

Community District Education Council District 26
Address: 61-15 Oceania St, Bayside, New York 11364
Tel: 718.631.6927 **FAX:** 718.631.6996 **Email:** central/cec26@nycboe.net

MINUTES FROM BUSINESS /CALENDER/ PUBLIC MEETINGS

Date: Wednesday, October 30, 2013

Time: Business Meeting - 7:00 P.M. - Calendar/Public Meeting -TO FOLLOW

Location: MS 67 – 51-60 Marathon Pkwy, Little Neck, NY – Room B44A

The meeting of the Community District Education Council of District 26 (CDEC26) was called to order by Ricky Chan, 1st Vice President at 7:05 p.m.

Roll Call - Jaime Alvarez-Isasi, Leslie Rubenstein, Alan Ong (Borough Appointee), Ricky Chan & Anastasio Politidis

Excused – Jaya Patil, Jeannette Segal, Susan Shiroma (Borough Appointee), Lucy Vieco

Also present: Lori Stein-Butera, District Family Advocate & Anita Saunders, Community Superintendent

1. **Minutes** – tabled – NO QUORM
2. 1st Vice President Report – Ricky Chan
 - a. Spoke about the Martin Van Buren meeting which took place on October 23rd at MVB. He informed the attendees that Jeannette Segal & Susan Shiroma were attending the PEP meeting in which MVB would be voted on regarding co-location. He also informed the attendees that most people are not in favor of this move.
Lori Butera stated that three buses from the UFT were attending this meeting also.
 - b. Articles – NYT had an article regarding the Pathways in Technology (P-Tech) Program that Obama attended in Brooklyn and feels that his visit may impact the decision making of this co-location move. After attending P-tech, Obama & DeBlasio went to Junior’s for cheesecake.
 - c. Article on the NYS Education regarding on the scaling back on testing.

Teaching is the core of our work. The goal is not to create more tests or more teaching to the tests. In order to begin to address concerns about testing that is not needed and rote test prep, this past Monday (October 21), **the Board of Regents discussed a comprehensive initiative to keep the focus on teaching in New York State schools.** That initiative includes the following:

- Eliminate Double-Testing in Grade 8. Currently, eighth grade students who take accelerated math are required by the US Education Department (USED) to take both the Regents Exam in Algebra and the Grade 8 Mathematics exam. Thanks to SED’s advocacy, USED is now willing to consider allowing these eighth graders to take only the Regents Exam. The Board has authorized me to send USED a proposal to amend the New York ESEA (Elementary and Secondary Education Act) waiver to reflect this change.
- Offer smarter testing options. As part of New York’s next waiver request to the USED, SED is exploring offering Native Language Arts tests for English language learners. And we are preparing a request to allow students with severe disabilities who are not eligible for the alternate tests to be tested based on instructional level rather than chronological age. We are exploring options to reward districts when students demonstrate proficiency on both traditional Regents Exams and an optional high quality Career and Technical Education (CTE) assessment. We are also looking at future funding options to allow us to eliminate field testing for multiple-choice test questions and reduce the time necessary for field tests of constructed response questions.
- Offer grants to help districts reduce local standardized testing. Using Race to the Top funding, SED will offer grants to local school districts to support the principle that “Teaching is the Core.” Grant recipients would commit to review all local assessment practices to ensure that all local tests help inform instruction and improve student learning. And grant recipients would receive funding to support high quality Common Core instruction and classroom activities that support evidence-based decision making (including multi-disciplinary projects, research papers, oral presentations & etc.

Anita Saunders informed the attendees that the tests were too long and stressful. Students will get regents credit for algebra & science but no course credit.

Anita stated that Commissioner King sent out a letter regarding Early childhood testing.

Ricky stated that the State is in the right direction and proposals will take a couple of months.

3. **Budget Review** – tabled

4. **Old/New Business**

School Visit

1. Alan Ong & Jaya Patil – school visit to MS 74 & MS 216 – both schools had issues regarding traffic (pick up and drop off).

Anita Saunders informed the council sometimes things have to happen before something is done.

PS 162 just received a sign to reduce speed & a crossing guard was just put on Oceania & the Horace Harding.

Anita spoke about parent volunteers who open the car doors to get the children and some parents are very nasty. Parents don't seem to realize that it endangers the children when they double park.

Mr. Slivko (MS 172) spoke on traffic issues and stated he had informed the DOT several times and it took them 9 years to get a Stop Sign. Mr. Slivko stated that parents and students must be educated.

Some schools streets were made one-way but this must go through the Community Board.

Anastasio stated that they must come up with a solution to work for all schools. Feels that the count-down stop sign is better and the flashing speed signs are warranted.

Comments

- a. Parents are the problem - Go to precinct & civic associations to complain – Reach out to your legislators – Awareness is needed

Motion to adjourn Business meeting by Alan Ong and seconded by Anastasio Politidis. Council voted unanimously to adjourn.

CALENDAR/PUBLIC MEETING

Roll Call - Jaime Alvarez-Isasi, Leslie Rubenstein, Alan Ong (Borough Appointee), Ricky Chan & Anastasio Politidis

Excused – Jaya Patil, Jeannette Segal, Susan Shiroma (Borough Appointee), Lucy Vieco

Also present: Lori Stein-Butera, District Family Advocate & Anita Saunders, Community Superintendent

2. Resolution to Increase Administrative Assistant's Salary – tabled – no quorum
3. Superintendent's Report – Anita Saunders
- Welcome
 - Martin Van Buren Community Meeting – Update – October 23, 2013
Panel for Educational Policy – October 30, 2013
 - Parent Workshop –
 - CCLS – ELA, October 28, 2013 – PS 41 (100 people attended)
 - CCLS – Math, November 7, 2013 – MS 74
 - PPO – Principal Performance Observation –
PS 98, 159, 178, 115, 26, 133, 213, 205
 - Quality Review
 - PS 18 – October 23-24
 - MS 172 – November 12-13

PS/IS 266 – November 25-26

MS 74 – December 11-12

Will be assigned new schools in January

- CSA – AP funding for additional schools?
- New Assistant Principal – PS 115 – Gregory Filippi
- Reward School – PS 203
- MS 74 was on Channel 4 the Today Show (Sept. 20th) – they received the School Wellness Council (SWC) grant for promoting physical activity to a national audience.

Quote:

“The achievements of an organization are the results of this combined effort of each individual.”

Vince Lombardi, Pro Football Coach

Hall of Fame

Question – what is there a policy when a child is out? What is the protocol?

Parents get a call back that day

Mr. Slivko stated that he has “school messenger” on all levels. Anita stated that most students walk with another student.

Anita stated that there is no regulation but there is a policy that is sent out. Information given to parents in packets in September and meetings are held giving out information which is either sent out or given out.

Lori Butera – District Family Advocate

Workshops – Winter Crafts (parents and children) scheduled December 14th

Raising Lifelong Learners (calling all dads) scheduled January 14, 2014

Common Core Learning standards for Math for grades K-8 scheduled for Nov. 7th.

Anita informed the audience that parents were given sample math problems to work out and ½ of them got the answer wrong. Anita stated that children must read very carefully.

Workshop – Developing Your Speaking Voice – had previous sessions on Oct. 23rd & October 29th

Will add on four (4) more sessions since parents were so inspired.

Anita stated that children are speaking more publicly.

Lori will have the children and the parents come to a session together.

Ricky introduced the Guest Speaker – Bob Whitehair – Queens Quiet Skies (presentation attached)

Spoke about the airplanes flying over at low altitudes and the increase noise monitors.

Outlined:

Discuss how satellite navigation has SIGNIFICANTLY CHANGED the precision of aircraft flights = more noise in New York.

- Review two FAA programs – NextGen and Airspace Redesign, poorly handled by FAA, with drastic impacts on the entire NYC and Long Island area.
- Demonstrate noise reduction at other United States airports.
- Address CATEGORICAL EXCLUSIONS and the FAA’s inappropriate use here.

- What must we all do?

Key Players

Federal Aviation Administration (FAA) – a branch of the U.S. Department of Transportation; establishes flight procedures; controls flights based on recommendations.

- The Port Authority of New York and New Jersey (The Port) – operates six area airports, including LGA and JFK, pays several hundred million dollars a year to the City of New York, for the LGA and JFK leases.

- The Airlines – sub-lease space from the Port to operate from JFK and LGA, have immense operations centers that are in constant communications with the FAA, and the Port.

Radio Technical Commission for Aeronautics (RTCA) – non-profit advocacy group, established in 1935,

- Funded by the FAA, the airlines, and the aviation industry, with one lone representative for you and me.

- Reviews proposed operating standards, reviews other proposed policy changes.

- NextGen Advisory Committee (NAC) –

- Subcommittee of the RTCA.

- Provides recommendations to the FAA, regarding implementation of NextGen.

The State of New York – one part of the Port Authority, along with the State of New Jersey

- The State of New York Legislature – recently adopted a bill requiring the Port to do a Part 150 Study for LGA, JFK, and EWR

- The State of New Jersey – second part of the Port, currently considering Part 150 legislation.

- Elected Officials from New York and New Jersey – the people who can make changes.

- YOU – the ones who can demand changes.

Key Words

Satellite Navigation – GPS based navigation

- Flight procedures – written procedures for airplane and departure procedures, based on satellite navigation, and often published in the Federal Register.

- Next Generation Air Transportation System (NextGen) – rewriting of all flight procedures across the country, based on satellite navigation.

NY Area 2007 Airspace Redesign

Airspace Redesign = reduce delays by rearranging flight procedures.

- We were told that airspace redesign would not have major effects and, not impact our environment; this obviously is not the case.

- Airspace Redesign in later stages for the five NY Metro area airports (LGA, JFK, EWR, TEB, PHL).

- Limited environmental studies at that time DID NOT consider impacts of NextGen, nor were noise solutions provided.

NextGen Impact on New York City

NextGen: Aircraft Flights Becoming Very Concentrated

There now will be more “lanes in the sky” because GPS satellite based systems will demand precision.

- Not just images on a screen – the on-board computer known as the Flight Management System or FMS – flies the aircraft; Pilots are becoming computer operators more than ever – per the direction of their airline.
- Leading to less variation caused by wind, age of aircraft, weight of aircraft, pilot competency.
- Creates concentration of flights and noise in narrow path, allowing **MORE FLIGHTS!**

NOISE MONITORS

Noise Monitors – Other Airports

Chicago O’Hare:	30 permanent noise monitors
LAX:	40 permanent noise monitors
San Diego SAN:	20 permanent noise monitors
Boston Logan:	27 permanent noise monitors
SFO:	29 permanent noise monitors
LaGuardia:	2 permanent noise monitors (and 2 portable noise monitors)
JFK:	6 permanent noise monitors (and 4 portable noise monitors)

Airport Community Roundtables

Airport	FAA Membership?	Meeting Frequency	Operating Agreement	Voice in Decisions?
San Francisco, CA	Yes	Bi-Monthly	MOU	Yes
Los Angeles, CA	Yes	Bi-monthly	By-laws	Yes
Chicago O’Hare, IL	Yes	Bi-monthly	City of Chicago	Yes
Denver Area, CO	Yes	Bi-monthly	MOU & Charter from Airports	Yes
Oakland, CA	Yes	Twice Yearly	MOU & Charter from Airport	Yes
Louisville, KY	Yes	Bi-Monthly	Charter from Airport	Yes
Portland, OR	Yes	Monthly	Charter from Airport	Yes
Teterboro, NJ	Yes	Quarterly	Charter from Port Authority	Yes
San Diego, CA	Yes	Bi-monthly	Charter from Airport	Yes

Community Aviation Roundtables

The airports, the community, the airlines, and the FAA address noise issues over a very wide geographical area where there are many airports.

•**ALL** make a **PUBLIC POLITICAL COMMITMENT** in response to airplane noise problems; address issues early and often.

•Achieve noise mitigation through a cooperative sharing of authority by the airline industry, FAA, Airport management, and local elected officials. **FAA COMMITMENT IS ESSENTIAL!!**

- Directed, dedicated single focus staff, and an aviation consultant working on behalf of the Roundtable, not just the FAA or the Airport.

- Work under very specific **OPERATING AGREEMENTS AND MOUs** negotiated with all the stakeholders, with specific work product **DELIVERABLES**.

OBJECTIVES OF QUEENS QUIET SKIES

Increase the number of noise monitors at LGA, EWR, and JFK. NY City is far below the U.S. norm!!

- Implement a formal, standing, Aviation Community Roundtable for ALL OF QUEENS, with all decisions makers at the same table, mutually agreeing on outcomes. Effective Roundtables operate across the United States!!**

- Require that a “Part 150” Airport Noise Compatibility Study be performed by the Port Authority. New York area airports are the only ones without such studies!!**

- Have the FAA provide a full Environmental Impact Study of ALL flight changes. The FAA must stop using Categorical Exclusions for flight changes!!**

Improvements Delivered by CNAC

The need for new RNAVs originated as part of the Part 150 Noise Study in 2006, and were subsequently developed with community and aircraft operator input.

- FAA solicited input from airline users and the airport. The airport solicited input from community.

- Having the community, the airport, airport users (pilots) and air traffic control all at the table ensured everyone’s interests were understood and allowed consensus and compromise.

- The new RNAV procedures included these procedures for the two parallel air carrier runways:

- CASCADE ONE
- HRMNS THREE
- LAVAA FIVE
- MINNE FOUR
- WHAMMY THREE

PART 150 STUDIES

- Airport Noise and Land Use Compatibility – Part 150 CFR

- Measure noise to prepare accurate Noise Exposure Maps

- Determine exposure of individuals to airplane noise

- Provide for reduction in airplane noise

- Number of Airports across the Country participating (almost all voluntarily): **256**

- Number of New York Area Airports participating: **0**

- Federal Funds spent in the United States for noise reduction: **\$9.1 Billion**

- Federal Funds spent in the New York area for noise reduction:

KEY ENVIRONMENTAL CONCEPTS

National Environmental Policy Act (NEPA)

- What is some of the key language in NEPS?
- Categorical Exclusion – the easiest way for the FAA to put something in place – with dire consequences for all of us.
- What is “Cumulative Impact” and why do we care?

National Environmental Policy Act (NEPA)

Adopted in 1969

- Ensures that a federal agency obtains and considers information about environmental impacts;
- Guarantees that the information is available to wider public.
- Procedural not substantive (Robertson v. Methow Valley (1989))
- The assumption is that this information will be “action forcing”

NEPA Policy

it is the continuing policy of the Federal Government . . . to use all practicable means and measures. . . to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans.

NEPA Key Language

“major Federal actions significantly affecting the quality of the human environment”

- Is it major?
- Is it a Federal action?
- Does it significantly affect the quality of the human environment?

NEPA CatEx Definitions

“...categories of actions that normally do not individually or cumulatively have significant adverse effects on the human environment and which have been found [by the federal agency] to have no such effect.”

In categorically excluding an action, the agency meets its NEPA responsibilities

What is an Extraordinary Circumstance?

Extraordinary Circumstance	Annotated description	Cite From FAA Order 1050.1E
Cumulative impacts.	An action likely to cumulatively cause significant impacts.	304k.

4“Dividing” would occur if a proposed action causes or requires purchasing homes and relocating their occupants on one side of a street, while the portion of the establishment or planned community on the other side of the street remains. An example is a neighborhood remnant that would lack the “neighborhood spirit” or “cohesiveness discussed below in “disruption.”

5“Disruption” would occur if a proposed action would change an existing or planned community so drastically that the community would no longer meet planning criteria used to establish the community. Disruption would also occur if the action would drastically reduce community cohesiveness. Cohesiveness is a trait found most often in long-established communities. It is often ethnically, culturally or racially based. An example of community cohesiveness is often found where residents feel comfortable due to the community’s unique amenities. A project disrupts this cohesiveness when it requires relocating many residents of these neighborhoods, or it causes loss of community facilities.

Extraordinary Circumstance	Annotated description	Cite From FAA Order 1050.1E
Highly controversial action	See paragraph 9.i for more information on controversy.	304i.
Noise	Noise impact on noise-sensitive areas. See paragraph 9.n for information on noise sensitive areas.	304.f.

What is a Cumulative Impact?

CEQ Reg. 40 C.F.R. 1508.7: the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of the agency, Federal or non-Federal, undertaking such actions. **Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time.**

What Is “Highly Controversial”?

ORDER 5050.4B(i): The term controversial means that a substantial dispute exists concerning the size, nature, or effect of a proposed Federal action. **Effects are considered highly controversial when reasonable disagreement exists over a project’s risks of causing environmental harm. Opposition on environmental grounds by a Federal, State, or local government agency or by a Tribe or by a substantial number of people the action would affect should be considered in determining whether reasonable disagreement regarding a proposed actions environmental effects exists.**

FAA Growth Projections

Cumulatively, air traffic growth for U.S. carriers—measured by revenue passenger miles—is expected to rise by more than 90 percent in the next 20 years.

- Over the next 20 years, large airports will continue to grow faster than their smaller counterparts in the United States.

from FAA Aerospace Forecast Fiscal Years 2012-2032

FAA Modernization Act of 2012

Section 213(c) COORDINATED AND EXPEDITED REVIEW.—

(1) IN GENERAL.—Navigation performance and area navigation procedures developed, certified, published, or implemented under this section **shall be presumed to be covered by a categorical exclusion** . . . unless the Administrator determines that extraordinary circumstances exist with respect to the procedure.

(2) NEXTGEN PROCEDURES.—Any navigation performance or other performance based navigation procedure developed, certified, published, or implemented that, in the determination of the Administrator, would result in **measurable reductions in fuel consumption, carbon dioxide emissions, and noise**, on a per flight basis, as compared to aircraft operations that follow existing instrument flight rules procedures in the same airspace, shall be presumed to have no significant affect on the quality of the human environment and the Administrator shall issue and file a categorical exclusion for the new procedure.

Section 208: NEXTGEN Office has the duty of:

“establishing specific quantitative goals for the safety, capacity, efficiency, performance, and environmental impacts of each phase of Next Generation Air Transportation System planning and development activities and measuring actual operational experience against those goals, **taking into account noise pollution reduction concerns of affected communities** to the extent practicable in establishing the environmental goals.”

SUMMARY

Increase the number of noise monitors at LGA, EWR, and JFK. DEMAND MORE NOISE MONITORS!!

•Implement a formal, standing, Aviation Community Roundtable for ALL OF QUEENS, with all decisions makers at the same table, mutually agreeing on outcomes. ASK YOUR ELECTEDS TO GET BEHIND AND JOIN THE NY/NJ ROUNDTABLES!!

•Require that a “Part 150” Airport Noise Compatibility Study be performed by the Port Authority. ASK THE GOVERNOR TO SIGN THE BILL!!

•Have the FAA provide a full Environmental Impact Study of ALL flight changes. DEMAND FULL ENVIRONMENTAL REVIEW OF FLIGHT CHANGES!!

Q & A

Have there been any study regarding air pollution when planes fly over?

Study not good

What is the alternative?

Not a easy solution – must be changes in the way flight patterns are set up – there must be studies.

Are they flying lower?

YES – fuel efficiency

Why can't they use Whitestone?

Too close

Can civic associations get involved or pay for studies?

This is the Part 150 study which involves health studies (noise causes behavioral problems)

**The study must be done through local study and funded by the FAA & the airport.
2012 Congress law – FAA can change flight procedure**

Do they dump fuel?

NO

**FAA looking to soundproof schools (windows – roofing – new A/C's)
Bob informed the attendees that the Community must get involved.**

Ricky thanked Mr. Whitehair (Queens Quiet Skies) for coming out and presenting.

Motion to adjourn Public meeting by Anastasio Politidis and seconded by Alan Ong. Council voted unanimously to adjourn.

Minutes submitted by Marian Mason