

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

Dr. Shey



June 16, 2011

Mr. Thomas & Betty Philipsborn
161 E. Chicago Avenue
48E
Chicago, IL 60611

Children's Memorial
Foundation

Children's Memorial
Research Center

Pediatric Faculty
Foundation



NORTHWESTERN
UNIVERSITY

Faculty of
Northwestern University's
Feinberg School of Medicine

Re: Ann & Robert H. Lurie Children's Hospital of Chicago

Dear Neighbor:

We have received excellent news from the Illinois Department of Transportation, Division of Aeronautics (IDOT). IDOT recently released the findings of its independent experts' wind analysis related to Children's Memorial Hospital's application for a rooftop heliport at our new hospital, Ann & Robert H. Lurie Children's Hospital of Chicago (opening June 2012). We are pleased to share that the analysis confirms our experts' findings and our conclusion that a heliport can be safely operated. Children's Memorial is seeking approval from IDOT to operate the heliport to provide necessary care to critically ill and injured children.

IDOT is hosting a public hearing that focuses on the results of their experts' analysis:

Thursday, June 23 and Friday, June 24 from 4:00 to 9:00 p.m.
Northwestern University's Arthur Rubloff Building
375 E. Chicago Ave (at Lake Shore Drive), Room RB150.

IDOT's experts will be reviewing their study on June 23rd, followed by testimony from our experts and other professionals throughout June 23rd and June 24th. Please consider attending these presentations. The broad support from the community for the heliport over the last several years has been critical and we ask for your continued support. Although we are not asking folks to testify at this time, if you are interested in testifying, please see the instructions on the attached notice regarding the narrow issues that will be addressed. If you choose to testify, we ask that you inform us, as well as IDOT, so that we may help maintain an orderly schedule.

The recent Chicago Tribune's article, "*Children's hospital heliport deemed safe for approach, landing*", is attached and the comprehensive, 100-page report is available at www.dot.state.il.us/aero/PDF/CMH%20Heliport%20Final%20Report.pdf.

Children's Memorial's top priority continues to be safety for its patients, transport teams, pilots, flight crews and the community. We thank IDOT for its thoroughness and transparency throughout this process and look forward to its final decision following the public hearing. We also thank you for your continued support.

If you should have any questions, please do not hesitate to call me at (773) 880-6854 or Nahlah Daddino, Director of Community Relations, at (773) 975-8733 or ndaddino@childrensmemorial.org.

Sincerely,

A handwritten signature in cursive script, appearing to read "Susan Hayes Gordon".

Susan Hayes Gordon
Chief Government and Community Relations Officer

Children's hospital helipad deemed safe for approach and landing

Chicago Tribune online

Bruce Japsen

9:50 a.m. CDT, May 31, 2011

A proposed helipad for the new Children's Memorial Hospital in Chicago's Streeterville neighborhood should be safe enough "to perform approach and landing maneuvers," an independent analysis conducted for the Illinois Department of Transportation says.

The Ann and Robert H. Lurie Children's Hospital of Chicago, which is scheduled to open in June of 2012, at a cost of about \$915 million, is in the process of getting final approvals for a helipad that would allow helicopters to quickly bring sick children to the new facility. The existing hospital in Chicago's Lincoln Park neighborhood also has a helipad.

But some neighbors in Chicago's affluent Streeterville neighborhood have worried about the safety of landing atop the new building, particularly in an area surrounded by other high-rise buildings that include condominiums. Additional studies were conducted for Illinois transportation officials.

The helipad has already won approvals from the city of Chicago and the federal government. It received preliminary approval in 2009 from the Illinois Department of Transportation.

"Comprehensive simulation analyses did not predict any wind condition that would result in a severe upset of the aircraft or loss of control," the report by wind analysis experts from Ewing, N.J.-based Continuum Dynamics. "As long as the approach is performed by an experienced and attentive pilot a conventional helicopter should have sufficient control margins to perform approach and landing maneuvers."

<http://www.chicagotribune.com/business/breaking/chibrkbus-childrens-hospital-helipad-deemed-safe-for-approach-and-landing-20110531,0,7950600.story?track=rss>

Letter sent to Streeterville Neighbors

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



June 16, 2011

[REDACTED]
[REDACTED]
[REDACTED]
CHICAGO, IL 60610

Re: Ann & Robert H. Lurie Children's Hospital of Chicago

Dear Neighbor:

We have received excellent news from the Illinois Department of Transportation, Division of Aeronautics (IDOT). IDOT recently released the findings of its independent experts' wind analysis related to Children's Memorial Hospital's application for a rooftop heliport at our new hospital, Ann & Robert H. Lurie Children's Hospital of Chicago (opening June 2012). We are pleased to share that the analysis confirms our experts' findings and our conclusion that a heliport can be safely operated. Children's Memorial is seeking approval from IDOT to operate the heliport to provide necessary care to critically ill and injured children.

IDOT is hosting a public hearing that focuses on the results of their experts' analysis:

Thursday, June 23 and Friday, June 24 from 4:00 to 9:00 p.m.
Northwestern University's Arthur Rubloff Building
375 E. Chicago Ave (at Lake Shore Drive), Room RB150.

IDOT's experts will be reviewing their study on June 23rd, followed by testimony from our experts and other professionals throughout June 23rd and June 24th. Please consider attending these presentations. The broad support from the community for the heliport over the last several years has been critical and we ask for your continued support. Although we are not asking folks to testify at this time, if you are interested in testifying, please see the instructions on the attached notice regarding the narrow issues that will be addressed. If you choose to testify, we ask that you inform us, as well as IDOT, so that we may help maintain an orderly schedule.

The recent Chicago Tribune's article, "*Children's hospital helipad deemed safe for approach, landing*", is attached and the comprehensive, 100-page report is available at www.dot.state.il.us/aero/PDF/CMH%20Heliport%20Final%20Report.pdf.

Children's Memorial's top priority continues to be safety for its patients, transport teams, pilots, flight crews and the community. We thank IDOT for its thoroughness and transparency throughout this process and look forward to its final decision following the public hearing. We also thank you for your continued support.

If you should have any questions, please do not hesitate to call me at (773) 880-6854 or Nahlah Daddino, Director of Community Relations, at (773) 975-8733 or ndaddino@childrensmemorial.org.

Sincerely,

Susan Hayes Gordon
Chief Government and Community Relations Officer

Children's Memorial
Foundation

Children's Memorial
Research Center

Pediatric Faculty
Foundation



**NORTHWESTERN
UNIVERSITY**

Faculty of
Northwestern University's
Feinberg School of Medicine



LEGAL NOTICE

State of Illinois
Department of Transportation
Division of Aeronautics

In the matter of the application of The Children's Memorial Hospital for a Certificate of Approval to construct and operate the Lurie Children's Hospital Heliport on their property located in Chicago, in Cook County, Illinois.

NOTICE OF CONTINUATION OF HEARING

Notice is hereby given that pursuant to the authority conferred upon it by the Illinois Aeronautics Act (620 ILCS 5/1 et seq.), the Illinois Department of Transportation, Division of Aeronautics will conduct the continuation of hearings concerning the issuance of a Certificate of Approval for the above referenced Hospital Heliport.

Said continuation of hearings will be held in Room RB 150 at the ARTHUR RUBLOFF BUILDING, located at 375 EAST CHICAGO AVENUE (corner of Chicago Avenue and Lake Shore Drive) in CHICAGO, ILLINOIS 60611 on the dates and times listed below. Parking information is available at <http://www.northwestern.edu/campus-life/chicago-campus/index.html>. The contact person regarding the hearing is Linda Schumm 217.785.4215 or e-mail at linda.schumm@illinois.gov. Anyone wishing to submit materials or testify should contact Linda Schumm one week before the initial hearing date for details and scheduling of testimony.

The purpose of the Hearing is to discuss the effect of wind and airwakes on helicopter operations at the proposed Lurie Children's Heliport. Due to extensive testimony taken previously on the issues involving the heliport, the evidence submitted at the continuation hearings will be limited to these safety issues. A copy of the "Aviation Safety Rules" may be downloaded at <http://www.dot.il.gov/aero/part14.pdf> or examined at the offices of the Illinois Department of Transportation, Division of Aeronautics, Abraham Lincoln Capital Airport, 1 Langhorne Bond Drive, Springfield, Illinois 62707.

Hearing Dates and Times:

THURSDAY, JUNE 23, 2011 from 4:00 pm – 9:00 pm

FRIDAY, JUNE 24, 2011 from 4:00 pm – 9:00 pm

DATED: May 31, 2011

TO BE SERVED: June 4, 2011



Children's hospital helipad deemed safe for approach and landing

Chicago Tribune online

Bruce Japsen

9:50 a.m. CDT, May 31, 2011

A proposed helipad for the new Children's Memorial Hospital in Chicago's Streeterville neighborhood should be safe enough "to perform approach and landing maneuvers," an independent analysis conducted for the Illinois Department of Transportation says.

The Ann and Robert H. Lurie Children's Hospital of Chicago, which is scheduled to open in June of 2012, at a cost of about \$915 million, is in the process of getting final approvals for a helipad that would allow helicopters to quickly bring sick children to the new facility. The existing hospital in Chicago's Lincoln Park neighborhood also has a helipad.

But some neighbors in Chicago's affluent Streeterville neighborhood have worried about the safety of landing atop the new building, particularly in an area surrounded by other high-rise buildings that include condominiums. Additional studies were conducted for Illinois transportation officials.

The helipad has already won approvals from the city of Chicago and the federal government. It received preliminary approval in 2009 from the Illinois Department of Transportation.

"Comprehensive simulation analyses did not predict any wind condition that would result in a severe upset of the aircraft or loss of control," the report by wind analysis experts from Ewing, N.J.-based Continuum Dynamics. "As long as the approach is performed by an experienced and attentive pilot a conventional helicopter should have sufficient control margins to perform approach and landing maneuvers."

<http://www.chicagotribune.com/business/breaking/chibrkbus-childrens-hospital-helipad-deemed-safe-for-approach-and-landing-20110531,0,7950600.story?track=rss>

PERSONAL TESTIMONY

In Support of a Heliport at Ann & Robert H. Lurie Children's Hospital of Chicago

Anne

Dias Griffin

Address:

City:

State:

Zip Code:

Testimony

Good evening. My name is Anne Dias Griffin. My children, husband and I live in the neighborhood of the new Children's Memorial campus. As a matter of fact, our kitchen and living room look right onto the heliport. I am also a proud board member of Children's Memorial Hospital.

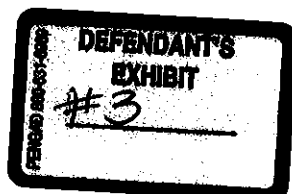
Children's memorial is a global leader and the region's top provider of pediatric specialty care. The new state-of-the-art facility will provide care for thousands of children each year and attract world class researchers and medical professionals to Chicago.

Critical to creating the Hospital's world-class emergency care capabilities, is an emergency heliport. For a small percentage of the most critically ill and injured children in our region, timely transport to the Emergency Care Center will be the difference between life or death.

Children's Memorial Hospital has been studying wind and safety protocol related to a rooftop heliport for over 5 years. I understand the Hospital has engaged the best experts in wind analysis, emergency transport and helicopter safety. Through this rigorous process this team has developed strict operational protocol and procedures to ensure a safe heliport for its patients, emergency transport teams, and the people living and working in the Streeterville neighborhood.

Furthermore, the Illinois Department of Transportation has engaged independent experts to analyze the winds and operation of this heliport. These experts have confirmed the Hospital's analysis.

You've heard a lot of technical arguments from experts tonight, and I'm not here to add to that.



PERSONAL TESTIMONY

In Support of a Heliport at Ann & Robert H. Lurie Children's Hospital of Chicago

I'm just here to talk to you as a mother and as a neighbor.

I am dismayed that some in our community are putting their self-interest ahead of our children. Ask yourself, which side do you want to be on? On average, 73 children per year are transported by helicopter to the current location of Children's Memorial, and that excludes flights delivering organs for life saving transplants. If a helipad is blocked, how many children's lives will be cut short? 12 children? 50 children? Whatever the number, can you live with that realization every time you look out your window at our community hospital?

If my children, or any of our neighbor's children are critically injured, we can get to the Emergency Care Center in moments if need be. Others in rural communities, the suburbs, or simply other parts of town are not as fortunate. Don't we want every child to get to the hospital quickly if it could save that child's life? We have all been in emergency rooms with a child, for a fall on the playground or a fever in the middle of the night. Now imagine you had a life threatening situation. How would you feel if you lost your child because time ran out. The inconvenience of noise would certainly be put in perspective.

The facts are clear, and supported by the experts: it is safe to operate the heliport at the new facility. It is now time to move forward – for our children, and for those who may need this service one day. I urge your approval for the Hospital's heliport application so that this facility has an operating heliport when it opens to serve thousands of children in 2012, and for generations to come.

My name is George Noble, founder and President of Noble & Associates Inc. an environmental consulting firm. I live at 270 East Pearson Street, which is on one of the principal flight paths to the proposed helipad.

I have attended every minute of these information sessions for the new helipad and I must observe that as a veteran of many public hearings I am surprised at the extent to which the proponent and the opposition agree with one another.

Clearly both Children's Memorial Hospital and SOAR agree that there are some conditions under which the approach to the proposed helipad is too dangerous and should not be attempted.

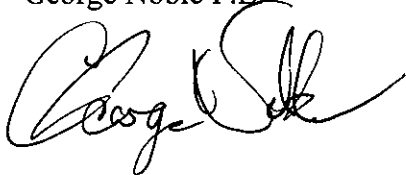
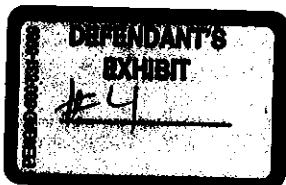
Clearly Children's Memorial recognizes that these adverse conditions exist and has clearly stated its' willingness to establish strict guidelines that will deny any attempt to operate under these adverse conditions.

SOAR on the other hand continues to behave as though Children's Memorial plans to operate under all weather conditions endangering the lives of the crew, the support staff and the residents of Streeterville.

I urge IDOT to issue the permit for the new helipad and put an end to the cynical posturing by SOAR who appear to be motivated by their more vociferous membership whose primary motivation is concern for the impact upon their own property values.

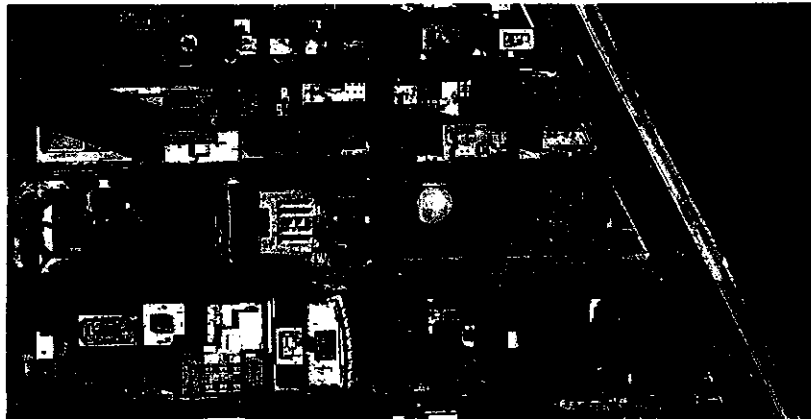
Signed

George Noble P.E.

A handwritten signature in black ink, appearing to read "George Noble", written over the typed name.

**In Support of Heliport at
Ann & Robert H. Lurie
Children's Hospital of Chicago**

Comments
David Kostelansky
East Pearson Street Resident

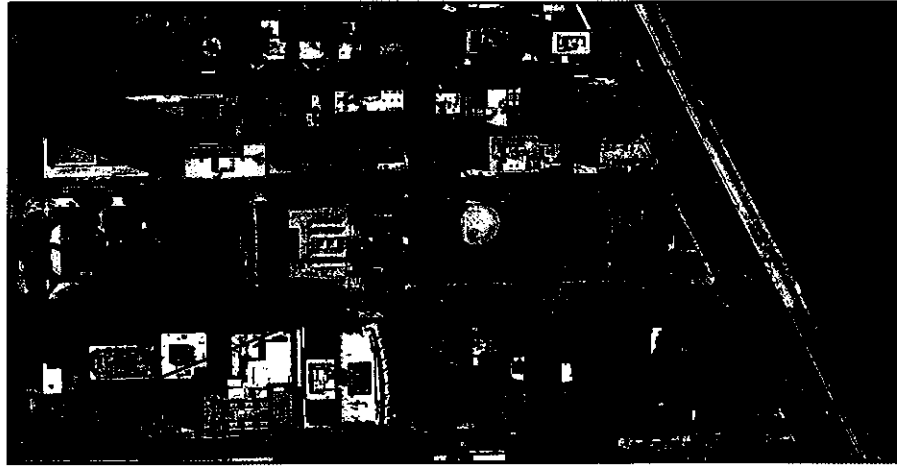


My Name is David Kostelansky and my family and I live on East Pearson Street. Our unit is directly along the primary flight path for EMS helicopter's delivering seriously ill or injured children for life saving efforts. I am not a wind expert, or aeronautical engineer. I am an expert at being a resident of the area being discussed. The picture on this first slide shows the area in discussion. Not simulated but a real physical entity.

Why have I asked to share some facts tonight, I believe that decisions should be made on facts. I was unable to obtain detailed flight records for all of the flight that have occurred directly in and over the area in discussion but one would have to hearing difficulties not to hear the numerous helicopter flights on a regular basis by news, city, state and military helicopters including Marine One with two armed helicopters in tandem.



Flight Paths



—————→ Sample Commercial Flight Paths
—————→ Sample Commercial Flight Paths

With Heliport approval, the majority of the flights in this area will continue to be non CMH EMS flights. The most dangerous to the people of the area are the flights carrying heavy equipment to the tops of the surrounding buildings. These flights are subject to the same potential wind gusts that an EMS helicopter will be subject to but without the same requirements, oversight, and information that the EMS flights will be properly required to adhere to.

Flight Paths

Life Saving or Creature Comfort

VIEW SOUTH SHOWING HEAT EXCHANGE
UNITS PRIOR TO LIFT OFF



The commercial flights, swinging objects as heavy as 35,000 lbs for repeated trips are for personal comfort. I am appalled that people who have benefited with flights for their air conditioning would oppose a much safer flight and load "a child" for life saving efforts. As I will show these flights fly next to the buildings in the area and not necessarily over them. Sidewalks being closed do nothing to prevent the possible gusts and swinging or challenge the pilot to protect our safety any less. This first recent flight shows a few pictures of a recent lift of eight new 35,000lb air handling units from the park to an area high rise. The old units had to be removed too. I guess last nights question about falling ice would have to be asked here too.

Flight Paths

Life Saving or Creature Comfort

VIEW SOUTH SHOWING HELICOPTER



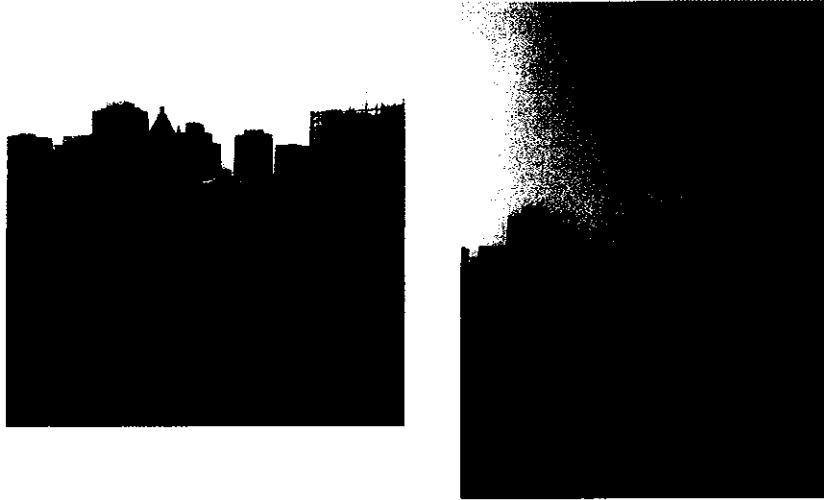
VIEW SOUTH SHOWING HELICOPTER
UNDER LOAD



At different times the wind was gusting at the same speeds IDOT's representatives cited.

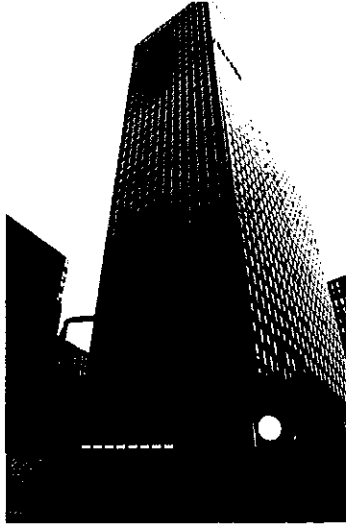
Flight Paths

Life Saving or Creature Comfort



Other commercial flights, again at paths lower and more vulnerable to our safety occur whenever needed and again without the additional data that CMH's AWOS will provide. These flights were at different times to different buildings. And they are a whole lot noisier and disruptive.

Do We Prioritize Who's Life Is More Valuable?



**Life Saving Efforts
Occur In Many
Different Ways Using
Helicopters**

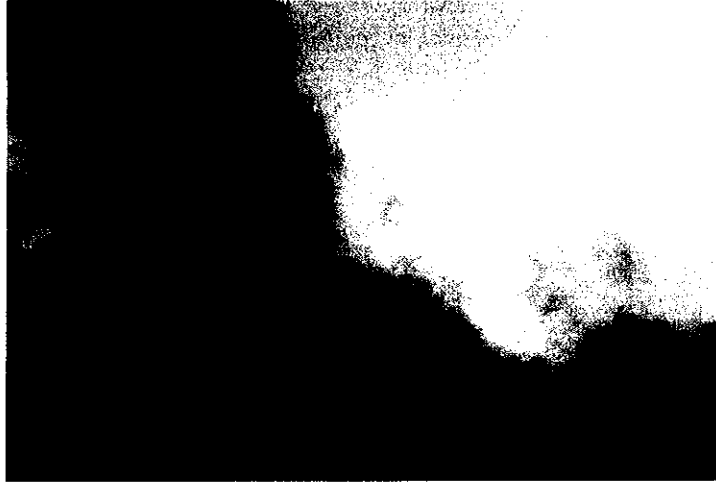
In our neighborhood and others around the downtown, we are unfortunately the victims of high rise casualties and deaths. I seriously doubt that even one of the opponents to the child saving CMH flights would object to the City helicopter(s) involved in life saving efforts

From News Helicopter Videos



The lights from low flying helicopters allowed firefighters to save lives and get the fire under control as quickly as possible. However we also had a crowd of news helicopters directly over our buildings providing live coverage but not adhering to the rules that the life-saving EMS helicopter would be required to follow.

Back to The Question



Have you watched a flight into the new Children's Memorial Hospital during what was characterized as close the limits of the smaller helicopter used for testing. I did and while not a professional videographer the only jerking in the video was from me.

Conclusions

- **IDOT has engaged independent experts who support that the Heliport can be operated safely.**
- **Children's should take their recommendation seriously and as shown last night their own parameters are more conservative than those recommended.**
- **Let fact not politics, the squeakiest wheel or any data other than real expert, actual observations allow IDOT to proceed with final approval.**

•IDOT has engaged independent experts who support that the Heliport can be operated safely. Children's should take their recommendation seriously and as shown last night their own parameters are more conservative than those recommended. Let fact not politics, the squeakiest wheel or any data other than real expert, actual observations allow IDOT to proceed with final approval.
Thank You