

THE BALCHEN / POST AWARD

for Excellence in the Performance of Airport Snow and Ice Control



FOR EXCELLENCE IN THE PERFORMANCE OF AIRPORT SNOW & ICE CONTROL

Once again the International Aviation Snow Symposium will sponsor the Balchen/Post Award for excellence in the performance of airport snow and ice control during the winter of 2020-2021

The awards will be presented to the personnel of the airport snow and ice control teams who have throughout this past winter demonstrated determination for excellence in their efforts to keep their airports open and safe.

Download this application and submit in its entirety to NEC/AAAE Office at bp@necaaae.org

There will be six awards - one to each of the winners in the following categories:

COMMERCIAL AIRPORT

Providing scheduled service and holding a Part 139 certificate (not including a limited Part 139 certificate)

- Large** Over 200,000 scheduled operations annually
- Medium** 100,000-200,000 scheduled operations annually
- Small** Less than 100,000 scheduled operations annually

GENERAL AVIATION AIRPORT

Including limited Part 139 certificate airports

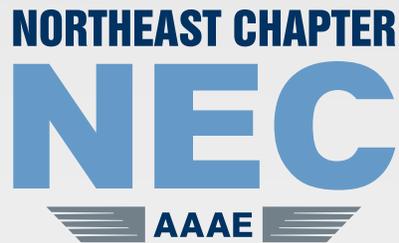
- Large** 50,000 or more total operations annually
- Small** Less than 50,000 operations annually

MILITARY AIRPORT

(The above airport classifications are for award selection purposes only)

Your assistance in helping select potential candidates worthy of consideration is requested. A completed application for your airport should be submitted to the committee no later than **April 30, 2021**. Airports are encouraged to submit completed applications including their snow plan, airport layout plan and other supporting material before the deadline.

The awards - six in total - are to be announced and presented virtually since our 2021 conference is cancelled



THE BALCHEN / POST AWARD

for Excellence in the Performance of Airport Snow and Ice Control

For Outstanding Achievement in Airport Snow and Ice Control

COL. BERNT BALCHEN WILFRED M. "WILEY" POST



NOTE: CONSIDERATION FOR THIS AWARD WILL BE GIVEN TO THOSE AIRPORTS WHO SUBMIT A FULL APPLICATION.

PRESENTED BY

The International Aviation Snow Symposium

SPONSORED BY

The Northeast Chapter of the American Association of Airport Executives

ALEX M. KASHANI, A.A.E., ACE

Chairman, Balchen/Post Award Committee

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PURPOSE OF THE AWARD

The purpose of this award is two-fold: to promote better snow and ice control, and to recognize those individuals responsible for outstanding performance.

THE AWARD

Our International Aviation Snow Symposium awards will be presented mid-year 2021 to the employees of the airport that, in the judgment of the Award Selection Committee, has demonstrated excellence in the performance of snow and ice control

The plaque will be retained permanently at the recipient airport. In addition a "master" plaque containing the names of all past recipients will be retained by the Symposium for display at appropriate aviation functions.

AWARD SELECTION COMMITTEE

Alex M. Kashani, A.A.E.
Chairman

Phillip Davenport
Federal Aviation Administration

Paul J. McGraw
Airlines for America

Preston Benedyk, DAF
Tyndall AFB

Richard P. Dei Tos, Jr.
Metropolitan Washington Airlines Committee

John White
Air Line Pilots Association

Bill Whyte
Regional Airline Association

Alex Gertsen, C.M.
National Business Aviation Association

Adam Williams
Aircraft Owners & Pilots Association



AWARD CATEGORIES

There will be six awards, one in each of the following categories.

COMMERCIAL AIRPORT

Providing scheduled service and holding a Part 139 certificate (not including a limited Part 139 certificate)

Large	Over 200,000 scheduled operations annually
Medium	100,000-200,000 scheduled operations annually
Small	Less than 100,000 scheduled operations annually

GENERAL AVIATION AIRPORT

Including limited Part 139 certificate airports

Large	50,000 or more total operations annually
Small	Less than 50,000 operations annually

MILITARY AIRPORT

ELIGIBILITY

In establishing the Award it is with the realization there are many variables to be considered such as:

- Type and size of airport
- Type of snow and amount normally experienced
- Temperature ranges
- Other phenomena peculiar to a particular area

Due to these many variations, the matter of rating an airport becomes a factor of judgment rather than a mathematical or more precise methods of measurement.

The Award Selections Committee will be responsible for reviewing nominees for the award and making the final selection. The committee will consist of ten members, one each from the following organizations: International Aviation Snow Symposium, ALPA, AOPA, ATA, DOD, FAA, MWAC, NBAA, NEC/AAAE, and RAA.

CRITERIA

To be considered for an award, an airport may be recommended by a user or users of the airport, or make direct application. In either case the nomination form attached to this brochure should be used. In the selection process, the committee will give careful consideration to the following:

1. Degree of in-depth preparedness

- A. Snow and ice control plan
- B. Equipment readiness
- C. Personnel training
- D. Overall safety awareness

2. Effectiveness of snow and ice control program:

- A. Aeronautical areas
 1. Runways
 2. Taxiways
 3. Aprons
 4. Ramps
 5. Runway/taxiway lighting
 6. Signs

3. Timeliness and accuracy of communications during the snow and ice control effort with:

- A. The airlines
- B. General aviation
- C. The public
- D. The FAA
- E. Other airport users

4. Post-storm activity

- A. Clean-up
- B. Critique

IMPORTANT: In each case, the committee will consider the size and activity of the airport that has been nominated or made application directly. In most cases, the size and activity of an airport has a direct bearing on the resources (manpower and equipment) available to combat snow and ice conditions. This will mean that the lower activity airports will not be judged by all the above criteria.



COL. BERNT BALCHEN 1899-1973



Born in Tveit, near Kristiansand, Norway, he was the son of a country doctor. He joined the French Foreign Legion in 1918, then was released for service in the Norwegian Army. He then volunteered to fight for Finland's independence from Russia in 1918-1919. Seriously wounded, he returned to Norway and completed Army training. He was transferred to the Norwegian Naval Air Force in 1921. Balchen was an expert navigator and aircraft mechanic, as well as aviator. He was also a member of the Amundsen rescue team sent to Spitzbergen in 1925. Returning to Spitzbergen in 1926 with Amundsen-Ellsworth-Nobile Dirigible Expedition, he assisted Byrd's Expedition and was invited by Byrd to come to America. He became employed by Fokker as test pilot. In 1926, Balchen was a pilot for Cdr Byrd on a transatlantic flight. Balchen's expert landing off the French coast saved the crew. Balchen returned to Fokker and assisted flight operations in Northern Canada. Balchen was chief pilot for Byrd's historic Antarctic Expedition in 1928-1930. Balchen was the first to fly over the South Pole. Upon returning to the United States, Balchen continued working as test pilot for Fokker. He participated in the Ellsworth Antarctic Expedition as chief pilot in 1933-1935. He returned to Norway in 1935 to help organize the Norwegian civil airline and pave the way for a Scandinavian civil airline union. He was instrumental in the eventual creation of SAS later in 1946.

In 1939 Balchen served as a consultant to the Finnish Air Staff, as well as a member of the Norwegian Armaments Commission. He successfully negotiated a cooperative US-Scandinavian civil air agreement for transatlantic flights in 1940. Balchen helped establish the Norwegian Air Force training base, "Little Norway", in Canada. Later in 1940, he served the RAF by ferrying aircraft to the Far East. Called to Washington by General "Hap" Arnold, he joined the US Army Air Force on September 5 and was deployed to Greenland to build a new key air field in the North Atlantic aircraft ferry route, "Bluie West-8". Balchen led many daring rescues of downed aircrews in the period of 1942-1943. In January of 1944 Balchen was transferred to the UK to work for the Air Transport Command and the OSS by opening an air transport route from the UK to Stockholm. His mission was to support the resistance

in Norway and transport over 2000 Norwegians from Sweden for military training in the UK and Canada. He conducted many clandestine operations in Sweden and Norway. He transported over 1000 US airmen who were released from internment by Sweden to the UK. Over 100 aircraft that had been downed in Sweden were repaired and flown back to the UK. He transported a German V-2 rocket from Sweden to the UK two months prior to the first use of the V-2 against the UK. After the war Balchen became president of Norwegian Airlines. He was awarded many honors, including the Distinguished Service Medal and the Harmon International Trophy, presented by President Eisenhower.

In 1946 Balchen helped form the SAS. He rejoined the USAF in 1948 and commanded an air rescue unit in Alaska. A 1949 flight from Alaska to Norway made him the first pilot to fly across both poles. In 1951 he assisted in the construction of the Thule Air Base in Greenland. He retired from the USAF in 1956. Colonel Balchen died in 1973.

Balchen was a founder and honorary chairman of the International Aviation Snow Symposium.

WILFRED M. "WILEY" POST 1914-1996



Post was a founder and served as general chairman of the International Aviation Snow Symposium for 20 years.

His involvement in aviation dates back to 1936, when he earned a degree in aviation administration and then began flying for an air-commuter service.

He served as manager of Allentown-Bethlehem- Easton Airport from 1938 to 1983. During World War II, Post organized the base operation at A-B-E- Airport that trained more than 1,500 aviation cadets.

Post became a charter member of the National Aviation Trades Association in 1940 and served on its Board of Directors. He was an Accredited Airport Executive, served on the Board of Directors of the American Association of Airport Executives, and was an active member of the Northeast Chapter/AAAE until his death in November 1996.



BALCHEN / POST QUESTIONNAIRE — WINTER SEASON 20-2021

AIRPORT AIRPORT 3-LETTER LOCATION IDENTIFIER CODE

FIRST NAME LAST NAME

STREET ADDRESS CITY STATE ZIP CODE

PHONE NUMBER FAX NUMBER EMAIL ADDRESS

CY 2020 NUMBER OF OPERATIONS: COMMERCIAL CY 2020 NUMBER OF OPERATIONS: GENERATION AVIATION

CY 2020 NUMBER OF OPERATIONS: MILITARY CY 2020 NUMBER OF OPERATIONS: OTHER

CY 2020 NUMBER OF OPERATIONS: TOTAL

- AIRPORT SIZE CATEGORY:
- LARGE COMMERCIAL AIRPORT (MORE THAN 200,000 OPERATIONS PER YEAR)
 - MEDIUM COMMERCIAL AIRPORT (BETWEEN 100,000 AND 200,000 OPERATIONS PER YEAR)
 - SMALL COMMERCIAL AIRPORT (LESS THAN 100,000 OPERATIONS PER YEAR)
 - LARGE GENERAL AVIATION AIRPORT (MORE THAN 50,000 OPERATIONS PER YEAR)
 - SMALL GENERAL AVIATION AIRPORT (LESS THAN 50,000 OPERATIONS PER YEAR)
 - MILITARY AIRPORT

AVERAGE SEASON ACCUMULATION SNOWFALL IN PAST TEN YEARS (INCHES) HEAVIEST SINGLE SNOWFALL THIS SEASON (INCHES)

HEAVIEST SINGLE SNOWFALL THIS SEASON (HOURS) Total snowfall for October 2020 - April 2021 (INCHES) NUMBER OF SNOWSTORMS IN EXCESS OF TWO INCHES

NUMBER OF ICE STORMS

Include a copy of the airport layout plan and the airport snow and ice control plan which may be more detailed than the approved FAA Part 139 plan.

NOTE: Include with this questionnaire the airport, snow removal plan and other material requested above. Local newspaper clippings, letters of commendation from users and similar material may also be included. Submittal of extraneous material such as photos of equipment, PR material, airport info brochures, etc., is NOT encouraged; such material is NOT considered in the award process.



BALCHEN / POST QUESTIONNAIRE — WINTER SEASON 20-2021

DOES THIS PLAN INCLUDE SNOW REMOVAL PROCEDURES FOR AIRPORT ROADWAYS, SIDEWALKS, AND OTHER NON-AOA AREAS?

YES NO

HOW IS RUNWAY SURFACE FRICTION MEASURED?

DOES AIRPORT USE PAVEMENT SENSORS?

YES NO

DOES AIRPORT HAVE WEATHER RADAR?

YES NO

NUMBER OF TIMES AIRPORT WAS NOTAMED CLOSED DUE TO SNOW OR ICE, OTHER THAN TEMPORARY PERIODS TO PERMIT NORMAL SNOW/ICE OPERATIONS

LONGEST CONTINUOUS PERIOD THAT AIRPORT WAS CLOSED

DOES YOUR AIRPORT PROVIDE EQUIPMENT OPERATOR TRAINING PROGRAM?

YES NO

DESCRIBE THE PROGRAM

DOES YOUR AIRPORT PROVIDE PRE-SEASON EQUIPMENT CHECKS?

YES NO

DESCRIBE THE PROGRAM

NUMBER OF SNOW EQUIPMENT AIRPORT OWNED

NUMBER OF SNOW EQUIPMENT CONTRACTED

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BALCHEN / POST QUESTIONNAIRE — WINTER SEASON 20-2021

ARE THERE INFORMATION/COORDINATION MEETINGS WITH AIRPORT USERS PRIOR TO A SNOW/ICE STORM?

YES NO

BRIEFLY DESCRIBE THE MEETINGS

ARE THERE INFORMATION/COORDINATION MEETINGS WITH AIRPORT USERS DURING TO A SNOW/ICE STORM?

YES NO

BRIEFLY DESCRIBE THE MEETINGS

HOW IS INFORMATION DISSEMINATED TO ALL USERS ON CURRENT WINTER OPERATIONS CONDITIONS?



BALCHEN / POST QUESTIONNAIRE — WINTER SEASON 20-2021

WHAT DEICING METHODS ARE APPLIED TO AIRFIELD OPERATING AREAS? (I.E., ANTI-SKID)

BRIEFLY DISCUSS YOUR POST-STORM ACTIVITIES

WERE THERE ANY RUNWAY/TAXIWAY EXCURSIONS?

YES NO

BRIEFLY DESCRIBE

BALCHEN / POST QUESTIONNAIRE — WINTER SEASON 20-2021

CITE SAFETY OR OTHER CONSIDERATIONS THAT JUSTIFIED LONG CLOSURES.

IF YOUR AIRPORT HAS SCHEDULED AIR CARRIER SERVICE, PLEASE DESCRIBE YOUR EFFORTS TO SUPPORT GENERAL AVIATION.

PLEASE SUMMARIZE WHY YOUR AIRPORT SHOULD BE SELECTED AS A WINNER IN YOUR CATEGORY.



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CONTACT NAME

TITLE/POSITION

STREET ADDRESS

CITY

STATE

ZIP CODE

PHONE NUMBER

EMAIL ADDRESS

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The awards will be presented mid year 2021