GENESIS FLIGHT COLLEGE

Fly Genesis Inc. o/a Genesis Flight College

Noise Abatement Policy

Collingwood Regional Airport (CNY3) — Flight Training Operations

Policy Owner	Chief Flight Instructor	**Effective Date**	July 20, 2026
Applies To	All GFC Flight Training Operations	**Review Cycle**	Annually / as required
Version	2.0	**Approved By**	Peter Ross

1. Purpose

Genesis Flight College (GFC) operates a fleet of Diamond DA20, DA40, and DA42 training aircraft from Collingwood Regional Airport (CNY3) in Clearview Township, Ontario. Flight training generates repetitive, concentrated aircraft movements — particularly circuit training at the airport (practicing take off and landing), air exercises at altitude such as steep turns and stall recovery, and the lower altitude air exercise of forced approach (engine failure scenario). Flight training activities can affect nearby residential, recreational, and tourism areas including the Town of Collingwood, Wasaga Beach, and the Blue Mountain resort area, as well as many smaller communities such as Feversham and Hillsdale.

This policy establishes GFC's voluntary noise abatement procedures for all training flights, with the specific goal of minimizing noise complaints from neighbouring communities. Its purpose is to reduce the noise and disturbance impact of flight training — including circuit training and simulated engine failure exercises — while maintaining full compliance with the Canadian Aviation Regulations (CARs) and without compromising flight safety.

Safety always takes precedence over noise abatement. No procedure in this policy shall be interpreted as requiring a pilot, instructor, or student to deviate from safe operating practice, ATC instructions, or the CARs.

2. Scope

This policy applies to all GFC flight training activity conducted from or through CNY3, including:

- Dual and solo circuit (traffic pattern) training, including touch-and-goes and stop-and-goes
- Local training area flights, including air work, upper air exercises, and practice forced approaches (simulated engine failures)
- Multi-engine training, including simulated asymmetric power exercises

- Cross-country training flights departing from or arriving at CNY3
- All GFC-affiliated instructors, students, and rental pilots operating GFC aircraft

This policy excludes flights conducted under the supervision of a Transport Canada Flight Test Examiner.

As CNY3 does not currently publish airport-specific noise abatement procedures, this policy represents GFC's own good-neighbour operating standard and does not supersede any future noise procedures issued by Collingwood Regional Airport or NAV CANADA.

3. Airport & Operating Environment

CNY3 is an uncontrolled aerodrome with a single runway, 13/31 (5,000 ft x 100 ft). The airport is situated on Sixth Line in Clearview Township, south of the Town of Collingwood, and within proximity of Wasaga Beach and the Blue Mountain resort areas. These surrounding areas are noise-sensitive due to their residential and tourism character, and are the source of most historical and anticipated noise concerns related to GFC training flights.

Because CNY3 has only one runway, all traffic uses the same runway alignment. Instructors and students must be aware of which communities lie under the extended centreline and circuit pattern for the runway in use on a given day and adjust circuit positioning accordingly, within the limits of safe, standard circuit procedure.

4. General Principles

1. Safety first. Noise abatement considerations never override safe aircraft operation, checklist discipline, or ATC/UNICOM instructions.
2. Fly published circuit procedures. Use standard CNY3 circuit altitude and pattern width; do not fly wider, lower, or tighter patterns for noise purposes if doing so compromises safety or traffic separation.
3. Minimum altitudes. Pilots are responsible for operating according to CARs 602.14 for minimum altitude requirements. The general rule is not less than 1,000 ft above the highest obstacle within 2,000 ft over built-up areas, and not less than 500 ft AGL over other areas, and not closer than 500 ft to any person, vessel, vehicle, or structure, except during takeoff, approach, and landing (see appendix for illustration). Genesis' policy is to conform to the guidance of CARs 602.14 whenever possible, however, according to CARs 602.15, flight training is an exception to the minimum altitudes.
4. Avoid unnecessary low-level manoeuvring over towns and community areas. Plan training flights, and travel to/from practice areas, to avoid repeated low passes over these communities where a safe alternative exists.
5. Be aware of how power and configuration changes affect noise. Avoid sudden power changes (i.e. forced approach recovery) in populated areas. Avoid prolonged low-altitude, high-power operation over noise-sensitive areas.

6. Spread out, don't concentrate. Vary routing, practice locations, and timing where the syllabus allows, so that no single neighbourhood or property is repeatedly overflown by training flights.
7. Extra caution on weekends and holidays. Give added weight to noise-sensitive scheduling on weekends, statutory holidays, and other times when the surrounding community is more likely to be at home or outdoors.

5. Circuit / Traffic Pattern Training Procedures

- Fly the standard CNY3 circuit altitude and pattern; do not extend downwind or widen base legs over residential areas unless required for safety or traffic sequencing.
- Turn crosswind and base at the appropriate point in the circuit rather than delaying turns over built-up areas.
- On departure, climb at the aircraft's best rate consistent with safe operation to reach circuit altitude promptly, reducing time spent at low altitude over the surrounding area.
- Instructors should brief students on noise-sensitive segments of the local circuit as part of the pre-solo and circuit training syllabus.
- Where practical, avoid scheduling multiple aircraft into extended, back-to-back circuit sessions that concentrate noise over a long, uninterrupted period; stagger circuit training across the day where the training schedule allows.

6. Local Training Area and Cross-Country Routing

- Transit to and from the local training area using the routing briefed by the Chief Flight Instructor, selected to minimize overflight of communities at low altitude.
- Conduct air work, stalls, and steep turns at or above briefed minimum altitudes, well clear of built-up and resort areas. When possible, air work should be conducted at or above 5000’.
- Cross-country training flights should plan climb and descent profiles to minimize sustained low-altitude flight over noise-sensitive communities.
- Instructors should rotate which sector(s) of the local training area are used for repetitive air work across a training day, rather than concentrating exercises over the same stretch of countryside near populated areas.

7. Practice Forced Approaches (Simulated Engine Failures)

Practice forced approaches (PFAs) are one of the most noise and disturbance sensitive exercises in the training syllabus: they involve a low altitude, low-power descent toward the ground, often followed by an overshoot or go-around involving a sudden idle-to-climb-power change. Poorly sited PFAs are a leading source of neighbour noise and safety-concern complaints for flight training operations, and are subject to the following requirements at GFC:

1. Site selection. PFAs must be set up over open farmland or other unpopulated terrain within the designated local training area, and never established toward a residence, occupied building, road with traffic, livestock, or people on the ground.
2. Stay clear of built-up and areas. Do not commence a PFA setup over or in the immediate vicinity of a built-up area. Conduct these exercises only within the rural practice sectors identified in the local training area briefing.
3. Vary the site. Do not repeatedly use the same field or location for PFA practice on consecutive flights or training days. Instructors should rotate practice sites across the designated rural sectors to avoid concentrating noise and low-altitude overflight over any single property or neighbourhood.
4. Limit repetition per flight. Do not conduct more than a small number of consecutive PFAs over the same practice area within a single training flight; move to a different sector if further repetitions are required.
5. Overshoot discipline. Initiate the overshoot/go-around in accordance with GFC's published minimum PFA altitude for the aircraft type, and apply only the power required to safely overshoot — avoid prolonged low-altitude, high-power flight once the exercise is complete.
6. Pre-exercise briefing. Instructors must brief students, before every PFA, to select or confirm a landing field that is clear of buildings, livestock, and people, consistent with safe forced-approach technique and this policy.
7. Circuit-area engine failures. Simulated engine failures conducted close to the airport as part of circuit training (e.g., EFATO practice) are governed by Section 5 and are not subject to the rural-siting requirement above, since proximity to the runway is inherent to that exercise.

The Chief Flight Instructor is responsible for maintaining and periodically updating the list of approved PFA practice sectors, taking into account any noise complaints received.

8. Student and Instructor Responsibilities

- All GFC flight instructors are responsible for briefing students on this policy prior to first solo and again prior to first multi-engine, PFA, or cross-country solo flight.
- Students and rental pilots are responsible for applying these procedures on every flight, whether dual or solo.
- The Chief Flight Instructor is responsible for reviewing circuit routing, local training area sector use, and PFA site selection periodically, and updating guidance if noise complaints or airport direction indicate a need for change.

9. Proactive Community Relations

In addition to in-flight procedures, GFC will take the following steps to reduce the likelihood of noise complaints and to respond constructively when they occur:

- Maintain a current, published point of contact (phone/email) for community noise inquiries and complaints, separate from general admissions or booking inquiries.
- Log the date, time, approximate location, and nature of every noise concern raised, whether received directly or through airport management, to identify recurring "hotspots."
- Use complaint hotspot data to adjust circuit spacing, local training area sector use, and PFA site rotation.
- Avoid, where practical, stacking multiple GFC aircraft into the circuit or the same local training area sector at the same time, to reduce cumulative noise impact.

10. Noise Complaint Procedure

GFC takes community noise concerns seriously. Any noise complaint received relating to GFC training flights will be handled as follows:

1. The complaint is logged by GFC administration, including date, time, approximate location, and nature of the concern.
2. The Chief Flight Instructor cross-references the complaint against the training schedule to identify the aircraft, flight, and exercise involved (e.g., circuit training, PFA, multi-engine work), where possible.
3. The instructor and/or student involved is debriefed and, where a procedural improvement is identified, guidance on routing, site selection, or timing is updated accordingly.
4. A response is provided to the complainant, where contact information is available, summarizing the review and any resulting action.
5. Repeated or unresolved complaints, or an emerging hotspot pattern, are reported to Genesis's President, factored into the community relations measures, and reviewed at the next scheduled policy review.

Noise concerns related to GFC training flights may be directed to Genesis Flight College at community@flygenesis.ca, or to call directly at 705-300-1469.

11. Non-Compliance

Failure to follow this policy, where it does not involve a safety-of-flight conflict, will be addressed through instructor debrief and additional training as necessary. Repeated or deliberate disregard for noise abatement procedures — including PFA site selection and rotation requirements — may be addressed under GFC's standard student and instructor conduct procedures, up to and including suspension of training privileges.

12. Policy Review

This policy will be reviewed at least annually by the Chief Flight Instructor, and sooner if prompted by a change in CNY3 airport procedures, a pattern of community complaints, or a change in GFC's training fleet or syllabus. Revisions will be version-controlled and communicated to all active instructors and students.

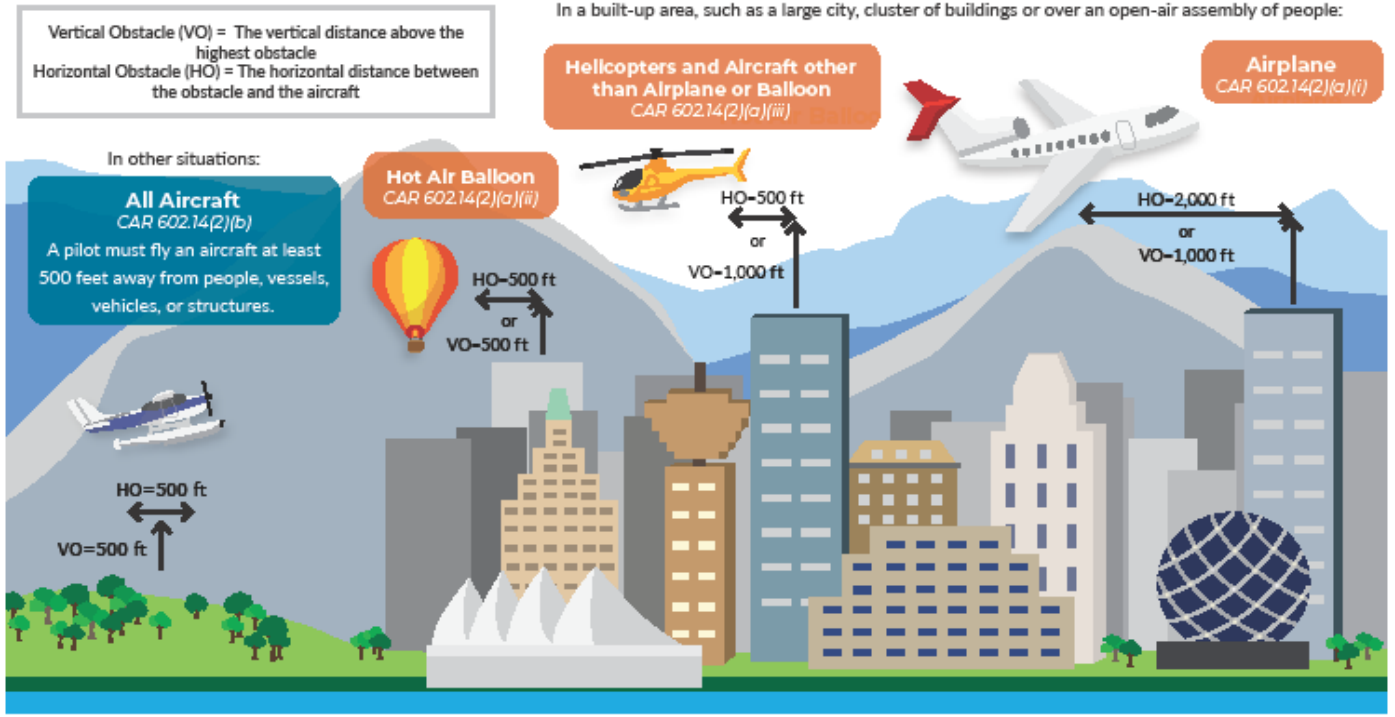
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CANADIAN AVIATION REGULATIONS

AIRCRAFT MINIMUM ALTITUDES AND DISTANCES

Pilots are responsible for operating airplanes, hot air balloons or helicopters according to Canadian Aviation Regulations (CARs). Pilots may be allowed to fly aircraft at low altitudes for certain reasons, such as search and rescue operations, fixing infrastructure (like power lines), flight training, or for special events (like airshows). Other regulations apply for aircraft taking off, on approach, landing or the operation of drones (RPAS). Unless described below, an aircraft may fly lower than 500 feet from the ground in areas away from people, vessels, vehicles or structures.

Vertical Obstacle (VO) = The vertical distance above the highest obstacle
Horizontal Obstacle (HO) = The horizontal distance between the obstacle and the aircraft



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