

**Children's Memorial Hospital (CMH)  
Heliport Proposal**

**Presentation by Patty Frost**

**Illinois Department of Transportation Public Hearing**

**July 23, 2009**



FOUNDED IN 1975

**The Streeterville community -  
including the Streeterville  
Organization of Active Residents -  
highly respects the mission and  
good work of Children's Memorial  
Hospital. We warmly welcome the  
Children's to Streeterville!**

**CMH & SOAR experts agree the proposed heliport location is unique**

**19,000+ residential units in 96 residential buildings with more on the way**

- **5 new buildings under construction adding ~2,000 units**
- **11 buildings approved to add 2,800+ units**

**25,360 institutional employees in 2012**

**91 existing buildings (400+ feet tall) within ~5,000 feet of the new CMH**

**109 schools within one mile**

**39 churches within one mile**

**Home to Chicago landmarks including the historic Water Tower and Pumping Station, the John Hancock Building, the Magnificent Mile**

## **Everyone's safety matters**

**CMH proposes to put a public safety hazard in a densely populated, urban environment**

**CMH has a responsibility for demonstrating the safety of its proposal to the community**

**CMH has not demonstrated the safety of its proposal and there is expert evidence to the contrary**

**In 1986 Northwestern Memorial Hospital wisely abandoned its helipad plan for Olson Pavilion, across the street from the new CMH**

**“... the prospective operators of the helicopter services revised and lowered their estimates of the percentage of time they believed the proposed pad on Olson could be used safely, considering historical wind and weather patterns for that site.”**

*Gary Mecklenburg, President, Northwestern Memorial Hospital 5/19/86*

**“... the helipad could be used safely only 40% of the time.”**

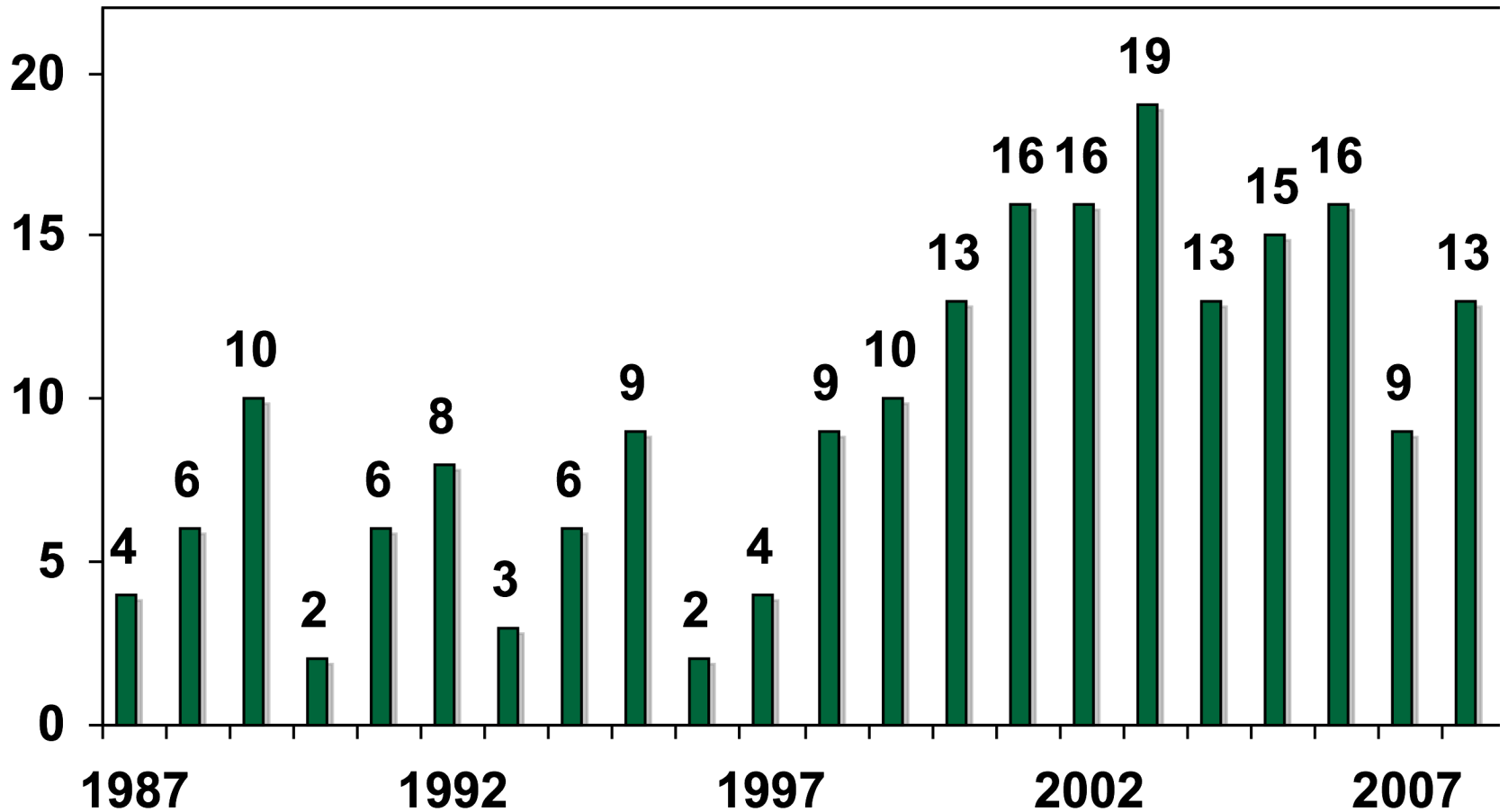
*Alderman Burton F. Natarus 5/21/86*

**CMH was unaware of Northwestern Memorial Hospital’s previous proposal**

**SOAR requested the anemometers be placed on the roof of Prentice**

An average of 13.5 accidents per year since 1998

Medical  
Helicopter  
Accidents



**With 13 accidents, 2008 was not an anomaly**

<b>Jan 7</b>	<b>Accident Site (DeLand, FL)</b>
<b>Feb 5</b>	<b>Valley Baptist Medical Center (Harlingen, TX)</b>
<b>May 10</b>	<b>University of Wisconsin Hospital (Madison, WI)</b>
<b>May 21</b>	<b>Caffrey Heliport (Hiram, GA)</b>
<b>May 29</b>	<b>Spectrum Hospital (Grand Rapids, MI)</b>
<b>May 30</b>	<b>Lehigh Valley Hospital (Pottsville, PA)</b>
<b>June 8</b>	<b>Huntsville Memorial Hospital (Huntsville, TX)</b>
<b>June 27</b>	<b>Accident Site (Ash Fork, AZ)</b>
<b>June 29</b>	<b>Flagstaff Medical Center (Flagstaff, AZ)</b>
<b>July 11</b>	<b>Doctors Hospital (Augusta, GA)</b>
<b>Aug 31</b>	<b>Rush Memorial Hospital (Rushville, IN)</b>
<b>Sept 27</b>	<b>Prince Georges Hospital (Cheverly, MD)</b>
<b>Oct 15</b>	<b>Children's Memorial Hospital (Chicago, IL)</b>

**. . . But is the deadliest year on record - 28 people died**

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**5 of 13 were Children's Memorial Hospital's flight providers**

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**4 of 13 occurred at or within one mile of the hospital**

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## Where is the safety analysis?

**New hospital site was chosen and announced without a safety analysis**

**“You’ll hear shortly from national and international experts who are the very best in their fields who conducted extensive studies and who assure us it is safe to operate a rooftop heliport in the proposed facility.”**

*Mr. Pat Magoon (City of Chicago Plan Commission 12/13/07)*

**“Based on the extensive analysis performed for the proposed heliport at this location, the construction and safe operation of a heliport on the roof of the new Children’s Memorial Hospital is reasonable and practicable.”**

*(Landrum & Brown Heliport Planning Report 8/6/07)*

**“In 2007, the following analyses were completed: safety studies”**

**<https://secure.childrensmemorial.org/newsroom/study.aspx> 7/16/09)**

**City of Chicago (with one exception) abdicated its responsibility for safety**

**“I, frankly, agree with Alderman O’Connor that we’re not here to decide the safety of a helipad; that’s the responsibility of the Illinois Department of Transportation.”**

*Alderman Burke, 12/13/07 Plan Commission Testimony p.202*

**“Again, to me the core issue related to the helipad is solely, solely protecting public safety... I think the City does have a responsibility to its residents and to those who would be served at this hospital to ensure that this facility would be safe.”**

*Alderman Brendan Reilly, Plan Commission Testimony p. 155*

**FAA did not evaluate or document the proposal's public safety risks**

**FAA acknowledged that pilots can fly wherever they choose, at whatever altitude they choose**

**FAA is not “required” to consider and did not consider:**

- **Safety of pilots deviating a few feet from proposed flight paths**
- **Wind/weather conditions along any flight path**
- **Need for designated emergency landing zones**
- **Safety records of the operators**
- **Alternative locations**

**FAA refused to comment on whether the proposal was wise**

**CMH acknowledges use of Federal funds to construct the hospital**

- **FAA's AC 150/5390-2B mandatory**

**Pilots do make poor choices**



**CMH has failed to demonstrate the safety of its proposal and there is expert evidence to the contrary**

**Community respectfully requests that IDOT deny CMH's heliport application**

**Community strongly urges Children's Memorial Hospital to use the alternative heliport location suggested by Alderman Reilly**

**CMH representatives indicated in multiple conversations with public officials that CMH would do whatever IDOT asked of it**