GEN 2. TABLES AND CODES

GEN 2.1 Measuring System, Aircraft Markings, Holidays

2.1.1 Units of Measurement

The imperial system of measurement is used for all information contained on aeronautical charts and publications. Table 2.1.1, "Units of Measurement" lists other units of measurement and the specific situations to which they apply.

Table 2.1.1, Units of Measurement

Measurement	Units
Altimeter setting	inches of mercury
Altitudes, elevations and heights	feet
Distance used in navigation	nautical miles
Horizontal speed	knots
Relatively short distances	feet
Runway visual range (RVR)	feet
Temperature	degrees celsius
Tire pressure	pounds per square inch megapascals
Vertical speed	feet per minute
Visibility	statute miles
Weight	pounds kilograms kilo-newtons
Wind direction, except for landing and takeoff	degrees true
Wind direction observations for landing and takeoff (Degrees true in the NDA)	degrees magnetic
Wind speed	knots

2.1.2 Temporal Reference System

Coordinated Universal Time, abbreviated UTC, Zulu (Z) or spoken Universal, is used in Canadian aviation operations. UTC is given to the nearest minute. Time checks are given to the nearest 15 seconds. The day begins at 0000 hours and ends at 2359 hours. The Gregorian calendar is used in Canada.

Date and time are indicated by a date-time group, which is a combination of the date and time in a single six-figure group. When used in a NOTAM, the date-time group is composed of ten figures, for example, 0510271200. The first two digits indicate the year; the second two digits indicate the month; the third two digits indicate the day; and the last four digits indicate the hour and the minutes.

Where Daylight Saving Time (DT) is observed in Canada, clocks are advanced one hour. DT is in effect from 0200 local time on the second Sunday in March to 0200 local time on the first Sunday in November. Locations that observe DT are listed in the *Canada Water Aerodrome Supplement* and in the *Canada Flight Supplement*, Section B, "Aerodrome/Facility Directory," under the subheading REF (references).

Table 2.1.2, Time Zone Conversions

Time Zone	To Obtain Local Time
Newfoundland	UTC minus 3 ½ hours (2 ½ DT)
Atlantic	UTC minus 4 hours (3 DT)
Eastern	UTC minus 5 hours (4 DT)
Central	UTC minus 6 hours (5 DT)
Mountain	UTC minus 7 hours (6 DT)
Pacific	UTC minus 8 hours (7 DT)

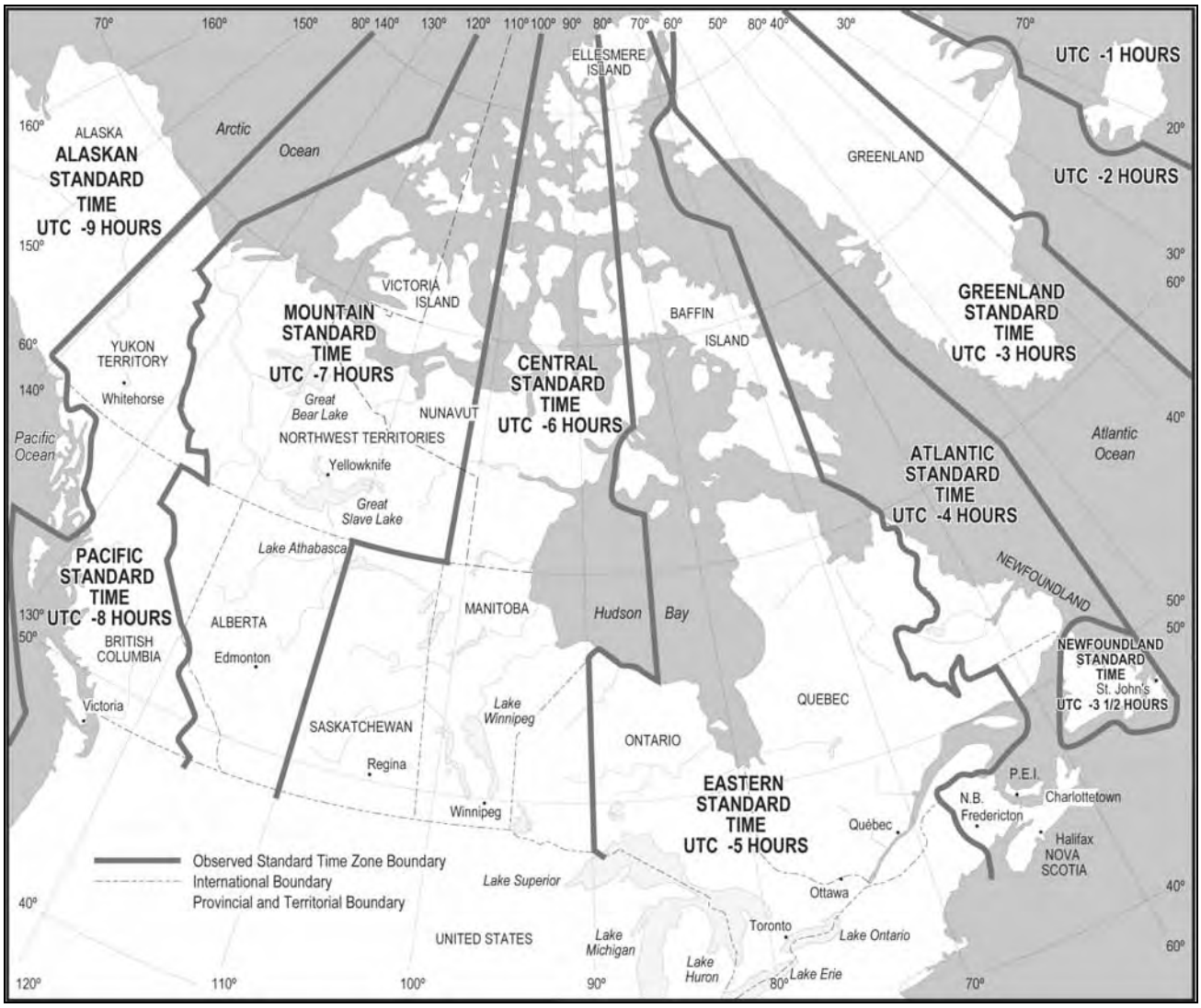

Figure 2.1.2, Time Zones

2.1.3 Horizontal Reference System

Canada uses the North American Datum of 1983 (NAD83) as its horizontal reference system to mathematically describe any position on the earth's surface in degrees of latitude and longitude. NAD83 uses the Geodetic Reference System of 1980 (GRS80) ellipsoid. Canada considers NAD83 to be equivalent to the World Geodetic System 1984 (WGS-84) for aviation purposes.

Various projections are used in Canada; refer to each individual map index for the projection used.

The area of application of NAD83 coincides with the geographic area of responsibility of Aeronautical Information Services (see GEN 3.1.2, “Area of Responsibility”).

2.1.4 Vertical Reference System

Canada uses the Canadian Geodetic Vertical Datum 1928 (CGVD28) as its vertical reference system. The Canadian Gravimetric Geoid 2000 (CGG2000) is the scientific model of the geoid for North America.

2.1.5 Aircraft Nationality and Registration Marks

A Canadian civil aircraft’s nationality is marked by the capital letter “C” or the letters “CF.”

A Canadian registered aircraft’s registration mark is to be a combination of three or four capital letters specified by Transport Canada Civil Aviation.

2.1.6 Public Holidays

An up-to-date listing of all public holidays in Canada is available on the Canadian Heritage Department website:

<www.pch.gc.ca/progs/cpsc-ccsp/jfa-ha/index_e.cfm>

Aviation services will continue to operate as for normal weekend activities during public holidays.

GEN 2.2 Abbreviations Used in AIS Publications

2.2.1 Abbreviations in AIP Canada (ICAO)

Acronyms and initialisms appearing in *AIP Canada (ICAO)* are provided in Table 2.2.1, “Abbreviations in AIP Canada (ICAO).”

Table 2.2.1, Abbreviations in AIP Canada (ICAO)

Acronym	Term
AAE	Above aerodrome elevation
AAS	Airport advisory service
ACA	Arctic Control Area
ACC	Area control centre
ACS	Airport control service
ADCUS	Advise customs
ADF	Automatic direction finder
ADIZ	Air defence identification zone
AES	Atmospheric Environment Service
AFTN	Aeronautical fixed telecommunications network
AGL	Above ground level
AIC	Aeronautical Information Circular
AIM	Aeronautical Information Manual
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control

Acronym	Term
AIRMET	Short-term meteorological information
AIS	Aeronautical information service
AMA	Area minimum altitude
AOE	Airport of entry
AOC	Air operator certificate
ARFF	Aircraft rescue and firefighting
ARO	ATS reporting office
ASDE	Airport surface detection equipment
ASL	Above sea level
ATC	Air traffic control
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management
ATS	Air traffic service
AU	Approach UNICOM
AVASIS	Abbreviated visual approach slope indicator system
AWOS	Automated weather observation system
C	Celsius
CADORS	Civil Aviation Daily Occurrence Reporting System
CAP	*Canada Air Pilot*
CARs	*Canadian Aviation Regulations*
CAT I, II, III	Category I, II, III
CAVOK	Ceiling and visibility OK
CDA	Canadian Domestic Airspace
CFB	Canadian Forces Base
CFS	*Canada Flight Supplement*
CLA	Clearance acknowledgement
CMNPS	Canadian minimum navigation performance specifications
CNS	Communication navigation surveillance
CRC	Cyclic redundancy check
CRFI	Canadian Runway Friction Index
CRM	Crew resource management
CTA	Control area
CVFR	Controlled VFR
CWO	Contract weather office
DAH	*Designated Airspace Handbook* (TP 1820E)
DDM	Depth of modulation

Acronym	Term
DME	Distance measuring equipment
DT	Daylight savings time
E	East
EGNOS	European Geostationary Navigation Overlay Service
ELT	Emergency locator transmitter
ESA	European Space Agency
ESCAT	Emergency Security Control of Air Traffic
ETA	Estimated time of arrival
FAA	Federal Aviation Administration (US)
FACN	Area forecasts
FAOC	Foreign Air Operator Certificate
FATO	Final approach and takeoff
FIC	Flight Information Centre
FIR	Flight information region
FIS	Flight information service
FL	Flight level
FLTA	Forward looking terrain avoidance
FM	Frequency modulation
FP	Flight plan
FQT	Frequent
FSS	Flight service station
GASA	Geographic area safe altitude
GEO	WAAS geostationary satellite
GFA	Graphic area forecast
GHz	Gigahertz
GNSS	Global navigation satellite system
GPS	Global positioning system
GST	Goods and Services Tax
H	Hour
HF	High frequency
HTML	Hypertext markup language
Hz	Hertz
IAS	Indicated airspeed
IATA	International Air Transport Authority
ICAO	International Civil Aviation Organization
IFR	Instrument flight rules
ILS	Instrument landing system

Acronym	Term
IMC	Instrument meteorological conditions
IRPA	*Immigration and Refugee Protection Act*
ISOL	Isolated
ISSR	Independent secondary surveillance radar
kg	Kilogram
kHz	Kilohertz
KIAS	Knots indicated airspeed
km	Kilometre
lb	Pound
LNAV	Lateral navigation
LORAN	Long-range air navigation
LPV	Localizer performance with vertical guidance
MEDEVAC	Medical evacuation flight
MEL	Minimum equipment list
METAR	Aviation Routine Weather Report
MF	Mandatory frequency
MHA	Minimum holding altitude
MHz	Megahertz
MNPS	Minimum navigation performance specifications
MOU	Memorandum of Understanding
MSA	Minimum sector altitude
MTBF	Mean time between failure
N	North
NAD83	North American Datum of 1983
NAM	North American
NAT	North Atlantic
NAVAID	Navigation aid
NCA	Northern Control Area
NDA	Northern Domestic Airspace
NDB	Non-directional beacon
NM	Nautical mile
NMRS	Numerous
NOTAMR	Replacing NOTAM
NPA	Non-precision approach
OCA	Oceanic control area
OCC	Obstacle clearance circle
OCD	Oceanic clearance delivery

Acronym	Term
OCP	Oceanic clearance processor
OEP	Oceanic entry points
OTS	Organized track system
OTT	Over the top
PAR	Precision approach radar
PCO	Programme coordination office
PDF	Portable document format
PPR	Prior permission required
PSR	Primary surveillance radar
QFE	Atmospheric pressure at aerodrome elevation (or runway threshold)
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
RAAS	Remote aerodrome advisory service
RCC	Rescue Coordination Centre
RCL	Request for clearance
RCMP	Royal Canadian Mounted Police
RCR	Runway condition report
RNAV	Area navigation
RNPC	Required navigation performance capability
ROFOR	Route forecasts
RVR	Runway visual range
S	South
SAR	Search and rescue
SARSAT	Search and rescue satellite-aided tracking
SBAS	Satellite-based augmentation system
SCA	Southern Control Area
SCT	Scattered
SDA	Southern Domestic Airspace
SID	Standard instrument departure
SIGMET	Significant meteorological information
SM	Statute miles
SPECI	Aviation Special Weather Report
SSB	Single sideband
SSR	Secondary surveillance radar
STAR	Standard terminal arrival

Acronym	Term
TACAN	Tactical air navigation aid
TAD	Terrain awareness display
TAF	Aerodrome forecast
TAWS	Terrain awareness and warning system
TC	Transport Canada
TCA	Terminal control area
TCU	Terminal control unit
TLOF	Touchdown and liftoff
TP	Transport Canada publication
TSB	Transportation Safety Board of Canada
TSO	Technical standard order
TSR	Terminal surveillance radar
UHF	Ultra-high frequency
UIR	Upper flight information region
UTC	Coordinated Universal Time
VASIS	Visual approach slope indicator system
VDF service	VHF direction finding service
VFR	Visual flight rules
VGM	Voice generator module
VHF	Very high frequency
VMC	Visual meteorological conditions
VNAV	Vertical navigation
VNC	VFR navigation chart
VOLMET	In-flight meteorological information
VOR	VHF omnidirectional range
VORTAC	Combination of VOR and TACAN
VTA	VFR terminal area chart
W	West
WAAS	Wide Area Augmentation System
WAC	World aeronautical chart
WAS	*Water Aerodrome Supplement*
WDI	Wind direction indicator
WMO	World Meteorological Organization
WS	Wind shear
Zulu (Z)	Coordinated Universal Time

2.2.2 Abbreviations Used in Canada Air Pilot and Restricted Canada Air Pilot

For acronyms and initialisms appearing in *Canada Air Pilot*, refer to the *Canada Air Pilot*, General, "Abbreviations and Acronyms"; for the *Restricted Canada Air Pilot*, refer to the *Restricted Canada Air Pilot*, RCAP GEN, "Abbreviations and Acronyms."

2.2.3 Abbreviations Used in Canada Flight Supplement and Water Aerodrome Supplement

For acronyms and initialisms appearing in the *Canada Flight Supplement* and *Water Aerodrome Supplement*, refer to the *Canada Flight Supplement* or the *Water Aerodrome Supplement*, Section A, "General – Abbreviations and Acronyms."

2.2.4 Terms used in AIP Canada (ICAO)

Table 2.2.4, "Terms in AIP Canada (ICAO)," lists some of the terms appearing in *AIP Canada (ICAO)*, along with their definitions.

Table 2.2.4, Terms in AIP Canada (ICAO)

Term	Definition
Aerodrome	Any area of land, water (including the frozen surface of the water) or other supporting surface that is used or designed, prepared, equipped or set apart for use, either in whole or in part, for the arrival and departure, movement or servicing of aircraft, including any buildings, installations and equipment in connection therewith.
Air defence identification zone	Airspace of defined dimensions extending upwards from the surface of the earth within which certain rules for the security control of air traffic apply.
Airport	An aerodrome in respect of which a Canadian aviation document is in force.
Air traffic	All aircraft in flight, as well as aircraft operating on the manoeuvring area of an aerodrome.
Air traffic control clearance	Authorization by an ATC unit for an aircraft to proceed within controlled airspace under specified conditions.
Air traffic control instruction	A directive issued by an ATC unit for ATC purposes.
Air traffic control service	Services, other than flight information services, provided for the following reasons: 1. To prevent collisions between ▪ aircraft, ▪ aircraft and obstructions, and ▪ aircraft and vehicles on the manoeuvring area; and 2. To expedite and maintain an orderly flow of air traffic.
Air traffic control unit	An ATC unit refers to one of the following, depending on the circumstances: ▪ An area control centre (ACC) established to provide ATC service to IFR flights and controlled VFR (CVFR) flights; ▪ A terminal control unit established to provide ATC service to IFR flights and CVFR flights operating within a terminal control area; or ▪ An airport control tower unit established to provide ATC service to airport traffic.

Term	Definition
Apron	That part of an aerodrome, other than the manoeuvring area, intended to accommodate the following activities: 1. Loading and unloading of passengers and cargo; 2. Refuelling, servicing, maintenance and parking of aircraft; and 3. Any movement of aircraft, vehicles and pedestrians necessary for such purposes.
Arctic Control Area	That airspace designated and defined in the *Designated Airspace Handbook* (TP 1820E) as controlled airspace within the NDA.
Area minimum altitude	The lowest altitude to be used under instrument meteorological conditions (IMC) that will provide a minimum vertical clearance of 1 000 ft, or in designated mountainous terrain, 2 000 ft above all obstacles located in the area specified, rounded up to the nearest 100 foot increment.
Area navigation	A method of navigation that permits aircraft to operate on any desired flight path within the coverage provided by station-referenced navigation aids, or within the limits of the capability of self-contained aids, or a combination of these.
Canadian Domestic Airspace	That airspace that is designated and defined in the *Designated Airspace Handbook* (TP 1820E) as navigable airspace of Canada.
Controlled airspace	Airspace of defined dimensions within which air traffic control service is provided.
Controlled VFR flight	A flight conducted under VFR within Class B airspace and in accordance with an ATC clearance.
Control zone	Controlled airspace of defined dimensions extending upwards from the surface of the earth up to and including 3 000 ft above aerodrome elevation (AAE) unless otherwise specified.
Cruising altitude	An altitude, as shown by a constant altimeter indication in relation to a fixed and defined datum, that is maintained during a flight or a portion of it.
Daylight	In any place in Canada, any period of time in any day when the centre of the sun's disc is less than 6° below the horizon, and in any place where the sun rises and sets daily, may be considered to be the period of time commencing ½ hour before sunrise and ending ½ hour after sunset.
Final approach	That segment of an instrument approach between the final approach fix or point and the runway, airport or missed approach point, whichever is encountered last, wherein alignment and descent for landing are accomplished.
Flight information region	Airspace of defined dimensions extending upwards from the surface of the earth within which flight information service (FIS) and alerting service are provided.
Flight level	An altitude expressed in hundreds of feet indicated on an altimeter set to 29.92 inches of mercury or 1013.2 millibars.
Flight service station	An aeronautical facility providing mobile and fixed communications, flight information, SAR alerting, and weather services to pilots and other users.
Flight visibility	At any given time, the average range of visibility forward from the cockpit of an aircraft in flight.
Flow control	Measures designed to adjust the flow of traffic into a given airspace, along a given route, or bound for a given aerodrome so as to ensure the most effective use of the airspace.
Heading	The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).

Term	Definition
High-level airway	In controlled high-level airspace, a prescribed track between specified radio aids to navigation.
Instrument approach procedure	A series of predetermined manoeuvres made by reference to flight instruments with specified protection from obstacles from the initial approach fix or, where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and, if a landing is not completed, to a position at which holding or en route obstacle clearance criteria apply.
Intersection	1. A point on the surface of the earth over which two or more position lines intersect. The position lines may be true bearings from NDBs (magnetic bearings shown on chart for pilot use), radials from VHF/ultra-high frequency (UHF) aids, centre lines of airways, fixed area navigation (RNAV) routes, air routes, localizers and DME distances. 2. The point where two runways, a runway and a taxiway, or two taxiways cross or meet.
Low-level air route	Within low-level airspace, a route extending upwards from the surface of the earth and for which ATC is not provided.
Low-level airway	Within low-level airspace, a route extending upwards from 2 200 ft above the surface of the earth up to, but not including, 18 000 ft above sea level (ASL), and for which ATC is provided.
Manoeuvring area	That part of an aerodrome intended to be used for the taking off and landing of aircraft and for the movement of aircraft associated with takeoff and landing, excluding aprons.
MEDEVAC	A term used to request ATS priority handling for a medical evacuation flight based on a medical emergency, usually the transport of patients, organ donors, organs, or other urgently needed life-saving medical material. The term is to be used on flight plans and in radiotelephony communications if a pilot determines that a priority is required.
Minimum holding altitude	The lowest altitude prescribed for a holding pattern that ensures navigational signal coverage, and communications, and meets obstacle clearance requirements.
Minimum sector altitude	The lowest altitude that will provide a minimum clearance of 1 000 ft above all objects located in an area contained within a sector of a circle of 25 NM radius centred on a radio aid to navigation.
Mountainous region	An area of defined lateral dimensions above which special rules concerning minimum en route altitudes apply.
Movement area	That part of an aerodrome intended to be used for the surface movement of aircraft, including the manoeuvring area and aprons.
Navigation aid	Any visual or electronic device, airborne or on the surface of the earth, that provides point-to-point guidance information or position data to aircraft in flight.
Night	In any place in Canada, the period of time when the centre of the sun's disc is more than 6° below the horizon, and in any place where the sun rises and sets daily, may be considered to be the period of time commencing ½ hour after sunset and ending ½ hour before sunrise. (For military pilots, the definition in Canadian Forces Flying Orders, CFP 100 applies.)

Term	Definition
Non-precision approach	An instrument approach in which only electronic azimuth information is provided. No electronic glide path information is provided and obstacle assessment in the final segment is based on minimum descent altitude.
Northern Control Area	That airspace designated and defined in the *Designated Airspace Handbook* (TP 1820E) as controlled airspace within the NDA.
Northern Domestic Airspace	That airspace designated and defined in the *Designated Airspace Handbook* (TP 1820E) as NDA within the Canadian Domestic Airspace (CDA).
NOTAM	A notice containing information about the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
Obstacle	An existing object, object of natural growth, or terrain at a fixed geographical location or that may be expected at a fixed location within a prescribed area which necessitates the provision of vertical clearance during flight operations.
Precision approach radar	A high-definition, short-range radar used as an approach aid. This system provides the controller with altitude, azimuth and range information of high accuracy to assist the pilot in executing an approach and landing. This form of navigational assistance is termed precision approach radar.
Procedure turn	A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track.
Radial	A magnetic bearing from a VOR, tactical air navigation aid (TACAN), or combination of VOR and TACACN (VORTAC) facility, except for facilities in the NDA that may be oriented on true or grid North.
Secondary surveillance radar	A radar system that requires complementary aircraft equipment (transponder). The transponder generates a coded reply signal in response to transmissions from the ground station (interrogator). Since this system relies on a transponder-generated signal rather than a signal reflected from the aircraft, as in primary radar, it offers significant operational advantages such as increased range and positive indication.
Southern Control Area	That airspace designated and defined in the *Designated Airspace Handbook* (TP 1820E) as controlled airspace within the SDA.
Southern Domestic Airspace	That airspace designated and defined in the *Designated Airspace Handbook* (TP 1820E) as SDA airspace within the CDA.
Standard instrument departure	A pre-planned IFR ATC departure procedure, published in graphic and textual form, for the use of pilots and controllers. Standard instrument departures (SIDs) provide transition from runways to the appropriate en route structure.
Standard terminal arrival	A pre-planned IFR ATC arrival procedure, published in graphic and textual form, for the use of pilots and controllers. Standard terminal arrivals (STARs) provide published route links between the en route structure and a published instrument approach procedure.
Terminal control area	Controlled airspace of defined dimensions designated to serve arriving, departing and en route aircraft.
Threshold	The beginning of that portion of the runway usable for landing.

Term	Definition
Touchdown zone	The first 3 000 feet of the runway or the first third of the runway, whichever is less, measured from the threshold in the direction of landing.
Track	The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from north (true, magnetic or grid).
Transition	1. The general term that describes the change from one phase of flight or flight conditions to another; for example, transition from en route flight to the approach or transition from instrument flight to visual flight. 2. A published procedure providing navigation information from the en route structure to the instrument approach procedure. Also includes SID/STAR transitions.
Visual approach	A visual approach is an approach in which an aircraft on an IFR flight plan, operating in visual meteorological conditions (VMC) under the control of ATC and having ATC authorization, may proceed to the airport of destination.
Visual meteorological conditions	Meteorological conditions equal to or greater than the minima prescribed in the CARs, Part VI, "General Operating and Flight Rules," Subpart 2, "Operating and Flight Rules," Division VI, "Visual Flight Rules," expressed in terms of visibility and distance from cloud.
Wind shear	A change in wind speed or wind direction or both in a short distance resulting in a tearing or shearing effect. It can exist in a horizontal or vertical direction and occasionally in both.

GEN 2.3 Chart Symbols

Aeronautical Information Services of NAV CANADA publish a list of chart symbols used in the charts included in the publication to assist the reader. For information about the chart symbols used, refer to the chart legend or map index in the general section of the publication.

GEN 2.4 Location Indicators

For an alphabetical list of aerodrome and heliport location indicators, as well as location indicators used in NOTAMs for facilities that are not aerodromes, refer to the *Canada Flight Supplement* or the *Water Aerodrome Supplement*, Section A, "General – Cross Reference of Aerodrome Location Indicator & Name" and "Location Indicators (Other Than A/D) Used in NOTAM," and the *Canada Flight Supplement*, Section A, "General – Cross Reference of Heliport Names."

GEN 2.5 List of Radio Navigation Aids

For a list of radio navigation facilities, arranged alphabetically by the name of the station, refer to the *Canada Flight Supplement*, Section D, "Radio Navigation and Communications – Radio Navigation Aids by Location." For a list of radio navigation facilities arranged alphabetically by the indicator, refer to *Canada Flight Supplement* or the *Water Aerodrome Supplement*, Section D, "Radio Navigation and Communications – Radio Navigation Aids by Indicator."

GEN 2.6 Conversion Tables

2.6.1 Converting Nautical Miles and Kilometres

Tables 2.6.1, “Converting Nautical Miles and Kilometres,” provides information on converting nautical miles to kilometres and vice versa.

Table 2.6.1, Converting Nautical Miles and Kilometres

Converting Nautical Miles to Kilometres and Kilometres to Nautical Miles			
1 NM = 1.852 KM		1 KM = 0.540 NM	
NM	KM	KM	NM
0.1	0.1852	0.1	0.054
0.2	0.3704	0.2	0.108
0.3	0.5556	0.3	0.162
0.4	0.7408	0.4	0.216
0.5	0.9260	0.5	0.270
0.6	1.1112	0.6	0.324
0.7	1.2964	0.7	0.378
0.8	1.4816	0.8	0.432
0.9	1.6668	0.9	0.486
1	1.852	1	0.54
2	3.704	2	1.08
3	5.556	3	1.62
4	7.408	4	2.16
5	9.260	5	2.70
6	11.112	6	3.24
7	12.964	7	3.78
8	14.816	8	4.32
9	16.668	9	4.86
10	18.52	10	5.4
20	37.04	20	10.8
30	55.56	30	16.2
40	74.08	40	21.6
50	92.60	50	27.0
60	111.12	60	32.4
70	129.64	70	37.8
80	148.16	80	43.2
90	166.68	90	48.6
100	185.2	100	54
200	370.4	200	108
300	555.6	300	162

Converting Nautical Miles to Kilometres and Kilometres to Nautical Miles			
1 NM = 1.852 KM		1 KM = 0.540 NM	
NM	KM	KM	NM
400	740.8	400	216
500	926.0	500	270
600	1111.2	600	324
700	1296.4	700	378
800	1481.6	800	432
900	1666.8	900	486
1000	1852.0	1000	540

2.6.2 Converting Feet and Metres

Table 2.6.2, “Converting Feet and Metres,” provides information on converting feet into metres and vice versa.

Table 2.6.2, Converting Feet and Metres

Converting Feet to Metres and Metres to Feet			
1 Foot = 0.305 M		1 M = 3.281 FT	
FT	M	M	FT
0.1	0.0305	0.1	0.3281
0.2	0.0610	0.2	0.6562
0.3	0.0915	0.3	0.9843
0.4	0.1220	0.4	1.3124
0.5	0.1525	0.5	1.6405
0.6	0.1830	0.6	1.9686
0.7	0.2135	0.7	2.2967
0.8	0.2440	0.8	2.6248
0.9	0.2745	0.9	2.9529
1	0.305	1	3.281
2	0.610	2	6.562
3	0.915	3	9.843
4	1.220	4	13.124
5	1.525	5	16.405
6	1.830	6	19.686
7	2.135	7	22.967
8	2.440	8	26.248
9	2.745	9	29.529
10	3.05	10	32.81
20	6.10	20	65.62
30	9.15	30	98.43

Converting Feet to Metres and Metres to Feet			
1 Foot = 0.305 M		1 M = 3.281 FT	
FT	M	M	FT
40	12.20	40	131.24
50	15.25	50	164.05
60	18.30	60	196.86
70	21.35	70	229.67
80	24.40	80	262.48
90	27.45	90	295.29
100	30.5	100	328.1
200	61.0	200	656.2
300	91.5	300	984.3
400	122.0	400	1312.4
500	152.5	500	1640.5
1000	305	1000	3281
2000	610	2000	6562
3000	915	3000	9843
4000	1220	4000	13124
5000	1525	5000	16405

2.6.3 Converting Decimal Minutes of Arc and Seconds of Arc

Table 2.6.3, “Converting Decimal Minutes of Arc and Seconds of Arc,” provides information on converting decimal minutes of arc to seconds of arc and vice versa.

Table 2.6.3, Converting Decimal Minutes of Arc and Seconds of Arc

Converting Decimal Minutes of Arc to Seconds of Arc and Seconds of Arc to Decimal Minutes of Arc																				
Seconds				Hundredths of a Minute		Seconds				Hundredths of a Minute		Seconds				Hundredths of a Minute				
0.000	–	0.299	=	0.00								39.900	–	40.499	=	0.67				
0.300	–	0.899	=	0.01		20.100	–	20.699	=	0.34		40.500	–	41.099	=	0.68				
0.900	–	1.499	=	0.02		20.700	–	21.299	=	0.35		41.100	–	41.699	=	0.69				
1.500	–	2.099	=	0.03		21.300	–	21.899	=	0.36		41.700	–	42.299	=	0.70				
2.100	–	2.699	=	0.04		21.900	–	22.499	=	0.37		42.300	–	42.899	=	0.71				
2.700	–	3.299	=	0.05		22.500	–	23.099	=	0.38		42.900	–	43.499	=	0.72				
3.300	–	3.899	=	0.06		23.100	–	23.699	=	0.39		43.500	–	44.099	=	0.73				
3.900	–	4.499	=	0.07		23.700	–	24.299	=	0.40		44.100	–	44.699	=	0.74				
4.500	–	5.099	=	0.08		24.300	–	24.899	=	0.41		44.700	–	45.299	=	0.75				
5.100	–	5.699	=	0.09		24.900	–	25.499	=	0.42		45.300	–	45.899	=	0.76				
5.700	–	6.299	=	0.10		25.500	–	26.099	=	0.43		45.900	–	46.499	=	0.77				
6.300	–	6.899	=	0.11		26.100	–	26.699	=	0.44		46.500	–	47.099	=	0.78				
6.900	–	7.499	=	0.12		26.700	–	27.299	=	0.45		47.100	–	47.699	=	0.79				
7.500	–	8.099	=	0.13		27.300	–	27.899	=	0.46		47.700	–	48.299	=	0.80				

Converting Decimal Minutes of Arc to Seconds of Arc and Seconds of Arc to Decimal Minutes of Arc																				
Seconds			Hundredths of a Minute			Seconds			Hundredths of a Minute			Seconds			Hundredths of a Minute					
8.100	–	8.699	=	0.14		27.900	–	28.499	=	0.47		48.300	–	48.899	=	0.81				
8.700	–	9.299	=	0.15		28.500	–	29.099	=	0.48		48.900	–	49.499	=	0.82				
9.300	–	9.899	=	0.16		29.100	–	29.699	=	0.49		49.500	–	50.099	=	0.83				
9.900	–	10.499	=	0.17		29.700	–	30.299	=	0.50		50.100	–	50.699	=	0.84				
10.500	–	11.099	=	0.18		30.300	–	30.899	=	0.51		50.700	–	51.299	=	0.85				
11.100	–	11.699	=	0.19		30.900	–	31.499	=	0.52		51.300	–	51.899	=	0.86				
11.700	–	12.299	=	0.20		31.500	–	32.099	=	0.53		51.900	–	52.499	=	0.87				
12.300	–	12.899	=	0.21		32.100	–	32.699	=	0.54		52.500	–	53.099	=	0.88				
12.900	–	13.499	=	0.22		32.700	–	33.299	=	0.55		53.100	–	53.699	=	0.89				
13.500	–	14.099	=	0.23		33.300	–	33.899	=	0.56		53.700	–	54.299	=	0.90				
14.100	–	14.699	=	0.24		33.900	–	34.499	=	0.57		54.300	–	54.899	=	0.91				
14.700	–	15.299	=	0.25		34.500	–	35.099	=	0.58		54.900	–	55.499	=	0.92				
15.300	–	15.899	=	0.26		35.100	–	35.699	=	0.59		55.500	–	56.099	=	0.93				
15.900	–	16.499	=	0.27		35.700	–	36.299	=	0.60		56.100	–	56.699	=	0.94				
16.500	–	17.099	=	0.28		36.300	–	36.899	=	0.61		56.700	–	57.299	=	0.95				
17.100	–	17.699	=	0.29		36.900	–	37.499	=	0.62		57.300	–	57.899	=	0.96				
17.700	–	18.299	=	0.30		37.500	–	38.099	=	0.63		57.900	–	58.499	=	0.97				
18.300	–	18.899	=	0.31		38.100	–	38.699	=	0.64		58.500	–	59.099	=	0.98				
18.900	–	19.499	=	0.32		38.700	–	39.299	=	0.65		59.100	–	59.699	=	0.99				
19.500	–	20.099	=	0.33		39.300	–	39.899	=	0.66		59.700	–	59.999	=	1.00				

2.6.4 Runway Visual Range Scale of Comparison

Table 2.6.4, “Runway Visual Range Comparative Scale – Feet to Metres,” provides a visual comparison of specific distances in feet with the same distance in metres.

Table 2.6.4, Runway Visual Range Comparative Scale – Feet to Metres

RVR – Feet	RVR – Metres
500	150
600	175
700	200
1000	300
1200	350
1400	400
2600	800
4000	1200
5000	1500

See also the *Canada Flight Supplement* or the *Water Aerodrome Supplement*, Section A, “General – Conversion Tables.”

GEN 2.7 Sunrise and Sunset Tables

2.7.1 Morning and Evening Twilight Charts

In the morning, twilight begins when the sun is ascending and is 6° below the horizon and ends at sunrise, approximately 25 minutes later. In the evening, twilight begins at sunset and ends when the sun is descending and is 6° below the horizon, approximately 25 minutes later.

In the *Canada Flight Supplement* and the *Water Aerodrome Supplement*, Section B, "Aerodrome/Facility Directory," the table for each aerodrome contains the station name and the ICAO location indicator. The subheading REF contains the aerodrome's geographical coordinates.

To determine the start of morning twilight, refer to Figure 2.7.1–1, "Sunrise Table," and apply steps 1 to 3 to the table. Follow the same instructions to determine the start of evening twilight using Figure 2.7.1–2, "Sunset Table."

1. Start at the top or bottom of the scale at the appropriate date and move vertically, up or down, to the curve of the observer's latitude.
2. From the intersection move horizontally and read the local time.
3. To find the exact zone or standard time, **add** four minutes for each degree west of the standard meridian, or **subtract** four minutes for each degree east of the standard meridian.

The standard meridians in Canada for each time zone are as follows:

- Atlantic Standard Time: W60°
- Eastern Standard Time: W75°
- Central Standard Time: W90°
- Mountain Standard Time: W105°
- Pacific Standard Time: W120°

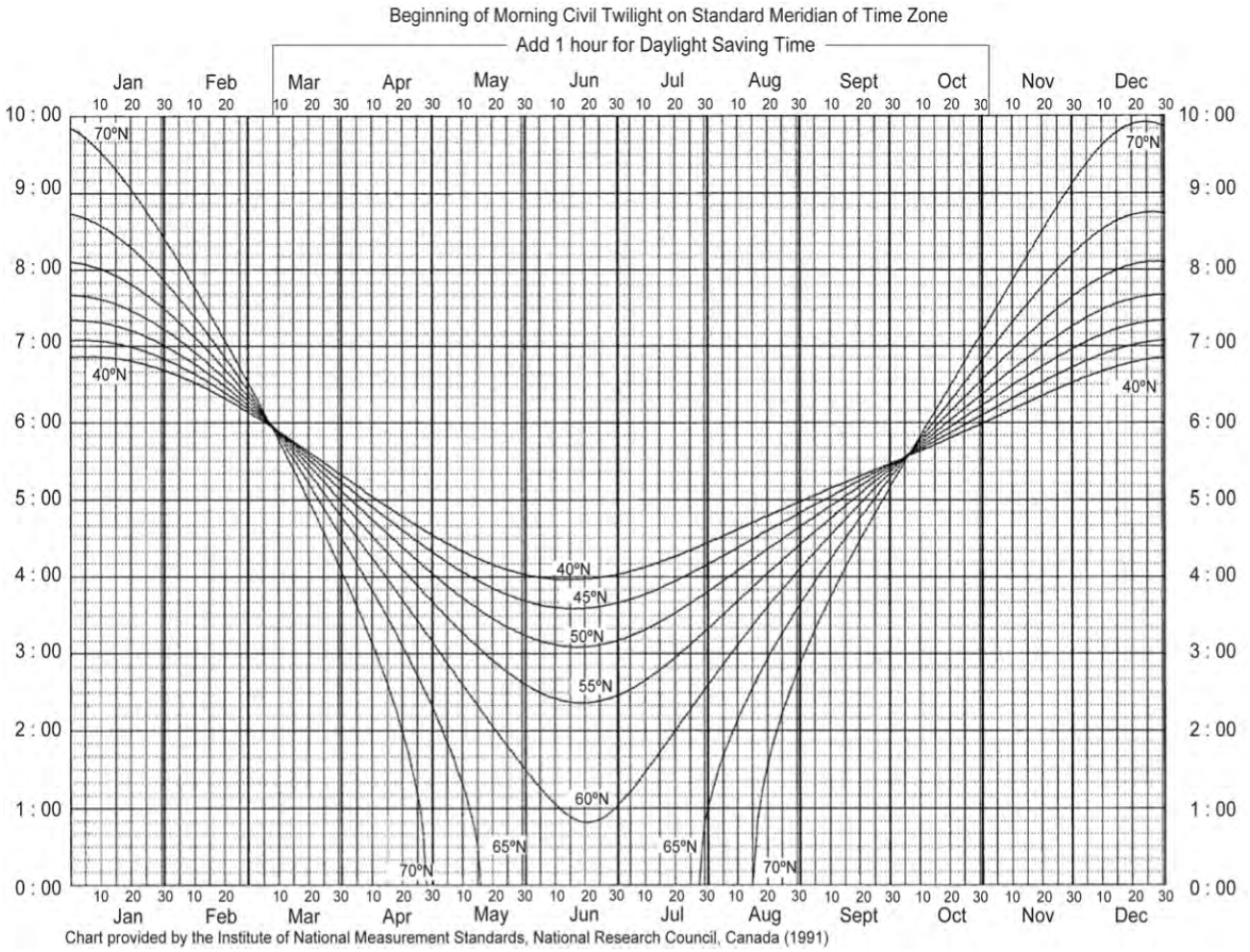

Figure 2.7.1–1, Sunrise Table

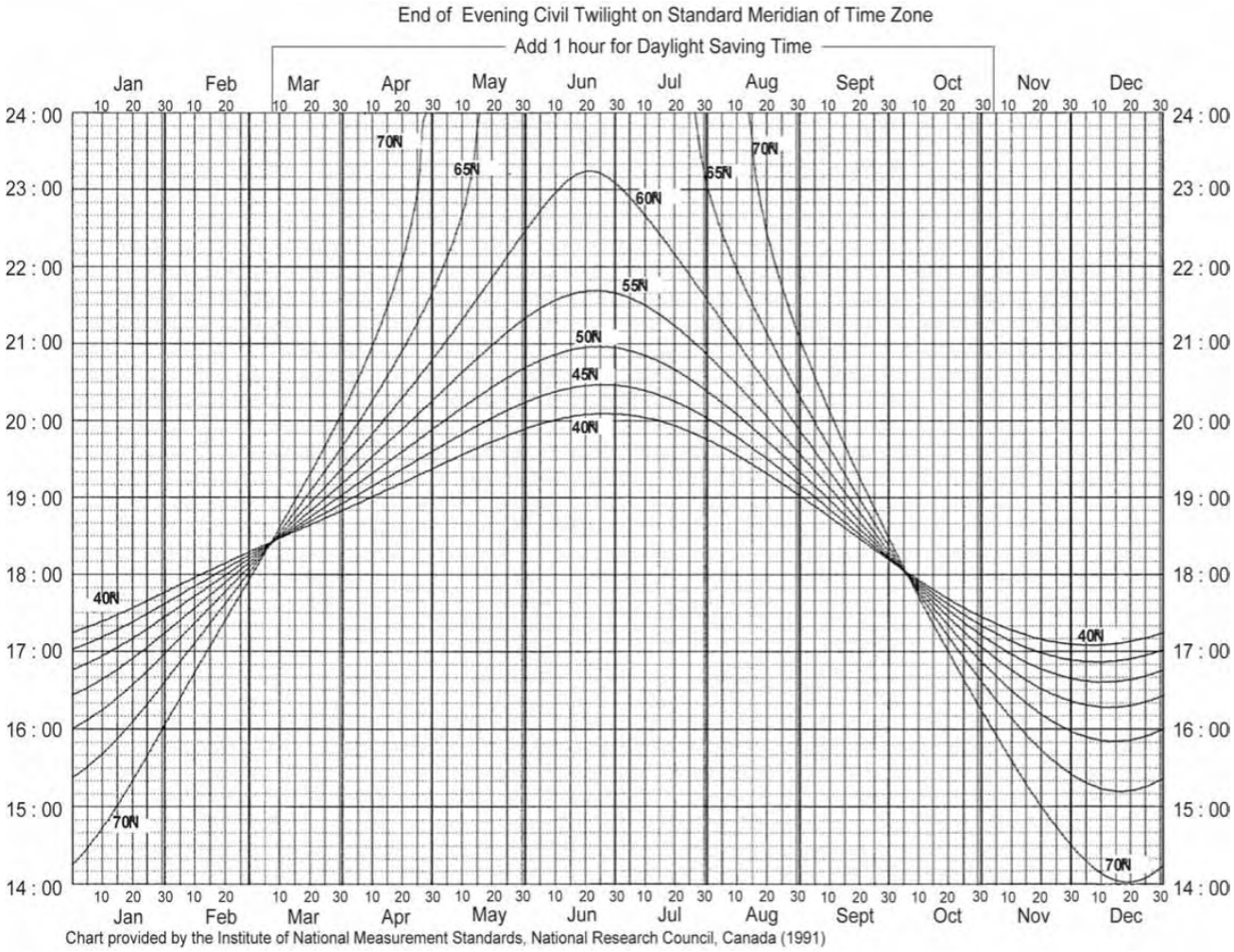

Figure 2.7.1–2, Sunset Table