



Office of the Chicago City  
Clerk



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Office of the City Clerk

City Council Document Tracking Sheet

**Meeting Date:** 2/15/2012

**Sponsor(s):** Mendoza, Susana A. (Clerk)

**Type:** Ordinance

**Title:** *Correction of City Council Journal of Proceedings of  
December 14, 2011*

**Committee(s) Assignment:** Committee on Committees, Rules and Ethics

February 15, 2012

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. That the ordinance (SO2011-6698) passed by the City Council of the City of Chicago on December 14, 2011 and printed on pages 18125 through 18168 of the *Journal of the Proceedings of the City Council of the City of Chicago* is hereby corrected by striking the language which reads: "Bulk Regulations and Data Table referred to in these Plan of Development Statements reads as follows" appearing in the 12<sup>th</sup> printed line from the top of page 18144 and inserting in lieu thereof the words: "Bulk Regulations and Data Table, Heliport Review Committee Guidelines, and Heliport Safety Plan referred to in these Plan of Development Statements read as follows" ; and also, inserting on the top of page 18146 the Heliport Review Committee Guidelines and Heliport Safety Plan attached hereto as Exhibit "A".

SECTION 2. This ordinance shall take effect upon its passage.

Exhibit "A" referred to in this ordinance reads as follows:

*Exhibit "A".*

*Children's Memorial Hospital Heliport  
Review Committee Guidelines.*

To provide community review of the heliport operations for Helicopter Emergency Medical Services (HEMS) provided on the new Children's Memorial Hospital, the Hospital will establish and maintain a Heliport Review Committee.

1. The Alderman of the 42<sup>nd</sup> Ward will have full access to the work of the Children's Memorial Heliport Review Committee (HRC) and may join in any aspect of the work of the Committee.
2. Membership will include leaders of the residential and business community of the 42<sup>nd</sup> Ward with particular focus on the individuals and businesses that live near the new Hospital.
3. The Committee will be open to participation from the City of Chicago's Planning and Zoning officials and representatives of the Illinois Department of Transportation Division of Aeronautics.

4. The Committee will be modeled on the Neighborhood Advisory Committee for the Children's Memorial Lincoln Park Hospital, which has reviewed the Hospital's Lincoln Park helipad and its HEMS services for the last 20 years.
5. The Committee will meet at least quarterly each year and may meet more frequently, if circumstances require.
6. After Committee review, the work of the Committee will be reported on the Children's Memorial website and will be made available to interested parties and local community and business organizations.
7. Regular reports will be made to the Committee on the attached Heliport Safety Plan: Attachment 1.
8. Quarterly reports will be made to the Committee on the HEMS deliveries made to the Children's Memorial heliport, consistent with the attached report which has been used at the Lincoln Park hospital in compliance with the governmental confidentiality requirements -- Attachment 2.
9. Wind analysis reports from the heliport's wind recording and reporting equipment will be made available to the Committee. (Super A WOS or equivalents.)
10. Sound testing of the operation of the heliport will be conducted on a periodic basis, if it is considered appropriate.
11. Operators of the HEMS helicopters that serve the heliport and helicopter safety experts who manage the safety of operations will be available to the Committee.

[Attachments 1 and 2 referred to in these Heliport Review  
Committee Guidelines unavailable at time of printing.]

*Institutional Planned Development No .3*

*Heliport Safety Plan.*

The secure, safe and unique operation of the Emergency Medical Service heliport to be constructed on the roof top of Children's Memorial Hospital is of the highest importance to the hospital. We must protect the critically ill patients that the hospital serves, our Emergency Transport Flight Crews, our neighboring residents and businesses and our hospital and all of our patients and visitors.

There is no value in transporting critically ill or injured patients to our hospital in anything but the safest helicopters or in anything but the safest flying conditions.

To facilitate these objectives, CMH will follow the following operational criteria for its use of the heliport:

## 1. Use Limitation.

The use of the heliport will be limited as set forth in Statement 12(h) of Institutional Development No.3, as amended (2008). Statement 12(h) provides that the roof of the Children's Memorial Hospital may be used for an emergency medical helicopter heliport (the "Landing Pad") to receive patients and organs being transported under the following conditions:

- a. Helicopter transports will be used only for medical and surgical emergencies (including organ transplants) in cases where there is notification of a primary need for pediatric treatment.
- b. Helicopter transports to or from CMH will be made only during the following circumstances:
  - When patients or organs require immediate transport for surgery or medical care in an intensive care unit;
  - When the patient meets the medical criteria stated above and when travel distance is more than 40 miles away; or less than 40 miles away, but ground traffic or weather conditions would delay the transport and threaten the life of the patient.
- c. The decision to transfer a patient by air or ambulance will strictly remain a decision between the referring physician, the Transport Team, and their Medical Control.
- d. CMH will not own or operate a helicopter transport business and will not base, store, fuel or service (except in the case of a mechanical emergency) a helicopter at its Landing Pad.

## 2. Flight Restrictions.

- a. All helicopter flights will be inter hospital helicopter flights, with the exception of State or Federal regulatory flights.
- b. Flights will not be directly from accident scenes, with the exception of serious local event.
- c. All flights must be Helicopter Emergency Medical Service flights.
- d. All flights to the helipad must be regulated by Federal regulations in accordance with 14 CFR Part 135: Air Taxi & Commuter services.
- e. All helicopter pilots who fly into the heliport must be qualified by a review of Flight Safety Officers, prior to HEMS flights to the site, for flights into the site.

3. Access to the heliport is restricted to Security, Safety, the Transport Team, and Engineering. For safety reasons, no other personnel are allowed on the heliport without clearance from the Transport Team, Security, or Safety.
  - a. A security officer will accompany the Transplant Team and any other flight teams requiring access to the heliport.
  - b. All heliport activity is monitored through closed circuit TV as well as direct visualization from the heliport shelter by a security officer
4. For safety reasons, there will be no loading or unloading of patients, organs for transplant, or staff on the heliport while blades are rotating.
5. All landings, including those for organ transplant, must be reported to the Transport Team. It is the Transport Team's responsibility to track landings and report monthly.
6. Safety Inspections.
  - a. *Transport Team*
    1. Conduct and document twice monthly safety inspections of the heliport.
    2. Complete safety training annually.
  - b. *Engineering*
    1. Complete routine inspections of helipad, elevators, windsock and lights.
    2. Manage snow and ice on heliport.
  - c. *Security Services*
    1. Confirm requests for use with Transport Team
    2. Directly monitor all helicopter landings/take-offs from the helipad shelter.
    3. Escort Transport Team, Transplant Team, and visiting teams to the helipad.
7. Published heliport operations plan: Prior to the opening of the new Children's Memorial Hospital, the Hospital will submit to the City of Chicago's Department of Planning and Development its plan of regulations for the operation of the heliport, including minimum training requirements for pilots, "Go/No Go" weather conditions and diversion protocols.

In addition, the following design requirements will be followed:

1. Heliport Design Obligations:

- a. The heliport design will exceed the design requirements of the State of Illinois, Federal Aviation Administration and the City of Chicago.
- b. The structural loading design of the heliport will be a 25,000 pound capacity, which is more than double a standard 12,500 pound capacity site.
- c. The heliport will be 50 by 50 feet for the touchdown and lift off (TLOF) area and 100 by 100 feet for the final approach and take off (FA TO) area.
- d. The heliport will be located as close as is reasonably possible to the center of the new hospital building's north tower, leaving significant space around the heliport as an added safety margin.
- e. Tie-down equipment will be installed at the New Children's Memorial heliport. While no helicopter will remain at the heliport for long periods of time, tie-down equipment is an extra safety measure that will be available if the necessity arises. If the weather conditions change in the time it takes to unload a patient, the crew will be able to secure the helicopter to the landing pad.
- f. De-icing and snow melt systems will be installed on the new heliport.
- g. With the exception of emergency egress and exterior lighting of the heliport walkway, lighting for the heliport will be controlled by the helicopter pilot to minimize the impact on surrounding buildings. Other lighting can be shielded to mitigate potential light exposure to adjacent areas.

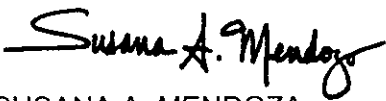
2. Wind Condition Reporting:

- a. To further enhance the level of safety for flight operations, the heliport will be equipped with an enhanced Automated Weather Observation System (AWOS) that broadcasts "real time" weather observations, wind direction, and wind velocity information for the heliport site as well as broadcasting to pilots an immediate warning in the event that there should ever be an incident of wind shear at the heliport.
- b. The system to be provided will be Super AWOS technology. The "real time" capability of this system is a significant enhancement to the safety of flight operations and a major improvement over more traditional systems.

3. The heliport is only able to accommodate ONE helicopter at a time for landing, take-off, or parking:

- a. Incoming helicopters must obtain prior landing approval in order to accommodate multiple transports.

- b. Security and the Transport Team are to be notified by the incoming flight service prior to departure from the referring facility.

  
SUSANA A. MENDOZA,  
*City Clerk.*