

Children's Memorial Hospital
New Hospital Development Office
Mailing address: 2300 Children's Plaza, Box 104B, Chicago, Illinois 60614-3363
Physical address: 155 E. Superior Street, 4th Floor, Chicago, Illinois 60611
312.440.5300
childrensmemorial.org



November 23, 2009

Ellen Schanzle-Haskins
Chief Counsel, Illinois Department of Transportation
State of Illinois Center/James R. Thompson Center
6th Floor
100 W. Randolph
Chicago, IL 60601

Children's Memorial
Foundation

Children's Memorial
Research Center

Pediatric Faculty
Foundation



NORTHWESTERN
UNIVERSITY

Faculty of
Northwestern University's
Feinberg School of Medicine

Subject: CMH Heliport

Dear Ms. Schanzle-Haskins:

Enclosed is an additional copy of the complete packet of information requested by Mr. Gary Stevens on Wednesday, November 18, 2009. The information he requested includes the following documentation:

- IDOT request letter dated August 5, 2009;
- Correspondence from Mr. Alan Farkas dated 10/5/09, in response to IDOT request letter;
- Correspondence from Robert D. McKenna which provides a point by point narrative response to request of August 5, 2009 (Exhibit A);
- September 28, 2009 letter and report from RWDI with attachments;
- Heliport Operations PowerPoint;
- Heliport Policies and Procedure Guide
- One set of heliport drawings listed in Exhibit D.

Please contact me if you should require additional material.

Sincerely,

A handwritten signature in black ink that reads "Robert D. McKenna".

Robert D. McKenna, AIA
Administrator
New Hospital Development

Attachment

Cc: Alan Farkas, transmittal only
Gary Stevens (IDOT), transmittal only
Nancy Borders (CMH), transmittal only

1

August 5, 2009 IDOT Request Letter

2

October 5, 2009 MFP Transmittal of Requested Information to IDOT and Exhibits A-D Referenced in Transmittal

3

September 28, 2009 RWDI Response to IDOT Request Letter Items

4

CMH Heliport Operations PowerPoint

5

CMH Heliport Policies & Procedures Guide at Ann & Robert H. Lurie Children's Hospital of Chicago



Illinois Department of Transportation

Office of Chief Counsel
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 5, 2009

Alan Farkas
Madsen, Farkas & Powen, LLC
20 South Clark Street, Suite 1050
Chicago, Illinois 60603

John J. George
Daley & George, Ltd.
20 South Clark Street, Suite 400
Chicago, Illinois 60603

Re: Children's Memorial Hospital

Alan/John:

Ray Syms has asked for materials from Children's Memorial Hospital to complete his evaluation and issue his recommendations. Below is a list of those items.

- Full sized plans for the currently designed heliport including structural, mechanical and electric details as it relates to the heliport. Both hard copies and electronic versions in PDF would be appreciated.
- The plans should include overlays of the FATO and Safety Area. We seem to have some different measurements in different places.
- Those plans need to include elevations for the roof and include the wind porosity of the screen wall surrounding the support structure of the pad. Profile views of the provisions for assuring maximized airflow under the pad should be shown with representations of the space and obstructions to wind flow that will be presented by any and all roof equipment and screen wall support structure and screening. As you know this is to comply with the provisions found in the FAA Heliport Advisory Circular on para. 412 c.(2). Given the location of the heliport, this safety feature should be studied with the outlook of optimizing the opportunity to reduce turbulence over the pad based on a professional assessment and not just picking up the one and rather lacking in specifics suggestion made in the A/C.
- A detailed description on provisions for meeting the FAA design guide and NFPA 418 guidelines needs to be presented including design elements of the foam system related to coverage, flow and activation.

- A copy of the heliport operations and training manual along with the policies and procedures that will be used to address NFPA 418 Annex b. The materials presented say what they will do; we need to see how they are planning to perform those tasks.
- The RWDI exhibit showing the 8:1 cone as shown on Figure 1 on the RWDI June 6, 2007 report needs to reflect the data based on the 8:1 starting from the current FATO edge 132' diameter and going upward. The same information needs to be updated for the current design and pad elevation.
- This same information needs to be presented in a plan view with outlines of any buildings *higher than the pad* represented and their top elevations to include all roof equipment, structures and antennas. The distance from that elevation to the bottom of the 8:1 slope of the heliport should be given at the closest point on the individual building to the heliport.
- As we discussed, there should be a layout of available approach/departure arcs for pilot use in determining which path is best for the winds during their flight and their potential approaches, options to be used in the event of a rejected landing or "missed approach" and emergency procedures both in landing and takeoff operations. Your guidelines allow for a minimum of two specific paths however significant operational advantages can result from the pilots choosing from a wide range of options which is very appropriate in this installation.
- If the heliport is going to be used for landing helicopters larger than the Dauphin 2 as represented verbally at the hearing; the new design aircraft needs to be defined and the gross weight limitations of the heliport increased to that value. The pad needs to be certified by the structural engineer that it will meet the impact and other loading requirements for that aircraft. The TLOF and FATO are sized for that but the markings on the pad and perhaps the structural strength are not.

Sincerely,



Ellen Schanzle-Haskins
Chief Counsel

cc: Richard Porter, Hinshaw & Culbertson



MADSEN, FARKAS & POWEN, L.L.C.
Attorneys at Law

Alan L. Farkas
afarkas@vfrlitigation.com

VIA HAND DELIVERY

Ellen Schanzle-Haskins
Chief Counsel
Illinois Department of Transportation
State of Illinois Center
100 West Randolph, 6th Floor
Chicago, Illinois 60601

RE: CMH Helipad
Our File No: 25-805

Dear Ms. Schanzle-Haskins:

On behalf of the Children's Memorial Hospital, I am responding to your request dated August 5, 2009. We apologize for our delays, and we greatly appreciate your patience.

In response to your request, we have provided the following:

- Correspondence from Robert D. McKenna which provides a point by point narrative response to your request (tab A);
- A narrative description of the helipad fire extinguishing system (tab B);
- Certification of the structural capacity of the helipad (tab C);
- An index of the engineer drawings provided (tab D);
- And two copies of the following materials in both printed and electronic format:
 - Engineering drawings;
 - September 28, 2009 report from RWDI, with attachments;
 - Helipad Operations Powerpoint; and
 - Helipad Policies and Procedures Guide

Please note the operations policies and training materials are presented in draft form. We expect to greatly expand these materials, but we have endeavored to provide significant additional detail of our current plans. We invite the Department of Transportation to grant our pending application subject to satisfactory completion of these materials.

Children's Memorial Hospital
2300 Children's Plaza, Chicago, Illinois 60614-3394
773.880.4000
www.childrensmemorial.org

New Hospital Development Office
155 E. Superior Street, Chicago, Illinois 60611
312.440.5300



Children's Memorial
Foundation

Children's Memorial
Research Center

Pediatric Faculty
Foundation



NORTHWESTERN
UNIVERSITY

Faculty of
Northwestern University's
Feinberg School of Medicine

October 2, 2009

Madsen, Farkas & Powen, L.L.C.
20 S. Clark Street
Suite 1050
Chicago, IL 60603
Attn: Alan Farkas

Subject: Lurie Children's Heliport

Dear Alan:

Response to IDOT letter dated August 5, 2009 requesting materials for Ray Syms to complete his evaluation and issue his recommendations relative to our Heliport Certificate of Approval Application.

Bullet Point #1

Enclosed are 2 sets (full size) of the requested plans and details, and an electronic version (pdf format).

Bullet Point #2

Enclosed are 2 copies of drawing SK-209 r.1-enlarged Heliport Plan showing the TLOF, FATO, and Safety Area boundaries. We have used the TLOF (66'x66') and FATO (132'x132') values shown in our permit application (FAA form 7480 and IDOT form AER2060), and have used the FAA AC150/5390-2B, Figure 4-2 form to calculate the safety area.

Bullet Point #3

The plans submitted include the final design for the roof and Heliport levels, and reflect compliance with the FAA Heliport Advisory Circular, paragraph 412 C(2) recommendation. Our design locates the Heliport 6 feet above the top of the screen wall, and 21 feet above the building roof surface. We have included building sections (drawing H-1) in the plan submittal package which shows the condition at the roof and Heliport levels. We have asked RWDI to review this final design and to evaluate the mitigating effect which providing the 6' clearance above the screen wall and 21 foot clearance above the roof will have in lieu of perforating the screen wall. RWDI's report is enclosed with this submittal.

Bullet Point #4

A review of the plans (mechanical, piping, fire protection and electrical) should illustrate our full compliance with the FAA design guide as well as NFPA 418 Guidelines. With reference to design elements of the foam system, we have enclosed a description of the "Helipad Foam Fire Extinguishing System" prepared by the MEP Engineer, AEI in response to this specific inquiry.

Bullet Point #5

This item is addressed by Rex Alexander and is enclosed with this submittal.

