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MEDIA RELEASE

FOR IMMEDIATE RELEASE

April 23, 2015

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Bensenville Calls for a Return to "Fly Quiet" Operations at O'Hare

Bensenville, IL – In a recent letter and statement, the Village of Bensenville expressed its disappointment that O'Hare International Airport is no longer following their own Fly Quiet Program. The Fly Quiet Program designates four of O'Hare's eight runways as "preferential" for use between 10PM and 7AM due to their flight paths going over non-residential land uses such as forest preserves and industrial areas.

Unfortunately, the City of Chicago Department of Aviation (CDA) and the Federal Aviation Administration (FAA) no longer use two of the four Fly Quiet Runways at night, Runways 4L22R and 14R/32L, and instead utilize Runway 10C/28C, which is the closest runway to residential land uses at O'Hare. Because the Fly Quiet Program is no longer followed, Bensenville residents in the flightpath of 10C/28C can be awakened several times an hour throughout the night with planes flying just a few hundred feet above their homes.

In a letter addressed to the CDA and FAA, Village President Frank Soto and Trustee JoEllen Ridder stated that Bensenville is "imploring these organizations to follow their own Fly Quiet Program," and demanding that the CDA and FAA "use the runways that have already been designated for nighttime operations that fly over non-residential areas such as 22R and 14R, which are no longer used at night."

During the last O'Hare Noise Compatibility Commission Technical Committee meeting, the Village of Bensenville also made a statement declaring "O'Hare neighbors and stakeholders should have been advised when the Fly Quiet Program was no longer in use – we deserve an explanation rather than a unilateral decision to cease such an important and long-standing program."

This Village is still waiting on a response from all the organizations contacted.

[The March 23, 2015 letter and March 24, 2015 statement are enclosed with this release]

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About Bensenville: Bensenville, Illinois is a friendly village of more than 18,000 residents that provides exceptional benefits whether you live here, work here or play here. In 2011 Bensenville was named the #2 "Best Place to Raise Kids" in Illinois by MSN Real Estate & Bloomberg BusinessWeek. Bensenville is conveniently located just 20 miles west of downtown Chicago in DuPage County, adjacent to O'Hare International Airport, surrounded by major expressways, and boasts several public transportation options including a Metra train station. Residents enjoy a thriving Downtown and commercial corridors with a variety of shopping and dining options, and beautiful parks such as the Redmond Recreational Complex featuring The Edge Ice Arenas. Our over 1,000-acre Northern Business District includes many top companies. In addition, Bensenville is home to Robert Morris University, White Pines Golf Course, Fenton High School, an outstanding public library, water park with new splash pad and two newly constructed elementary schools. With plenty to offer both families and businesses, Bensenville really is the "Gateway to Opportunity". Please visit our website at www.bensenville.il.us.



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March 23, 2015

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Michael Boland
First Deputy Commissioner
Department of Aviation
City of Chicago
10000 W. O'Hare Avenue
Chicago, IL 60666

Dear Mr. Cooper and Mr. Boland:

We are writing to express the frustration and fatigue felt by Bensenville residents living directly under the flightpath of Runway 10 Center/28 Center. The barrage of flights past the midnight hour and beginning again around 3AM over the past few weeks have brought these residents to the brink of exhaustion. This is a plea for change; these residents cannot handle many more sleepless nights underneath a runway that is supposed to be protected from overnight noise by O'Hare's Fly Quiet Program.

As you know, the Fly Quiet Program designates four of O'Hare's eight runways as "preferential" for use between 10PM and 7AM. The Program states that "these preferred routes are intended to direct aircraft over less-populated areas, such as forest preserves, highways, as well as commercial and industrial areas." Of course Runway 10C/28C is not designated as preferred for nighttime use because it is the single closest runway at O'Hare to residential homes, a mere 3,543 feet. At this distance, arrival planes are only a few hundred feet above these residences.

While Runway 10C/28C is not a preferential nighttime runway, it is used with an alarmingly high frequency at night. Over the past year, Runway 10C/28C made up as many as 15% of nighttime arrivals and 7% of nighttime departures in a given month. There is no substantial difference in the usage of Runway 10C/28C at nighttime compared with daytime hours, which is in stark contrast to the intent of your Fly Quiet Program. Some months there has been an average of 23 arrivals and eight departures per evening on Runway 10C/28C; from our residents perspective that represents an average of 2.5 nighttime awakenings per hour.

Bensenville is not asking for special treatment; we are merely imploring you to follow your own Fly Quiet Program. Use runways that you have already designated for nighttime operations that fly over non-residential areas such as 22R and 14R, which are no longer used at night. We look forward to your cooperation and an expedited response to our request.

Sincerely,

Frank Soto
Village President

JoEllen Ridder
Village Trustee/ONCC Member

Cc: Congressman Mike Quigley and Congresswoman Tammy Duckworth
State Senator Don Harmon and State Representative Kathleen Willis

**Statement of Dan Di Santo, Assistant Village Manager, Village of Bensenville
ONCC Technical Committee
March 24, 2015**

My name is Dan Di Santo and I am the Assistant Village Manager in the Village of Bensenville. On behalf of the Village of Bensenville I want to express our continued disappointment that the City of Chicago Fly Quiet Program is no longer followed. Originally created through the 1989 Part 150 Study, the Fly Quiet Program designates four of O'Hare's eight runways as "preferential" for use between 10PM and 7AM. These preferential runways were selected because they direct air traffic over non-residential areas such as forest preserves, highways, and commercial areas.

Runway 10C/28C is not a designated Fly Quiet runway because it is the closest approach runway to residential property at O'Hare. However, Runway 10C/28C is used virtually the same percentage of time at night as it is during the day – this is unacceptable. In contrast, Fly Quiet Runways 4L/22R and 14R/32L are no longer used at night. Because the Fly Quiet Program is no longer followed, Bensenville residents in the flightpath of 10C/28C can be awakened several times an hour throughout the night with planes landing just a few hundred feet above their homes.

We are not asking for special treatment. We are asking that the Fly Quiet Program already in place is followed. We have heard that Runways 4L/22R and 14R/32L are no longer used at night for safety reasons. If the City and the FAA will not follow their own Fly Quiet Program, will a new Fly Quiet Program be drafted? Will the criteria for selecting Fly Quiet Runways be the same – that is using runways with the least impact on residential areas? Will the process of drafting a new Fly Quiet Program be open and inclusive of all stakeholders like the process required in a Part 150 Study? Likewise, O'Hare neighbors and stakeholders should have been advised when the Fly Quiet Program was no longer in use – we deserve an explanation rather than a unilateral decision to cease such an important and long-standing program.

We would appreciate timely responses to these concerns and questions. Thank you.