

Smiths Falls Flying Club (SFFC)

Restricted Canada Air Pilot (RCAP) Approach Training

The two instrument approaches at Smiths Falls (CYSH – RNAV 24 and RNAV 06) are published in the RCAP because they do not meet the standard instrument approach criteria for obstacles required by Transport Canada to be included in the Canada Air Pilot (CAP). They do not meet obstacle requirements because of trees that are too high on the approach path.

Nav Canada publishes these approaches in RCAP and provides the following note titled RNAV (GNSS) RWY 06 OPS SPEC:

RESTRICTED CANADA AIR PILOT
This aeronautical information/data is published for OPS SPEC use only

CYSH-IAP-3B
SMITHS FALLS-MONTAGUE (RUSS BEACH), ON
CYSH

RNAV (GNSS) RWY 06 OPS SPEC

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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RESTRICTED

This training is mandatory prior to any SFFC member flying these approaches in IMC (instrument meteorological conditions – below 1000 ft ceiling or 3 SM visibility) using SFFC

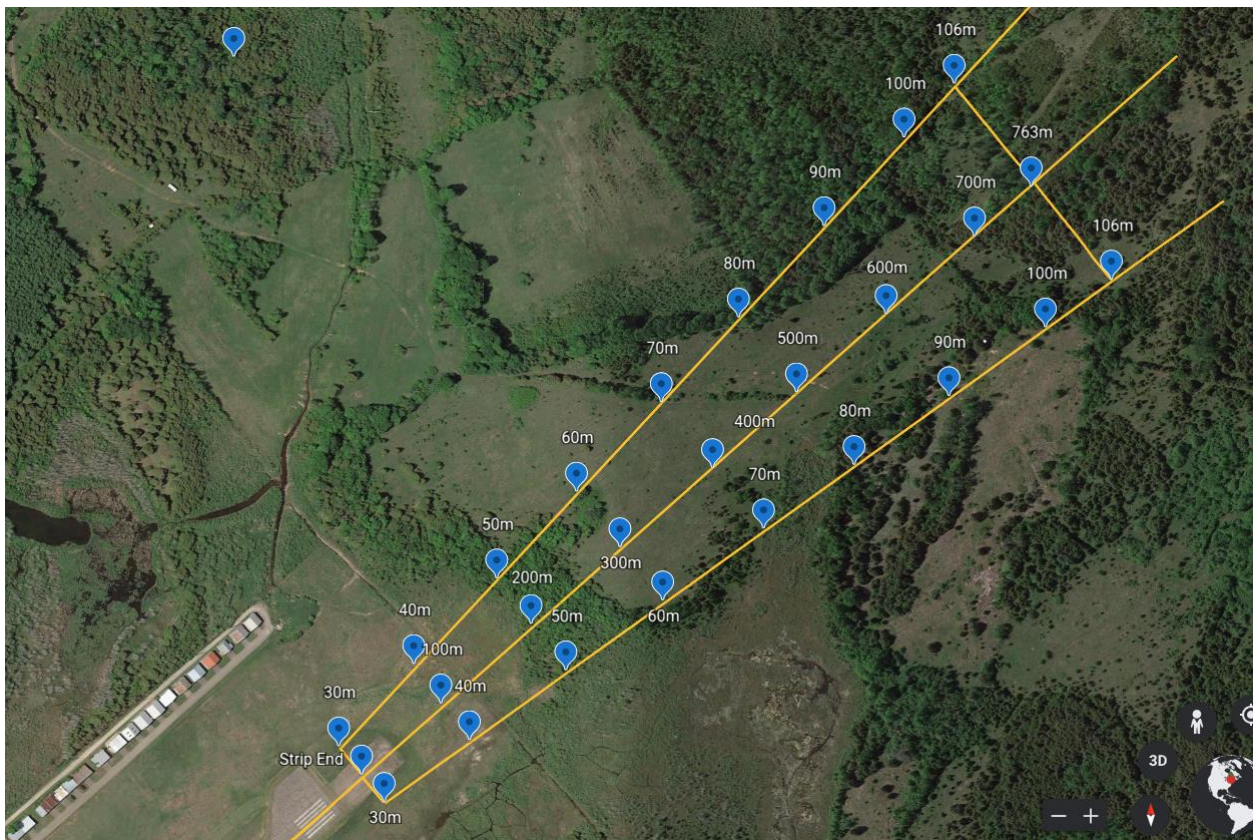
aircraft. It is desirable for any SFFC IFR-rated pilot to also complete this training package. A record of completion shall be kept on file at SFFC for each pilot including IFR-rated aircraft renters, IFR students, instructors and other IFR-rated members.

RCAP approaches are available to purchase from Nav Canada in the RCAP document for all of Canada and are also available in many EFBs (electronic flight bags) such as Foreflight and Flight Plan GO. These documents are updated every 56 days.

Meeting the RCAP Provisions

1. Flight crew must be familiar with the aerodrome environment. For SFFC members who regularly fly at CYSH, this requirement is met. The following Google Earth maps show the areas where trees most affect the instrument approaches. The middle yellow line is the extended centreline and distance from the threshold (plus 30m) is indicated every 100m. The outside yellow lines are the primary obstacle areas and the distance from centreline is indicated. For RWY 24, the main issue with trees is about 200-350m from the threshold and up to 18m tall. For RWY 06, the main issue with trees is between 150-450m from the threshold and up to 28m tall beyond 400m.

RNAV 24



RNAV 06



2. The required visual references to continue an approach below minimums should include obstacles. At night or in reduced visibility operations this may be difficult if not impossible to meet. Sound judgment and good decision-making are important when deciding if this provision can be met or not. Night operations at CYSH are subject to the black hole effect as there are very few lights surrounding the airport and no approach lights. The black hole effect tends to induce pilots to fly too low on approach at night and this could put an unsuspecting pilot into the trees on short final. Always remember that an international airport (CYOW) with excellent approaches and facilities is only 25NM away.
3. All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot. For night approaches, the runway lights and APAPI (Abbreviated Precision Approach Path Indicator) and the lighting near the Welcome Centre are the only lights available. Of these, the most important is the APAPI. Pilots should always activate the APAPI using the Type K ARCAL system by clicking 7 times on 122.9 when flying the instrument approaches. To provide more obstacle clearance over the trees, the APAPI angle was raised from 3.0° to 3.5°. It is **VERY IMPORTANT NOT TO FLY RED AND RED** when in descent below minimums as it

would be quite possible to hit trees on short final. If at any time when in descent below minimums you see 2 reds, and the trees are not distinctly visible, a go-around must be conducted immediately to ensure safety. Here are the APAPI indications for on correct approach path and too low:

