the terrain.

CATEGORIES TO BE ASSESSED

SLED LEAD

1. Change of direction
2. Path selection
3. Overall competence

SLED ASSIST

1. Change of direction
2. Sled stability
3. Overall competence

There are four main categories in the assessment of the sled run:

- **Path Selection**
- **Change of direction**
- **Sled Stability**
- **Overall Competence**

PATH SELECTION

The candidates are expected to choose the best possible line of descent to avoid unnecessary moguls, ruts or traverse ledges. Depending on terrain and snow conditions, the steeper the slope the more important it is for the sled to be traveling closer to the fall line.

The lead person shall, by careful observation and anticipation, choose the best snow conditions and terrain to ensure a safe descent of the sled to the designated destination.

CHANGE OF DIRECTION

There are a variety of techniques, but the most important consideration should be the safety and comfort of the patient in relation to the degree of difficulty of the slope.

The four direction changes for the purpose of the assessment are:

1. Stop, kick turn (not applicable to Snowboard).
2. Snow plough turns (not applicable to Snowboard).
3. Hold / Assist turns.
4. Side slipping forwards and backwards.

1. THE STOP KICK-TURN:

Only alpine and telemark skiers are expected to perform this maneuver after the emergency "stop" has been called. Whilst the sled weight is held by the assist role the lead undertakes a basic kick turn. Throughout the maneuver both lead and assist maintain contact with the sled handles. When the lead resumes his weight holding role the assist then performs a pivot turn so that both lead and assist have identical ski direction, before continuing with their descent.

NB: If a stop kick maneuver is required other than as part of the emergency stop, it probably means that the lead patroller has chosen the wrong route and has come across an obstruction e.g. a rock, trees, crevice etc. Marks will be lost for failing to show fluidity.

2. SNOW PLOUGH TURN:

This turn is only for alpine and telemark skiers.

The turn is initiated by the lead and he/she must allow sufficient time, radius and space for the assist to follow safely. During this maneuver the sled also changes direction from the fall line and care must be exercised not to rock or tip the sled. This technique should only be used on less steep slopes.

3. HOLD-ASSIST CHANGE OF DIRECTION:

This maneuver requires good communication between the lead and assist.

Alpine and telemark skiers:

As the lead initiates a 180 degree pivot turn, the assist holds the majority of the sled weight with the skis across the slope in a blocking position. Once the lead has changed direction he/she then resumes the major weight holding role and the assist changes by a pivot turn to the same direction as the lead. The sled should travel at a constant speed and remain close to the fall line throughout the maneuver.

Snowboarders:

1. Snowboarder on both lead and assist:

The Hold-Assist change of direction would require both snowboarders to perform an edge change from heel-side edge to toe-side edge.

NB: This maneuver should only be used if the snowboarders must do a high traverse.

2. Snowboarder on lead, skier (telemark or alpine) on assist:

While the snow boarder changes direction by simply side-slipping forwards or backwards on his/her heel-side edge the skier performs pivot turns to alter his/her direction. There is no need for the skier to take the weight of the sled as the snowboarder changes from one side-slipping direction to the other. The snowboarder however, must bring the sled into the fall-line between direction changes to allow the skier to perform a pivot turn.

4. SIDE SLIP - FORWARDS OR BACKWARDS:

This method of directional change is recommended on steep or mogul terrain, because numerous directional changes can be undertaken without having to risk a turn. Smooth terrain or the side walls of moguls are the most suitable places to undertake such directional changes. Alpine and telemark skiers should allow a comfortable distance between their skis to aid in overall stability and the sharing of the load over both skis. Care should be taken not to accumulate loose snow and 'build-up' should be 'washed off' regularly.

NB: Backwards side-slipping should not be performed for prolonged periods.

If the lead patroller is on a snowboard and the assist is on skis, the lead must be careful not to drag the skier backwards for long periods. The lead patroller (skier or boarder) should not initiate dramatic changes in direction as the assist patroller will find it difficult to maintain the sled in the direction sought.

SLED STABILITY

The sled is designed to run on snow and should at all times have all runners edging simultaneously. The exceptions are if the sled is being short shafted or during high traverses.

During the descent the sled should remain in the fall-line as much as possible. Traversing should be kept to a minimum especially on steep terrain. If traversing is necessary, sufficient handle pressure may be required to ensure sled stability with patient comfort in mind. During such a traverse variations in the hand/sled handle position are permissible.

When descending in mogul terrain maximum ski-board/sled/snow contact is required. During such a descent it is essential that the handles of the sled rise and fall proportionally to the ridges and troughs. Firstly, this ensures that the sled runners and running surface are in continuous contact with the snow and secondly, provides patient comfort through a smooth ride.

During short shafting (applies only to alpine and telemark skiers), the sled must rise from the snow to the air and back onto snow in a smooth transition. Good communication between lead and assist is essential. It is advisable to test the loaded sled's weight, against the assist's/lead's strength before this maneuver is undertaken.

Short shafting should only be performed on smooth terrain with a gentle gradient.

If the assist is using a tail rope to provide sled stability they should demonstrate they ability to provide enough slack or tension on the rope to provide a smooth run. The rope tension should be consistent throughout the decent and any additional rope should be gathered up. The tail roper must remain above the sled at all times and provide sled stability when traversing.

OVERALL COMPETENCE

This includes the areas of arm, leg and body position as well as visual and verbal communication between lead and assist.

The arms should be slightly flexed in an athletic position and able to extend or flex as necessary. Full extension or flexion is not recommended. The upper body should be erect and shoulders should face the fall line. Upper body and legs should rotate independently from the hip. The knees should be slightly flexed, and not over extended, to avoid stiff-legged edge vibration. In the case of alpine or telemark skiers care should be taken to ensure both legs share the overall weight and edging - emphasis should be on the upper leg and ski working in unison with the lower leg.

It is essential for the lead patroller to clearly indicate changes in direction and to communicate other intentions with sufficient time for the assist to follow. The assist should show a high degree of anticipation and react calmly and confidently to all instructions.

Overall competence also includes a fluid descent, and the elimination of all but essential stoppages.

Controlled continuous speed will allow the candidates to better demonstrate their skills.

Over the length of the descent the assessors will also have a look at the candidate's stamina. Stamina is important for a safe and controlled descent. Effective body position and good teamwork will make a significant difference in the condition of the candidates towards the completion of the run. Conversely bad edge control, inappropriate body position and poor coordination will prove exhaustive as well as unsafe in a long sled descent.

LOGISTICS NOTE

The 'patients' should preferably be local patrollers who will return the sleds to the top of the slope for the next run. The system of assessment should be efficient and must show consideration for the skiing/riding public. The use of several sleds will minimize delays between candidates.

SKI / BOARD TEST

As a prerequisite for the skiing/riding assessment the candidate will have demonstrated, to the satisfaction of a resident on-snow examiner or chief patroller, a number descents in their 'home resort'. These descents should have met, or have been very close to meeting, the required standards of competency. These standards of competency are outlined below. The ski/board test is not seeking a specific style and at all times the emphasis is on performance and sound technique.

Although the candidate(s) are not expected to demonstrate instructor style skiing/riding, marks will be lost for e.g. gross upper body rotation and the like. The emphasis is on strong functional skiing/riding and overall competence and confidence. A fall does not necessarily mean disqualification.

The patroller is to be in control of the ski/board, not vice versa and should therefore be able to execute the following maneuvers with total competence.

Prior to each assessment, all skills will be explained and demonstrated.

The ski/board test consists of 3 categories:

1. **CONTROL RUN**
Varying Radius
Constant Radius
2. **FREE RUN**
3. **CRUD RUN**

1. CONTROL RUN

The control run is made up of two sub-categories:

- Varying radius turns
- Constant radius turns.

This assessment will be conducted on an intermediate to advanced slope of sufficient length to allow the candidate to find his/her rhythm as well as demonstrate his/her endurance.

CATEGORIES TO BE ASSESSED

CONSTANT RADIUS

1. Linked turns
2. Terrain absorption
3. Overall control

VARYING RADIUS

1. Overall control
2. Transition
3. Edge control

AIM OF THIS ASSESSMENT

The candidate is to demonstrate good functional skiing/riding with variations of technical skill. It will reflect the patroller's ability to "mirror" a demonstrated run and perform pre-determined turns showing full control of the skis/board over the snow.

Candidates will be penalized for not performing the demonstrated run.

For the Constant Radius assessment a series of poles may be set up at the examiners discretion to provide a 'corridor' to ensure that the radius of the turns are constant.

PREAMBLE

VARYING RADIUS

The candidate is expected to show a series of short radius turns directly in the fall line, changing clearly and smoothly to a series of longer radius turns, changing back to a series of short radius turns and so on for the length of the course. The purpose of this assessment is to enable the candidate to show controlled speed throughout the transitions.

CONSTANT RADIUS

The candidate is “responding to a serious accident” and is expected to show continuous linked turns while maintaining constant speed.

Good control is paramount. Terrain absorption is critical and for overall control the candidate must show maximum ski/board to snow contact.

The candidate must ski/ride to the boundaries of a ‘set’ corridor.

2. FREE RUN

This assessment will be held on a frequently skied/boarded steep slope.

The descent should be ‘long enough’ to test the stamina and endurance of the candidate. The run assesses the candidate’s skiing/riding ability on ‘most difficult’ terrain and emphasis will be on strong functional skiing/riding with the candidate expected to perform linked turns (without traversing) indicating a competent descent. A fall does not necessarily mean disqualification.

CATEGORIES TO BE ASSESSED

1. Linked turns
2. Overall control
3. Edge control

AIM OF THIS ASSESSMENT

To demonstrate a proficient standard of skiing/riding required to confidently and competently ski in any resort in Australia.

It is the type of skiing / riding which is observed by the public and should therefore be of an appropriately high standard.

PREAMBLE

The candidate is expected to ski/ride to the best of their ability on the given terrain. Emphasis is on strong functional skiing/riding making linked turns (without traversing) demonstrating the patrollers’ overall competence and confidence. The candidate is expected to ski/ride like a patroller in uniform but aggressively.

3. CRUD RUN

This assessment is intended to test the candidate's ability to ski/ride a slope competently under adverse snow conditions e.g. heavy untracked snow, hard rutted snow, ice etc. Again, the emphasis is on function rather than style, which should result in a safe controlled descent.

Should such 'adverse' conditions not exist on the day of the assessment the examiners may decide to alter this run. In this case the candidate may be expected to descend a run while transporting rescue equipment (e.g. danger poles, conduits, signs etc.).

CATEGORIES TO BE ASSESSED

1. Overall Control
2. Linked Turns
3. Strength

AIM OF THIS ASSESSMENT

The candidate is to demonstrate the ability to ski/ride competently in adverse conditions. It will reflect the patroller's ability to show full control over their skis/board in these conditions.

PREAMBLE

The candidate is expected to ski /ride the slope competently under adverse snow conditions. Emphasis is on strong functional skiing/riding showing linked turns.

Zed or Zorro turns are not acceptable.

SOME DEFINITIONS

A. Linked Turns:

This essentially means that there should be no traversing between turns and that the finish of one turn should immediately lead into the initiation of the next one.

B. Independent Leg Action: (does not apply to snowboarders)

Using each leg individually, regardless of stance (narrow or wide), for example during weight transfer, stepping and terrain absorption.

C. Edge Control:

The adjustment of the angle between the ski/board and the snow, controlled by the position of ankle/knee/hip.

D. Sound Technique:

Through sound technique the candidate controls the skis/boards performance and therefore the speed and safety of the descent rather than the terrain or the ski controlling the skier.

E. Strength:

Resulting directly in the amount of edge control, the way the skier/rider 'attacks' and uses the terrain to his/her advantage and how comfortable the skier/rider looks on his/her skis or board.

MARKING SYSTEM

NATIONAL PATROLLER ON-SNOW TESTS

Assessment Guidelines for the assessor:

As the candidate demonstrates the required skill the assessor progressively places ticks in the 3, 5, 7, 9 boxes according to the candidates level of competency.

The levels of competency are:

Poor	Average	N.P. Level	Very Good
3	5	7	9

Each tick to the left of the double line represents one point.

Each tick to the right represents half a point.

A crossed tick on the left side of the double line is scored as half a point, a crossed tick on the right side scores nil.

Example:

Sled Lead		3	5	7	9	Comments
	Path Selection	✓	✓	✓	x	
	Direction Change	✓	✓	x		
	Overall Competence	✓	x	x		
		3	2.5	0.5		Total 6.0

To pass at National Patroller level the candidate must score 6.5 or above.

To achieve a distinction level the candidate must score 7.5 or above in all disciplines.

If the candidate does not score at N.P. level comments must be added.

Comments can be added even if the score is 6.5 or above, but should be kept brief and to the point.

SLED TEST

The sled test consists of two runs.

Each candidate must show competency in the Sled “lead role” as well as in the Sled “assist role”.

The marking card for the sled assessment looks as follows:

CANDIDATES NAME:

ASSESSOR:

Sled Lead		3	5	7	9	Comments
	Direction Change					
	Path Selection					
	Overall Competence					
						Total

Sled Assist		3	5	7	9	Comments
	Direction Change					
	Sled Stability					
	Overall Competence					
						Total

SKIING / RIDING TEST

The skiing/riding test consists of three sections.

1) A Control run section where candidates are asked to perform specific tasks. This section is divided into two areas:

- Varying Radius assessment and
- Constant Radius assessment.

(The overall mark is the average of the two areas).

2) A Free run section where the candidates demonstrate their skiing/riding ability on the given terrain.

3) A Crud Run section where the candidate is asked to ski/ride in adverse snow conditions – e.g. crud.

The marking card for the skiing/riding assessment looks as follows:

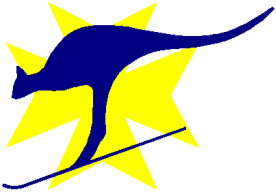
CANDIDATES NAME:

ASSESSOR:

Control Run		3	5	7	9	Comments
Varying Radius	Overall Control					
	Transition					
	Edge Control					
						Total
Constant Radius	Linked Turns					
	Terrain Absorption					
	Overall Control					
						Total
						Average

Free Run		3	5	7	9	Comments
	Linked Turn					
	Overall Control					
	Edge Control					
						Total

Crud Run		3	5	7	9	Comments
	Linked Turns					
	Overall Control					
	Strength					
						Total



AUSTRALIAN SKI PATROL ASSOCIATION
NATIONAL ON SNOW EXAM APPLICATION

Date: ____/____/____

Name: _____

Address: _____

Phone/Contact No: _____

Patrol: _____

Qualifications: *[First-aid and other relevant patrol qualifications]*

Patrol Experience: *[Including experience in Australia and Overseas]*

Patrol Days/Years *[Expected minimum fully certified patroller 75-100 days]*

Pre-existing injuries/illness/disability that may affect exam participation:

Other details relevant to application: *[e.g. Previous On-snow exam(s) attended]*

My Patrol Manager/Captain endorses my application: Yes / No

Applicant signature: _____

Patrol Manager/Captain signature: _____

Patrol Captain / Manager Contact No: _____

Application check list:

Completed application form: Yes/No

[Original brought to exam. Photocopy of application to remain on file with your Patrol]

Disclaimer completed: Yes/No

[To be completed and brought to exam]

I have read and understood the National On-snow manual: Yes/No

I am aware of the appeals process: Yes/No

[An intention to appeal should be lodged to the Chief of course on the same day results have been announced and then submitted within 7 days to: ASPA National On-Snow President, PO BOX 8087, Wodonga Vic 3690]

Feedback form: Yes/No

[Please complete and hand to Chief of course on exam day or send to: ASPA National On-Snow President, PO BOX 8087, Wodonga Vic 3690.]



NATIONAL SKI PATROL EXAMINATION

TOTAL DISCLAIMER

I the undersigned applicant, being a ski patroller accept total responsibility for my own safety in the performance of all activities associated with the National Patroller examination and assessment of the Australian Ski Patrol Association. I will rely entirely upon my own assessment of the difficulties and dangers involved in the participation of any and all activities associated with that examination and assessment. I will not rely upon the advises, directions and expertise of the Australian Ski Patrol Association or its examiners, agents, officers and assigns in the performance of any and all activities associated with that examination and assessment whatsoever. I will rely entirely upon my own assessment of any risk involved in skiing, snowboarding, telemarking, tobogganing or any other activities in the prevailing conditions whatsoever.

I hereby release the Australian Ski Patrol Association, its examiners, agents, officers and assigns for loss or damage of personal injury or of property including loss or damage resulting from the negligence or otherwise of the Australian Ski Patrol Association, its examiners, agents, officers and assigns whatsoever and howsoever arising.

I accept and acknowledge that the Australian Ski Patrol Association, its examiners, agents, officers and assigns will not be liable for any loss or damage to me or caused to another person or entity by me whether as a result or negligence or otherwise on the part of the Australian Ski Patrol Association, its examiners, agents, officers and assigns or on my own part whatsoever and however arising.

Date: _____

Candidate Name: _____

Resort: _____

Address: _____

Phone: _____

Witness Name: _____

Signature of Candidate: _____

Signature of Witness: _____

Appeal result: _____

Examiners notified of appeal result: Yes / No

Patrol Manager / Captain notified of appeal result: Yes / No

Candidate Notified of appeal result: Yes / No

Please Note: An intention to appeal should be lodged to the Chief of course on the day results have been announced and then submit above application within 7 days to:

**ASPA National On-Snow President
PO BOX 8087
Wodonga Vic 3690.**



AUSTRALIAN SKI PATROL ASSOCIATION NATIONAL ON SNOW EXAM FEEDBACK FORM

The purpose of this form is for the On-snow committee to gather feedback from candidates to assist in the improvement and running of future exams. Constructive comments would be appreciated.

Organization of day:

Weather conditions:

Terrain Selection / Conditions:
