

Registry of Specific Primitive Elements Derived From MIL-STD 1760D, Table BXXVI (B26)

Date of Approval for Use	Class Code, decimal value	Code, hex value	Class Descriptor (For registry sorting convenience, not required for file format)	Type Descriptor (For registry sorting convenience, not required for file format)	Class/Type Descriptor (For registry sorting convenience, not required for file format)	C/T Code Char cnt	Bytes/element	Table BXXVI ref	Table BXXVI Entry Name	Table BXXVI Entry Type and Table Number	Table BXXVI Description
20-Feb-2004	1	1	BUS	NULL	BUS NULL	8	2	1	Reserved		Bit numbers 00-15 shall be set to logic 0. Shall be placed in transmitted or received messages to provide fixed message lengths while reserving data word positions for future A/EIS applications.
20-Feb-2004	2	2	BUS	INVALIDITY	BUS INVALIDITY	14	2	2	INVALIDITY	INVALIDITY.TABLE B-XXXX	Shall be used to indicate invalidity of data entries.
20-Feb-2004	3	3	STORE CTL	CRIT CTL 1	STORE CTL CRIT CTL 1	20	2	3	Critical control 1	CRITICAL CONTROL 1.TABLE B-XXXXI	Shall be used for sending safety critical control commands to a mission store.
20-Feb-2004	4	4	STORE CTL	CRIT CTL 2	STORE CTL CRIT CTL 2	20	2	4	Critical control 2	CRITICAL CONTROL 2.TABLE B-XXXXII	Shall be used for sending safety critical control commands to a mission store.
20-Feb-2004	5	5	STORE CTL	CRIT AUTH	STORE CTL CRIT AUTH	19	2	5	Critical authority	CRITICAL AUTHORITY.TABLE B-XXXXIV	Shall be used as a coded check for CRITICAL CONTROL 1 and CRITICAL CONTROL 2. Shall not be used for error correction.
20-Feb-2004	6	6	STORE CTL	CRIT MON 1	STORE CTL CRIT MON 1	20	2	6	Critical monitor 1	CRITICAL MONITOR 1.TABLE B-XXXXV	CRITICAL MONITOR 1 shall be used to indicate both the demanded state (reflecting data bits D10 through D3 in CRITICAL CONTROL 1) and the current store state.
20-Feb-2004	7	7	STORE CTL	CRIT MON 2	STORE CTL CRIT MON 2	20	2	7	Critical monitor 2	CRITICAL MONITOR 2.TABLE B-XXXXVI	CRITICAL MONITOR 2 shall be used to indicate both the demanded state (reflecting data bits D10 through D3 in CRITICAL CONTROL 2) and the current store state.
20-Feb-2004	8	8	WARHEAD	FZ MODE 1	WARHEAD FZ MODE 1	17	2	8	Fuzing mode 1	FUZING MODE B-XXXXVII	Shall be used by stores with interface controllable post release operation to enable or disable fuzing modes.
20-Feb-2004	9	9	WARHEAD	FZ MODE 2	WARHEAD FZ MODE 2	17	2	9	Fuzing mode 2	FUZING MODE B-XXXXVIII	Shall be used by stores with interface controllable post release operation to enable or disable fuzing modes.
20-Feb-2004	10	A	WARHEAD	FZ/ARM STATUS 1	WARHEAD FZ/ARM STATUS 1	23	2	10	Fuzing/arming mode status 1	FUZING/ARMING MODE STATUS.TABLE B-XXXXIX	Shall be used by stores, when requested by the aircraft, to reflect the actual internal state of the fuzing/arming settings, whether or not demanded by (when requested by the aircraft) Actual internal state of the store's fuzing/arming settings, whether or not demanded by TABLE B-XXXXIX.
20-Feb-2004	11	B	WARHEAD	FZ/ARM STATUS 2	WARHEAD FZ/ARM STATUS 2	23	2	11	Fuzing/arming mode status 2	FUZING/ARMING MODE STATUS.TABLE B-XLIV	Shall be used by stores with interface controllable fuzing as the time delay from separation from the aircraft to fuzing arming.
20-Feb-2004	12	C	WARHEAD	FZ ARM DLY	WARHEAD FZ ARM DLY	18	2	12	Arm delay from release	TIME(F)B-XXVII	Shall be used by stores with interface controllable fuzing as the time delay from separation from the aircraft to fuzing arming.
20-Feb-2004	13	D	WARHEAD	FZ FN DLY	WARHEAD FZ FN DLY	17	2	13	Fuze function delay from release	TIME(F)B-XXVIII	Shall be used by stores with interface controllable fuzing as the time delay from separation from the aircraft to fuzing arming.
20-Feb-2004	14	F	WARHEAD	FZ IMPCT DLY	WARHEAD FZ IMPCT DLY	20	2	14	Fuze function delay from impact	TIME(F)B-XXIX	Shall be used by stores with interface controllable fuzing as the time delay from impact to fuzing arming.
20-Feb-2004	15	F	LAUNCH	OP DELAY	LAUNCH OP DELAY	15	4	15	Post launch operation delay MSP and LSP	TIME(M) & TIME(L)B-XXXII	The delays required in operation of store assemblies, such as motor fire, flight control, etc. Shall not be used for fuzing/arming.
20-Feb-2004	16	10	LAUNCH	HI DRAG DLY	LAUNCH HI DRAG DLY	18	2	16	High drag arm time	TIME(F)B-XXXIII	(for stores with interface controllable fuzing) Time delay from separation from the aircraft to enabling of the store retard mechanism.
20-Feb-2004	17	11	WARHEAD	FZ FN F/VENT	WARHEAD FZ FN F/VENT	20	2	17	Function time from event	TIME(F)B-XXXIV	(for stores with interface controllable fuzing) Time delay from a specifically defined event to the function of the fuze.
20-Feb-2004	18	12	WARHEAD	FZ TGT OFFST	WARHEAD FZ TGT OFFST	20	2	18	Fuze function distance	DISTANCE(F)B-XXXV	Shall be used by stores with interface controllable fuzing as the distance from the target required for function. When used for fuze function height, represents altitude or depth from local surface required for function. For pressure activated sensors, a surface air pressure of 82 kilopascals shall be used.
20-Feb-2004	19	13	N/A	N/A	N/A	N/A	N/A	19	Negative for height-of-burst (Data entry number 19 has been deleted from MIL-STD-1760D)		
20-Feb-2004	20	14	WARHEAD	SUBMUN INTVL	WARHEAD SUBMUN INTVL	20	2	20	Fire interval	TIME(L)B-XXXVI	Shall be used to set the time interval between successive releases, launches or firings of associated munitions or submunitions.
20-Feb-2004	21	15	WARHEAD	SUBMUN QTY	WARHEAD SUBMUN QTY	18	2	21	Number to fire	NUMBER(L)B-XXXVII	Shall be used to set the number of munitions or submunitions to be released or fired for each release or fire commanded by TABLE B-XXXVII bit number 00.
20-Feb-2004	22	16	WARHEAD	ROUNDS REMAINING	WARHEAD ROUNDS REMAINING	24	2	22	Rounds remaining	NUMBER(L)B-XXXVIII	The number of submunitions or stores remaining within the store.
20-Feb-2004	23	17	WARHEAD	VOID/LAYR CT	WARHEAD VOID/LAYR CT	20	2	23	Void/layer number	NUMBER(L)B-XXXIX	(for stores with interface controllable fuzing) Void/layer number at which the fuze is to function.
20-Feb-2004	24	18	WARHEAD	IMPCT VELY	IMPACT VELOCITY	18	2	24	Impact velocity	VELOCITY(M)B-XXXIV	Shall be used to report data via interface protocol errors detected by the applicable subsystem. (See B.4.1.5.1.)
20-Feb-2004	25	19	BUS	PROTOCOL STS	BUS PROTOCOL STS	16	2	25	Protocol status	PROTOCOL STATUS.TABLE B-XXXXX	Shall be used to report data via interface protocol errors detected by the applicable subsystem. (See B.4.1.5.1.)
20-Feb-2004	26	1A	IDENTIFICATION	COUNTRY CODE	IDENTIFICATION COUNTRY CODE	27	2	26	Country code	COUNTRY CODE.TABLE B-XIV	Shall use the appropriate country code specified in ISO 3166, upper case alphabetic characters only. Shall be used as a qualified STORE IDENTITY (BINARY) and STORE IDENTITY (ASCII) to distinguish between store identities which may be duplicative between different countries.
20-Feb-2004	27	1B	IDENTIFICATION	STORE NUMERIC	IDENTIFICATION STORE NUMERIC	28	2	27	Store identity (binary)	STORE IDENT. (V) (BINARY).TABLE B-XV	A binary code assigned by the control point for store nomenclature. When this entity is not used, the word shall be set to 0000 hexadecimal.
20-Feb-2004	28	1C	IDENTIFICATION	STORE ASCII	IDENTIFICATION STORE ASCII	26	16	28	Store or aircraft identity (ASCII)	STORE OR AIRCRAFT IDENTITY (ASCII).TABLE B-XVI	A code assigned by the control point for nomenclature. It shall be left justified into the eight data words (max. 16 characters) per TABLE B-XIII. Unused characters shall be set to ASCII space (20 Hexadecimal). When this entity is not used, the words shall be set to 0000 hexadecimal.
20-Feb-2004	29	1D	IDENTIFICATION	STORE CONFIG	IDENTIFICATION STORE CONFIG	27	6	29	Store configuration identifier	ASCII PACKED.TABLE B-XI	Specific configuration information about a store, such as the software version installed. It shall be left justified into the three data words (max. 6 characters) per TABLE B-XIII. Unused characters shall be set to ASCII space (20 Hexadecimal). When this entity is not used, the words shall be set to 0000.
20-Feb-2004	30	1E	BUS	MAX INT BIT TIME	BUS MAX INT BIT TIME	20	2	30	Maximum interruptive BIT time	TIME(F).TABLE B-XXVII	The maximum time duration the store may be non-operational while conducting interruptive Built-In-Test (BIT) commanded by the aircraft. If interruptive BIT is not used by the store, the word shall be set to 0000 hexadecimal.
20-Feb-2004	31	1F	GENERAL	ASCII 2 CHAR	GENERAL ASCII 2 CHAR	20	2	31	ASCII characters	ASCII PACKED.TABLE B-XI	Shall be used for the transfer of ASCII encoded characters on the data bus.
20-Feb-2004	32	20	XFER ALIGN	AIRSPD INDICATED	XFER ALIGN AIRSPD INDICATED	29	4	32	Indicated airspeed MSP & LSP	VELOCITY(M) & VELOCITY(L).TABLE B-XXVII	Calibrated airspeed of the aircraft, represented as positive when the aircraft is traveling through static air in the Xa direction defined in FIGURE B-2.
20-Feb-2004	33	21	XFER ALIGN	AIRSPD TRUE	XFER ALIGN AIRSPD TRUE	24	4	33	True airspeed MSP & LSP	VELOCITY(M) & VELOCITY(L).TABLE B-XXVII	True airspeed of the aircraft, represented as positive when the aircraft is traveling through static air in the Xa direction defined in FIGURE B-2.
20-Feb-2004	34	22	XFER ALIGN	AIRSPD CALIBRATED	XFER ALIGN AIRSPD CALIBRATED	30	4	34	Calibrated airspeed MSP & LSP	VELOCITY(M) & VELOCITY(L).TABLE B-XXVII	Calibrated airspeed of the aircraft, represented as positive with the aircraft traveling through static air in the Xa direction defined in FIGURE B-2.
20-Feb-2004	35	23	ENVIRONMENT	WINDSPD NORTH	ENVIRONMENT WINDSPD NORTH	24	4	35	Windspeed North MSP & LSP	VELOCITY(M) & VELOCITY(L).TABLE B-XXVII	Local windspeed with north defined as the component measured relative to local surface in the north (N) axis as defined in FIGURE B-3.
20-Feb-2004	36	24	ENVIRONMENT	WINDSPD EAST	ENVIRONMENT WINDSPD EAST	23	4	36	Windspeed East MSP & LSP	VELOCITY(M) & VELOCITY(L).TABLE B-XXVII	Local windspeed with east defined as the component measured relative to local surface in the east (E) axis as defined in FIGURE B-3.
20-Feb-2004	37	25	XFER ALIGN	ANGLE OF ATTACK	XFER ALIGN ANGLE OF ATTACK	26	2	37	Angle of attack	ANGLE(M).TABLE B-XXVII	Angle of attack of the aircraft (also called alpha, the angle between aircraft zero reference line and the air flow).
20-Feb-2004	38	26	XFER ALIGN	ANGLE OF SIDESLIP	XFER ALIGN ANGLE OF SIDESLIP	28	2	38	Angle of sideslip	ANGLE(M).TABLE B-XXVII	Angle of sideslip of the aircraft.
20-Feb-2004	39	27	ENVIRONMENT	AIR TEMP	ENVIRONMENT AIR TEMP	20	2	39	Air temperature	TEMPERATURE.TABLE B-XXXII	Temperature of the air in the target zone.
20-Feb-2004	40	28	ENVIRONMENT	DYN AIR PRES	ENVIRONMENT DYN AIR PRES	24	4	40	Dynamic air pressure MSP & LSP	PRESSURE(M) & PRESSURE(L).TABLE B-XXXII	Dynamic air pressure.
20-Feb-2004	41	29	ENVIRONMENT	STATIC AIR PRES	ENVIRONMENT STATIC AIR PRES	27	4	41	Static air pressure MSP & LSP	PRESSURE(M) & PRESSURE(L).TABLE B-XXXII	Static air pressure.
20-Feb-2004	42	2A	ENVIRONMENT	SEA LVL BARO	ENVIRONMENT SEA LVL BARO	24	4	42	Sea level air pressure MSP & LSP	PRESSURE(M) & PRESSURE(L).TABLE B-XXXII	Local sea level air pressure.
20-Feb-2004	43	2B	ENVIRONMENT	SURF CRNT N	ENVIRONMENT SURF CRNT N	23	4	43	Surface flow North MSP & LSP	VELOCITY(M) & VELOCITY(L).TABLE B-XXII	North component of the velocity of the local surface flow relative to a fixed point, but within the local vertical earth axis system as specified in FIGURE B-5.
20-Feb-2004	44	2C	ENVIRONMENT	SURF CRNT E	ENVIRONMENT SURF CRNT E	23	4	44	Surface flow East MSP & LSP	VELOCITY(M) & VELOCITY(L).TABLE B-XXII	East component of the velocity of the local surface flow relative to a fixed point, but within the local vertical earth axis system as specified in FIGURE B-5.
20-Feb-2004	45	2D	ENVIRONMENT	WTR TEMP	ENVIRONMENT WTR TEMP	20	2	45	Water temperature	TEMPERATURE.TABLE B-XXXII	Temperature of the local surface of the water.
20-Feb-2004	46	2E	ENVIRONMENT	WTR DEPTH	ENVIRONMENT WTR DEPTH	21	4	46	Depth of water MSP & LSP	DISTANCE(M) & DISTANCE(L).TABLE B-XXVII	Vertical depth of water in the target zone.
20-Feb-2004	47	2F	ENVIRONMENT	WAVE HT	ENVIRONMENT WAVE HT	19	2	47	Wave height	DISTANCE(S).TABLE B-XXVII	Average wave height measure peak-to-trough in the target zone and shall be represented as positive.
20-Feb-2004	48	30	ENVIRONMENT	WTR DENSITY	ENVIRONMENT WTR DENSITY	23	2	48	Water density	RATIO.TABLE B-XXXII	Ratio of the density of the local water to a density of 1000 kilograms per cubic meter. The ratio shall increase for heavier local water.
20-Feb-2004	49	31	ENVIRONMENT	VEL OF SOUND	ENVIRONMENT VEL OF SOUND	24	4	49	Velocity of sound MSP & LSP	VELOCITY(M) & VELOCITY(L).TABLE B-XXVII	Velocity of sound for the specified area. (This may be for a specified depth of water for example.)
20-Feb-2004	50	32	XFER ALIGN	PLTM LAT	XFER ALIGN PLTM LAT	20	4	50	Aircraft latitude MSP & LSP	ANGLE(M) & ANGLE(L).TABLE B-XXXII	Geodetic latitude of the aircraft as defined in FIGURE B-3.
20-Feb-2004	51	33	XFER ALIGN	PLTM LONG	XFER ALIGN PLTM LONG	21	4	51	Aircraft longitude MSP & LSP	ANGLE(M) & ANGLE(L).TABLE B-XXXII	Geodetic longitude of the aircraft as defined in FIGURE B-3.
20-Feb-2004	52	34	XFER ALIGN	PLTM ALT	XFER ALIGN PLTM ALT	20	4	52	Aircraft geodetic altitude MSP & LSP	DISTANCE(M) & DISTANCE(L).TABLE B-XXVII	Geodetic altitude of the aircraft from the reference ellipsoid as defined in North component (N) of the current aircraft position displacement from the fixed point as shown in FIGURE B-4. A coordinate system shall be the local fixed point earth axis system defined in FIGURE B-3.
20-Feb-2004	53	35	XFER ALIGN	NORTH FM BULLSEYE	XFER ALIGN NORTH FM BULLSEYE	28	4	53	Aircraft-fixed point distance North MSP & LSP	DISTANCE(M) & DISTANCE(L).TABLE B-XXVII	North component (N) of the current aircraft position displacement from the fixed point as shown in FIGURE B-4. A coordinate system shall be the local fixed point earth axis system defined in FIGURE B-3.
20-Feb-2004	54	36	XFER ALIGN	EAST FM BULLSEYE	XFER ALIGN EAST FM BULLSEYE	27	4	54	Aircraft-fixed point distance East MSP & LSP	DISTANCE(M) & DISTANCE(L).TABLE B-XXVII	East component (E) of the current aircraft position displacement from the fixed point as shown in FIGURE B-4. A coordinate system shall be the local fixed point earth axis system defined in FIGURE B-3.
20-Feb-2004	55	37	XFER ALIGN	DOWN FM BULLSEYE	XFER ALIGN DOWN FM BULLSEYE	27	4	55	Aircraft-fixed point distance down MSP & LSP	DISTANCE(M) & DISTANCE(L).TABLE B-XXVII	Down component (Da) of the current aircraft position displacement from the fixed point as shown in FIGURE B-4. A coordinate system shall be the local fixed point earth axis system defined in FIGURE B-3.
20-Feb-2004	56	38	XFER ALIGN	PLTM AGL	XFER ALIGN PLTM AGL	20	4	56	Height above ground level MSP & LSP	DISTANCE(M) & DISTANCE(L).TABLE B-XXVII	Height above ground level of the aircraft, defined as the distance between the aircraft and the local earth surface measured along the down (D) axis defined in FIGURE B-3. The distance shall be represented as positive.
20-Feb-2004	57	39	XFER ALIGN	PLTM BARO ALT	XFER ALIGN PLTM BARO ALT	25	4	57	Barometric altitude MSP & LSP	DISTANCE(M) & DISTANCE(L).TABLE B-XXVII	Barometric altitude of the aircraft, defined as the distance between the aircraft and the local earth sea-level measured along the down (D) axis defined in FIGURE B-3. The distance shall be represented as positive.
20-Feb-2004	58	3A	XFER ALIGN	PLTM HDG TRUE	XFER ALIGN PLTM HDG TRUE	25	2	58	Aircraft true heading	ANGLE(M).TABLE B-XXXII	Heading of the aircraft relative to true north as defined in FIGURE B-5 using the local vertical axis as defined in FIGURE B-3.
20-Feb-2004	59	3B	XFER ALIGN	PLTM GND TRK	XFER ALIGN PLTM GND TRK	24	2	59	Aircraft true ground track	ANGLE(M).TABLE B-XXXII	Ground track of the aircraft relative to true north as defined in FIGURE B-5 using the local vertical axis as defined in FIGURE B-3.
20-Feb-2004	60	3C	XFER ALIGN	PLTM PITCH	XFER ALIGN PLTM PITCH	22	2	60	Aircraft pitch	ANGLE(M).TABLE B-XXXII	Pitch of the aircraft as defined in FIGURE B-5 using the local vertical axis defined in FIGURE B-3.
20-Feb-2004	61	3D	XFER ALIGN	PLTM ROLL	XFER ALIGN PLTM ROLL	21	2	61	Aircraft roll	ANGLE(M).TABLE B-XXXII	Roll of the aircraft as defined in FIGURE B-5 using the local vertical axis as defined in FIGURE B-3.
20-Feb-2004	62	3E	XFER ALIGN	PLTM HDG MAG	XFER ALIGN PLTM HDG MAG	24	2	62	Aircraft magnetic heading	ANGLE(M).TABLE B-XXXII	Heading of the aircraft relative to magnetic north as defined in FIGURE B-5 using the local vertical axis as defined in FIGURE B-3.
20-Feb-2004	63	3F	XFER ALIGN	MOMENT ARM X	XFER ALIGN MOMENT ARM X	23	2	63	Aircraft-reference X axis offset	DISTANCE(S).TABLE B-XXVII	The X component of the distance from the aircraft body axis or sensor axis to the reference axis. Dva (i) as defined in FIGURE B-6.
20-Feb-2004	64	40	XFER ALIGN	MOMENT ARM Y	XFER ALIGN MOMENT ARM Y	23	2	64	Aircraft-reference Y axis offset	DISTANCE(S).TABLE B-XXVII	The Y component of the distance from the aircraft body axis or sensor axis to the reference axis. Dva (i) as defined in FIGURE B-6.
20-Feb-2004	65	41	XFER ALIGN	MOMENT ARM Z	XFER ALIGN MOMENT ARM Z	23	2	65	Aircraft-reference Z axis offset	DISTANCE(S).TABLE B-XXVII	The Z component of the distance from the aircraft body axis or sensor axis to the reference axis. Dva (i) as defined in FIGURE B-6.
20-Feb-2004	66	42	XFER ALIGN	PLTM YAW DELTA	XFER ALIGN PLTM YAW DELTA	26	2	66	Aircraft-reference axis yaw difference	ANGLE(M).TABLE B-XXXII	The yaw angle between the aircraft body axis or sensor axis and the reference axis as defined by FIGURE B-6. Positive angles shall indicate the reference axis is yawed right.
20-Feb-2004	67	43	XFER ALIGN	PLTM PITCH DELTA	XFER ALIGN PLTM PITCH DELTA	28	2	67	Aircraft-reference axis pitch difference	ANGLE(M).TABLE B-XXXII	The pitch angle between the aircraft body axis or sensor axis and the reference axis as defined by FIGURE B-6. Positive angles shall indicate the reference axis is pitched in.

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20.Feb.2004	68	44	XFER ALIGN	PLTEM ROLL DELTA	XFER ALIGN PLTEM ROLL DELTA	27	2	68	Aircraft reference axis roll difference	ANGLE(M) TABLE B-XXVII	The roll angle between the aircraft body axis or sensor axis and the reference axis as defined in FIGURE B-6. Positive angles shall indicate the reference axis is banked right (right wing down).
20.Feb.2004	69	45	XFER ALIGN	PLTEM VEL NORTH	XFER ALIGN PLTEM VEL NORTH	26	4	69	Aircraft velocity North MSP & LSP	VELOCITY(M) & VELOCITY(L) TABLE B-XXVII	North component of the velocity of the origin of the aircraft axis system as defined in FIGURE B-2 using the local vertical earth axis coordinate system as defined in FIGURE B-3.
20.Feb.2004	70	46	XFER ALIGN	PLTEM VEL EAST	XFER ALIGN PLTEM VEL EAST	25	4	70	Aircraft velocity East MSP & LSP	VELOCITY(M) & VELOCITY(L) TABLE B-XXVII	East component of the velocity of the origin of the aircraft axis system as defined in FIGURE B-2 using the local vertical earth axis coordinate system as defined in FIGURE B-3.
20.Feb.2004	71	47	XFER ALIGN	PLTEM VEL DOWN	XFER ALIGN PLTEM VEL DOWN	25	4	71	Aircraft velocity down MSP & LSP	VELOCITY(M) & VELOCITY(L) TABLE B-XXVII	Down component of the velocity of the origin of the aircraft axis system as defined in FIGURE B-2 using the local vertical earth axis coordinate system as defined in FIGURE B-3.
20.Feb.2004	72	48	XFER ALIGN	PLTEM HGS TRUE DOT	XFER ALIGN PLTEM HGS TRUE DOT	29	2	72	Aircraft heading rate	ANGULAR RATE(M) TABLE B-XXVII	Rate of change of the information specified in line 56.
20.Feb.2004	73	49	XFER ALIGN	PLTEM GND TRK DOT	XFER ALIGN PLTEM GND TRK DOT	28	2	73	Aircraft track rate	ANGULAR RATE(M) TABLE B-XXVII	Rate of change of the information specified in line 59.
20.Feb.2004	74	4A	XFER ALIGN	PLTEM PITCH DOT	XFER ALIGN PLTEM PITCH DOT	26	2	74	Aircraft pitch rate	ANGULAR RATE(M) TABLE B-XXVII	Rate of change of the information specified in line 60.
20.Feb.2004	75	4B	XFER ALIGN	PLTEM ROLL DOT	XFER ALIGN PLTEM ROLL DOT	25	2	75	Aircraft roll rate	ANGULAR RATE(M) TABLE B-XXVII	Rate of change of the information specified in line 61.
20.Feb.2004	76	4C	XFER ALIGN	PLTEM TIME HACK	XFER ALIGN PLTEM TIME HACK	26	2	76	Aircraft system time at reset	TIME(L) TABLE B-XXVII	Aircraft system time at the last reset of the aircraft system clock used by the aircraft as its reference for time tagging data. Stores using time tagged data shall use this data in conjunction with present system time to determine the Vehicle Mach number.
20.Feb.2004	77	4D	XFER ALIGN	PLTEM MACH	XFER ALIGN PLTEM MACH	21	2	77	Mach number	NUMBER(S) TABLE B-XXVII	A matrix element of a 3x3 transformation matrix between the aircraft and reference coordinate systems in accordance with the following matrix equation: $X' = C^{-1} X$ , where C is the 3x3 transformation matrix and both X and X' are column vectors as defined in FIGURE B-6. The quantity and identification of the matrix elements in C and interpretation of the matrix equation shall be defined in the store interface control document.
20.Feb.2004	78	4E	XFER ALIGN	PLTEM DIR COSINE	XFER ALIGN PLTEM DIR COSINE	27	4	78	Direction cosine MSP & LSP	FRACTION(M) FRACTION(L) TABLE B-XXVII	The current year.
20.Feb.2004	79	4F	TIME	YEAR	TIME YEAR	9	2	79	Initialization year	NUMBER(L) TABLE B-XXVII	Current month of the current year, as specified in line 79.
20.Feb.2004	80	50	TIME	MONTH	TIME MONTH	10	2	80	Initialization month	NUMBER(L) TABLE B-XXVII	Current day of the current month, as specified in line 80.
20.Feb.2004	81	51	TIME	DAYMO	TIME DAYMO	11	2	81	Initialization day of month	NUMBER(L) TABLE B-XXVII	Current day of the current year, as specified in line 79 where January 1 is day used by aircraft or stores; the number of whole 24 hour periods to or from the referenced event. It is used as required to constrain the time data used in listed aircraft or stores; the time to or from the referenced event.
20.Feb.2004	82	52	TIME	DAYVYR	TIME DAYVYR	11	2	82	Initialization day of year	NUMBER(L) TABLE B-XXVII	Inserted into the message by the source equipment responsible for the data entry on which the time tag is to be used and shall be the aircraft time current at the data measurement or event.
20.Feb.2004	83	53	TIME	24HR DUR	TIME 24HR DUR	13	2	83	Twenty-four hour period	NUMBER(L) TABLE B-XXVII	Aircraft time to be transmitted to the store to allow base time synchronization to take place. It shall be valid at the zero crossing of the parity bit of the associated command word received at the ASI with the tolerance specified in Delay to a signal from the signal source to the signal sink.
20.Feb.2004	84	54	TIME	USEC DUR	TIME USEC DUR	13	6	84	Time MSP, LSP, & LISP	TIME(M) TIME(L) TIME(L) TABLE B-XXVII	Delay to a signal from the signal source in the store to the MSI or from the MSI to the signal sink in the store.
20.Feb.2004	85	55	TIME	USEC TAG	TIME USEC TAG	13	6	85	Time tag	TIME(L) TABLE B-XXVII	Latency of the signal or data during transfer between a source and the MSI.
20.Feb.2004	86	56	TIME	USEC TAG	TIME USEC TAG	13	2	86	Aircraft time	TIME(L) TABLE B-XXVII	Time taken for the signal or data at the MSI and its resultant response or event. Delay caused to the signal or data during the transfer between a sink and the system time at the point in time when the target position is valid.
20.Feb.2004	87	57	BUS	GRP ENV DELAY	BUS GRP ENV DELAY	17	2	87	Representative group envelope delay	TIME(L) TABLE B-XXVII	Waypoint number, as specified in line 138, of the target position where a course to target trajectory defined by waypoints is used.
20.Feb.2004	88	58	BUS	MSI GRP ENV DELAY	BUS MSI GRP ENV DELAY	21	2	88	Store representative group envelope delay	TIME(L) TABLE B-XXVII	Indicates the selected target file.
20.Feb.2004	89	59	BUS	MSI LATENCY	BUS MSI LATENCY	15	6	89	Signal or data latency MSP, LSP, & LISP	TIME(M) TIME(L) & TIME(L) TABLE B-XXVII	Probability that the target can be successfully intercepted by the store where all unknown factors are assumed to not adversely affect the probability.
20.Feb.2004	91	5B	BUS	MSI RESP TIME	BUS MSI RESP TIME	17	6	91	Signal or data response time MSP, LSP, & LISP	TIME(M) TIME(L) & TIME(L) TABLE B-XXVII	Indicates which of a group of targets shall be selected by terminal guidance.
20.Feb.2004	92	5C	TARGET	SIGNAL DELAY	BUS SIGNAL DELAY	16	6	92	Signal or data delay time MSP, LSP, & LISP	TIME(M) TIME(L) & TIME(L) TABLE B-XXVII	Sea level, air pressure at target MSP & LSP.
20.Feb.2004	93	5D	TARGET	VALID TIME	TARGET VALID TIME	17	4	93	Target time MSP, LSP, & LISP	TIME(M) TIME(L) TABLE B-XXVII	Target number for which all information received by the store applies, and which also is the preferred target once the store is released. Stores implementing multiple targeting shall assume that information received corresponds to the last target number received.
20.Feb.2004	94	5E	TARGET	WP NUMBER	TARGET WP NUMBER	16	2	94	Waypoint number of target	NUMBER(L) TABLE B-XXVII	Validity for sixteen targets where valid (logic 0) shall equate to an available-for-use state.
20.Feb.2004	94	5E	TARGET	FILE NUMBER	TARGET FILE NUMBER	18	2	94	Target file number	NUMBER(L) TABLE B-XXVII	Geodesic altitude of the target position from the reference ellipsoid as defined in FIGURE B-3.
20.Feb.2004	95	5F	TARGET	KINETIC PROR	TARGET KINETIC PROR	19	2	95	Target kinetic pror	FRACTION(M) TABLE B-XXVII	North component (N) of the current target position displacement from the fixed point as shown in FIGURE B-4. The coordinate system shall be the local vertical earth axis system defined in FIGURE B-3.
20.Feb.2004	96	60	TARGET	DISCRIM MBR	TARGET DISCRIM MBR	19	2	96	Target discriminator	DISCRIMINATOR DESCRIPTION TABLE B-XXI	East component (E) of the current target position displacement from the fixed point as shown in FIGURE B-4. The coordinate system shall be the local vertical earth axis system defined in FIGURE B-3.
20.Feb.2004	97	61	TARGET	SEA LV. BARO	TARGET SEA LV. BARO	19	4	97	Sea level air pressure at target MSP & LSP	PRESSURE(M) & PRESSURE(L) TABLE B-XXVII	Down component (D) of the current target position displacement from the fixed point as shown in FIGURE B-4. The coordinate system shall be the local vertical earth axis system defined in FIGURE B-3.
20.Feb.2004	98	62	TARGET	ACTIVE	TARGET ACTIVE	13	2	98	Current active target number	NUMBER(L) TABLE B-XXVII	North component (N) of the target position displacement from the current aircraft position as shown in FIGURE B-8. The coordinate system shall be the local vertical earth axis system defined in FIGURE B-3.
20.Feb.2004	99	63	TARGET	INVALIDITY	TARGET INVALIDITY	17	2	99	Target invalidity	INVALIDITY TABLE B-XXXI	East component (E) of the target position displacement from the current aircraft position as shown in FIGURE B-8. The coordinate system shall be the local vertical earth axis system defined in FIGURE B-3.
20.Feb.2004	100	64	TARGET	LAT	TARGET LAT	10	4	100	Target latitude MSP & LSP	ANGLE(M) & ANGLE(L) TABLE B-XXVII	Vertical displacement of the target position from the local surface level where geodesic values shall indicate that the position is subsurface.
20.Feb.2004	101	65	TARGET	LONG	TARGET LONG	11	4	101	Target longitude MSP & LSP	ANGLE(M) & ANGLE(L) TABLE B-XXVII	True heading as defined in FIGURE B-5 of the final approach course to the target position.
20.Feb.2004	102	66	TARGET	GEO EL ELPD	TARGET GEO EL ELPD	19	4	102	Target geodesic altitude MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B-XXVII	Pitch as defined in FIGURE B-5 of the final approach course to the target position.
20.Feb.2004	103	67	TARGET	OFFSET NORTH	TARGET OFFSET NORTH	19	4	103	North target distance from fixed point origin MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B-XXVII	Target azimuth as shown in FIGURE B-9 relative to the aircraft axis system as shown in FIGURE B-2.
20.Feb.2004	104	68	TARGET	OFFSET EAST	TARGET OFFSET EAST	18	4	104	East target distance from fixed point origin MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B-XXVII	Target elevation as shown in FIGURE B-9 relative to the aircraft axis system as shown in FIGURE B-2.
20.Feb.2004	105	69	TARGET	OFFSET DOWN	TARGET OFFSET DOWN	18	4	105	Target distance down from fixed point origin MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B-XXVII	Slant range distance, as shown in FIGURE B-9, between the aircraft axis system origin, as shown in FIGURE B-2, and the target center. The slant range shall be represented as positive.
20.Feb.2004	106	6A	AMPOINT	TGT REL N	AMPOINT TGT REL N	18	4	106	North target distance from current position MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B-XXVII	Target azimuth to reference system, as shown in FIGURE B-6.
20.Feb.2004	107	6B	AMPOINT	TGT REL E	AMPOINT TGT REL E	18	4	107	East target distance from current position MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B-XXVII	Target elevation as shown in FIGURE B-9 relative to the reference axis system as shown in FIGURE B-6.
20.Feb.2004	108	6C	AMPOINT	TGT REL D	AMPOINT TGT REL D	18	4	108	Down target distance from current position MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B-XXVII	Target elevation as shown in FIGURE B-9 relative to the reference axis system as shown in FIGURE B-6.
20.Feb.2004	109	6D	AMPOINT	TGT HT FM SURFACE	AMPOINT TGT HT FM SURFACE	26	4	109	Target height from surface MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B-XXVII	Rate of change of the information specified in line 100.
20.Feb.2004	110	6E	AMPOINT	IMP AZ ANG	AMPOINT IMP AZ ANG	19	2	110	Target approach true heading	ANGLE(M) TABLE B-XXVII	Rate of change of the information specified in line 101.
20.Feb.2004	111	6F	AMPOINT	IMP DIVE ANG	AMPOINT IMP DIVE ANG	21	2	111	Target approach dip	ANGLE(M) TABLE B-XXVII	Rate of change of the information specified in line 102.
20.Feb.2004	112	70	AMPOINT	REL AC AZ ANG	AMPOINT REL AC AZ ANG	22	2	112	Target azimuth to aircraft	ANGLE(M) TABLE B-XXVII	Rate of change of the information specified in line 103.
20.Feb.2004	113	71	AMPOINT	REL AC EL ANG	AMPOINT REL AC EL ANG	22	2	113	Target elevation to aircraft	ANGLE(M) TABLE B-XXVII	Rate of change of the information specified in line 104.
20.Feb.2004	114	72	AMPOINT	REL SLANT	AMPOINT REL SLANT	18	4	114	Target slant range (no air coordinates) MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B-XXVII	Rate of change of the information specified in line 105.
20.Feb.2004	115	73	AMPOINT	REL AZ ANG	AMPOINT REL AZ ANG	19	2	115	Target azimuth to reference system	ANGLE(M) TABLE B-XXVII	Rate of change of the information specified in line 106.
20.Feb.2004	116	74	AMPOINT	REL EL ANG	AMPOINT REL EL ANG	19	2	116	Target elevation to reference system	ANGLE(M) TABLE B-XXVII	Rate of change of the information specified in line 107.
20.Feb.2004	117	75	TARGET	LAT RATE	TARGET LAT RATE	15	4	117	Target latitude rate MSP & LSP	ANGULAR RATE(M) & ANGULAR RATE(L) TABLE B-XXVII	Rate of change of the information specified in line 108.
20.Feb.2004	118	76	TARGET	LONG RATE	TARGET LONG RATE	16	4	118	Target longitude rate MSP & LSP	ANGULAR RATE(M) & ANGULAR RATE(L) TABLE B-XXVII	Rate of change of the information specified in line 109.
20.Feb.2004	119	77	TARGET	ELEV RATE	TARGET ELEV RATE	16	2	119	Target geodesic altitude rate of change	VELOCITY(M) TABLE B-XXVII	Rate of change of the information specified in line 110.
20.Feb.2004	120	78	TARGET	OFFSET N RATE	TARGET OFFSET N RATE	19	2	120	Target fixed point distance north rate of change	VELOCITY(M) TABLE B-XXVII	Rate of change of the information specified in line 111.
20.Feb.2004	121	79	TARGET	OFFSET E RATE	TARGET OFFSET E RATE	19	2	121	Target fixed point distance east rate of change	VELOCITY(M) TABLE B-XXVII	Rate of change of the information specified in line 112.
20.Feb.2004	122	7A	TARGET	OFFSET D RATE	TARGET OFFSET D RATE	19	2	122	Target fixed point distance down rate of change	VELOCITY(M) TABLE B-XXVII	Rate of change of the information specified in line 113.
20.Feb.2004	123	7B	AMPOINT	REL N RATE	AMPOINT REL N RATE	19	2	123	Target current position distance North rate of change	VELOCITY(M) TABLE B-XXVII	Rate of change of the information specified in line 114.
20.Feb.2004	124	7C	AMPOINT	REL E RATE	AMPOINT REL E RATE	19	2	124	Target current position distance East rate of change	VELOCITY(M) TABLE B-XXVII	Rate of change of the information specified in line 115.
20.Feb.2004	125	7D	AMPOINT	REL D RATE	AMPOINT REL D RATE	19	2	125	Target current position distance down rate of change	VELOCITY(M) TABLE B-XXVII	Rate of change of the information specified in line 116.
20.Feb.2004	126	7E	AMPOINT	REL AC AZ RATE	AMPOINT REL AC AZ RATE	23	2	126	Target azimuth rate to aircraft	ANGULAR RATE(M) TABLE B-XXVII	Rate of change of the information specified in line 117.
20.Feb.2004	127	7F	AMPOINT	REL AC EL RATE	AMPOINT REL AC EL RATE	23	2	127	Target elevation rate to aircraft	ANGULAR RATE(M) TABLE B-XXVII	Rate of change of the information specified in line 118.
20.Feb.2004	128	80	AMPOINT	REL SLANT RATE	AMPOINT REL SLANT RATE	23	2	128	Slant range rate of change	VELOCITY(M) TABLE B-XXVII	Rate of change of the information specified in line 119.
20.Feb.2004	129	81	AMPOINT	REL AZ RATE	AMPOINT REL AZ RATE	20	2	129	Target azimuth rate to reference system	ANGULAR RATE(M) TABLE B-XXVII	Rate of change of the information specified in line 120.
20.Feb.2004	130	82	AMPOINT	REL EL RATE	AMPOINT REL EL RATE	20	2	130	Target elevation rate to reference system	ANGULAR RATE(M) TABLE B-XXVII	Rate of change of the information specified in line 121.
20.Feb.2004	131	83	EMISSON	EMISSON FREQUENCY	EMISSON FREQUENCY MSP & LSP	18	6	131	Emission frequency MSP, LSP, & LSP	FREQUENCY(M) FREQUENCY(L) & FREQUENCY(L) TABLE B-XXVII	Frequency of the emission(s) of interest.
20.Feb.2004	132	84	EMISSON	BANDWIDTH	EMISSON BANDWIDTH MSP & LSP	18	6	132	Emission bandwidth MSP, LSP, & LSP	FREQUENCY(M) FREQUENCY(L) & FREQUENCY(L) TABLE B-XXVII	Frequency bandwidth of the emission(s) of interest.
20.Feb.2004	133	85	EMISSON	PULSE REP FREQ	EMISSON PULSE REP FREQ MSP & LSP	21	4	133	Emission PRF MSP & LSP	FREQUENCY(M) FREQUENCY(L) & FREQUENCY(L) TABLE B-XXVII	Pulse repetition frequency of the emission(s) of interest.
20.Feb.2004	134	86	EMISSON	REF CODE	EMISSON REF CODE	17	2	134	Reference code for emission	NUMBER(L) TABLE B-XXVII	Pulsewidth of the emission(s) of interest.
20.Feb.2004	135	87	EMISSON	REF CODE	EMISSON REF CODE	17	2	135	Reference code for emission	NUMBER(L) TABLE B-XXVII	Reference code for distinction between emitters.
20.Feb.2004	136	88	TARGET	GEO EL MSL	TARGET GEO EL MSL	17	4	136	Target altitude MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B-XXVII	Altitude of the target above mean sea level.
20.Feb.2004	137	89	WAYPOINT	ARR TIME	WAYPOINT ARR TIME	17	6	137	Time at waypoint MSP, LSP, & LISP	TIME(M) TIME(L) & TIME(L) TABLE B-XXVII	Time as specified in line 84 at the required point in time when the waypoint position is achieved.
20.Feb.2004	138	8A	WAYPOINT	NUMBER	WAYPOINT NUMBER	15	2	138	Waypoint number of trajectory	NUMBER(L) TABLE B-XXVII	Waypoint number for the information in the succeeding data words. Waypoint numbers shall increase for successive points in the trajectory.
20.Feb.2004	139	8B	WAYPOINT	FILE NUM	WAYPOINT FILE NUM	17	2	139	Waypoint file number	NUMBER(L) TABLE B-XXVII	The selected waypoint file.
20.Feb.2004	140	8C	WAYPOINT	SL BARO	WAYPOINT SL BARO	16	4	140	Sea level air pressure at way-point MSP & LSP	PRESSURE(M) & PRESSURE(L) TABLE B-XXVII	Sea-level referenced air pressure at the waypoint position.
20.Feb.2004	141	8D	IDENTIFICATION	FIRE NUMBER	IDENTIFICATION FIRE NUMBER	26	2	141	File number of store	NUMBER(L) TABLE B-XXVII	File number, if implemented, shall be used by stores in free flight to distinguish themselves from other stores in free flight.
20.Feb.2004	142	8E	LINK	LINK CODE REF	LINK CODE REF	13	2	142	Reference for coded transmission	NUMBER(L) TABLE B-XXVII	Reference code for coded transmissions in stores in free flight.
20.Feb.2004	143	8F	LINK	GUIDE FREQ	LINK GUIDE FREQ	143	2	143	Guidance frequency MSP & LSP	FREQUENCY(M) FREQUENCY(L) TABLE B-XXVII	Frequency of the guidance signal.
20.Feb.2004	144	90	LINK	GUIDE BITLEN	LINK GUIDE BITLEN	17	4	144	Guidance bit length MSP & LSP	TIME(L) & TIME(L) TABLE B-XXVII	Length of time allocated to each data bit in most reliable guidance emission.
20.Feb.2004	145	91	LINK	GUIDE BLKSIZE	LINK GUIDE BLKSIZE	17	2	145	Guidance block size	NUMBER(L) TABLE B-XXVII	Number of data bits to be received in the first post-release guidance emission.
20.Feb.2004	146	92	WAYPOINT	LAT	WAYPOINT LAT	12	4	146	Waypoint latitude MSP & LSP	ANGLE(M) & ANGLE(L) TABLE B-XXVII	Geodesic latitude of the waypoint position, where latitude is as defined in FIGURE B-3.
20.Feb.2004	147	93	WAYPOINT	LONG	WAYPOINT LONG	13	4	147	Waypoint longitude MSP & LSP	ANGLE(M) & ANGLE(L) TABLE B-XXVII	Geodesic longitude of the waypoint position, where longitude is as defined in FIGURE B-3.
20.Feb.2004	148	94	WAYPOINT	GEO EL ELPD	WAYPOINT GEO EL ELPD	21	4	148	Waypoint geodesic altitude MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B-XXVII	Geodesic altitude of the waypoint position from the reference ellipsoid as defined in FIGURE B-3.

**Registry of Specific Primitive Elements Derived From MIL STD 1760D, Table BXXVI (B26)**

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Date of Approval for Use	Class Code, decimal value	Class Code, hex value	Class Descriptor (For registry sorting convenience, not required for file format)	Type Descriptor (For registry sorting convenience, not required for file format)	Class/Type Descriptor (For registry sorting convenience, not required for file format)	C/T Code Char cnt	Bytes/element	Clarification for MIL-STD-3014 (Notes 1, 2)	Table BXXVI ref	Table BXXVI Entity Name	Table BXXVI Entity Type and Table Number	Table BXXVI Description
20-Feb-2004	149	95	WAYPOINT	OFFSET NORTH	WAYPOINT OFFSET NORTH	21	4		149	Waypoint.fixed_point_distance_north MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B. XXVII	North component (N) of the current waypoint position displacement from the fixed point as shown in FIGURE B. 4. The coordinate system shall be the local fixed_point_east_axis system as defined in FIGURE B. 3.
20-Feb-2004	150	96	WAYPOINT	OFFSET EAST	WAYPOINT OFFSET EAST	20	4		150	Waypoint.fixed_point_distance_east MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B. XXVII	East component (E) of the current waypoint position displacement from the fixed point as shown in FIGURE B. 4. The coordinate system shall be the local fixed_point_east_axis system as defined in FIGURE B. 3.
20-Feb-2004	151	97	WAYPOINT	OFFSET DOWN	WAYPOINT OFFSET DOWN	20	4		151	Waypoint.fixed_point_distance_down MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B. XXVII	Down component (D) of the current waypoint position displacement from the fixed point as shown in FIGURE B. 4. The coordinate system shall be the local fixed_point_east_axis system as defined in FIGURE B. 3.
20-Feb-2004	152	98	WAYPOINT	REL N	WAYPOINT REL N	14	4		152	Waypoint.current_position_north MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B. XXVII	North component (N) of the waypoint position displacement from current aircraft position as shown in FIGURE B. 8. The coordinate system shall be the local vertical_east_axis system defined in FIGURE B. 3.
20-Feb-2004	153	99	WAYPOINT	REL E	WAYPOINT REL E	14	4		153	Waypoint.current_position_east MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B. XXVII	East component (E) of the waypoint position displacement from the current aircraft position as shown in FIGURE B. 8. The coordinate system shall be the local vertical_east_axis system defined in FIGURE B. 3.
20-Feb-2004	154	9A	WAYPOINT	REL D	WAYPOINT REL D	14	4		154	Waypoint.current_position_down MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B. XXVII	Down component (D) of the waypoint position displacement from the current aircraft position as shown in FIGURE B. 8. The coordinate system shall be the local vertical_east_axis system defined in FIGURE B. 3.
20-Feb-2004	155	9B	WAYPOINT	HIT SURF	WAYPOINT HIT SURF	17	4		155	Waypoint.height_above_surface MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B. XXVII	Vertical displacement of the waypoint position from the local surface level where negative values shall indicate that the position is subsurface.
20-Feb-2004	156	9C	LAUNCH	REL AZ ANG	LAUNCH REL AZ ANG	17	2		156	Initial_store_course_azimuth	ANGLE(M) TABLE B. XXVII	Azimuth of the initial store trajectory relative to the store axis system as shown in FIGURE B. 7. Initial store trajectory shall be as shown in FIGURE B. 9.
20-Feb-2004	157	9D	LAUNCH	REL EL ANG	LAUNCH REL EL ANG	17	2		157	Initial_store_course_elevation	ANGLE(M) TABLE B. XXVII	Elevation of the initial store trajectory relative to the store axis system as shown in FIGURE B. 7. Initial store trajectory shall be as shown in FIGURE B. 9.
20-Feb-2004	158	9E	LAUNCH	REL SLANT	LAUNCH REL SLANT	16	4		158	Length of initial store trajectory MSP & LSP	DISTANCE(M) & DISTANCE(L) TABLE B. XXVII	Length of the initial store trajectory. The distance shall be represented as a Waypoint number at which the store is intended to be launched by the aircraft. The waypoint number shall be as specified in line 138 where a course to target trajectory defined by waypoints is used.
20-Feb-2004	159	9F	LAUNCH	WPT NMBR	LAUNCH WPT NMBR	15	2		159	Waypoint_number_of_launch_point	INTEGER TABLE B. XXVII	Geodetic latitude of the store launch point position, where latitude is defined in FIGURE B. 3.
20-Feb-2004	160	00	LAUNCH	LAT	LAUNCH LAT	10	4		160	Launch_point_latitude MSP & LSP	ANGLE(M) & ANGLE(L) TABLE B. XXVII	Geodetic longitude of the store launch point position, where longitude is defined in FIGURE B. 3.
20-Feb-2004	161	A1	LAUNCH	LONG	LAUNCH LONG	11	4		161	Launch_point_longitude MSP & LSP	ANGLE(M) & ANGLE(L) TABLE B. XXVII	Geodetic latitude of the store launch point position, where latitude is defined in FIGURE B. 3.
20-Feb-2004	162	A2	TARGET	AREA SIZE	TARGET AREA SIZE	16	4		162	Target_area MSP & LSP	AREA(M) & AREA(L) TABLE B. XXVII	Area of the target.
20-Feb-2004	163	A3	TARGET	CRSRNG WIDTH	TARGET CRSRNG WIDTH	19	2	For 3014, limited to width (crossrange at approach) only. see. also. 174.	163	Target_dimension	NUMBER(L) TABLE B. XXVII	Length and/or breadth of the target.
20-Feb-2004	164	A4	LINK	1ST MSG TIME	LINK 1ST MSG TIME	17	6		164	Time at first data link message MSP_LSP_1 MSP	TIME(M) TIME(L) TIME(L) TABLE B. XXVII	Time when the first data link message is raised.
20-Feb-2004	165	A5	LAUNCH	DSPRS ANGLS	LAUNCH DSPRS ANGLS	18	2	(horiz. & vert. dispersion angles)	165	Dispersion_data	DISPERSION DATA TABLE B. XLV	Store post-launch horizontal and vertical dispersion requirements with respect to store bore-sight at launch.
20-Feb-2004	166	A6	LAUNCH	DSPRS DURTN	LAUNCH DSPRS DURTN	18	2		166	Dispersion_duration	TIME(L) TABLE B. XXVII	Duration of the store dispersion maneuver.
20-Feb-2004	167	A7	IDENTIFICATION	STORE SRE	IDENTIFICATION STORE SRE	24	2		167	Carriage_store_SARE_select	UNSIGNED TABLE B. XXIX	Should be used to indicate the carriage store SARE being controlled/monitored when it is commanded by TABLE B. XXXII bit number 00.
20-Feb-2004	168	A8	LAUNCH	SEP DELAY	LAUNCH SEP DELAY	16	2		168	Separation_duration	TIME TABLE B. XLVI zone 1	Minimum time in seconds from detection of umbilical separation to execution of a dispersion maneuver or beginning active guidance. Zone 2 of TABLE B. XLVI shall be zero filled.
20-Feb-2004	169	A9	LAUNCH	SEP DISTNC	LAUNCH SEP DISTNC	17	2		169	Separation_distance	DISTANCE TABLE B. XLVI zone 2	Minimum distance in meters to be achieved between aircraft and store before execution of a dispersion maneuver or beginning active guidance. Distance is calculated based on aircraft motion vector at time of umbilical disconnect. Zone 1 of TABLE B. XLVI shall be zero filled.
20-Feb-2004	170	AA	LAUNCH	DEPLOY DLY	LAUNCH DEPLOY DLY	17	2		170	Surface_deployement_delay	TIME TABLE B. XLVI zone 1	Minimum time in seconds from detection of umbilical separation to first movement of mission store control surfaces. If surface deployment delay is not used, zone 2 of TABLE B. XLVI shall be zero filled.
20-Feb-2004	171	AB	LAUNCH	UNLOCK DLY	LAUNCH UNLOCK DLY	17	2		171	Control_surface_unlock_delay	TIME TABLE B. XLVI zone 2	Minimum time in seconds from detection of umbilical separation to unlock of mission store control surfaces. If Control surface unlock delay is not used, zone 1 of TABLE B. XLVI shall be zero filled.
20-Feb-2004	172	AC	IDENTIFICATION	STORE STANUM	IDENTIFICATION STORE STANUM	28	1		172	Store_station_number	STORE STATION NUMBERTABLE B. XLVIII_ZONE 1	Should be used to indicate the store station number to which the store is attached. It is to be used only in conjunction with line no. 28.
20-Feb-2004	173	AD	IDENTIFICATION	PYLON BAY ID	IDENTIFICATION PYLON BAY ID	27	1	For 3014, limited to length (downrange at approach).	173	Pylon/Bay_identity	PYLON/BAY_IDENTITYTABLE B. XLVIII_ZONE 2	Should be used to indicate the pylon or bay to which the store is attached. It is to be used only in conjunction with line no. 28.
20-Feb-2004	174	AE	TARGET	DWRNG LENGTH	TARGET DWRNG LENGTH	19	2	see. also. 163.	174	Time at first data link message MSP_LSP_1 MSP	PYLON/BAY_IDENTITYTABLE B. XLVIII_ZONE 2	Should be used to indicate the pylon or bay to which the store is attached. It is to be used only in conjunction with line no. 28.

**Registry of Generic Primitive Elements Derived From MIL STD 1760D, Table BXXVII (B27)**

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Date of Approval for Use	Class Code, decimal value	Class Code, hex value	Class Descriptor (For registry sorting convenience, not required for file format)	Type Descriptor (For registry sorting convenience, not required for file format)	Class/Type Descriptor (For registry sorting convenience, not required for file format)	C/T Code Char cnt	Bytes/element	Clarification for MIL-STD-3014 (Notes 1, 2)	Table BXXVII ref	Table BXXVII Entity Name	Table BXXVII Entity Type and Table Number	Table BXXVII MSB	Table BXXVII LSB
20-Feb-2004	226	F2	GENERAL	TIME M	GENERAL TIME M	14	2	(approx. 76.35 hr. max)	14	TIME(M) (MICROSECONDS)	B. XXVIII (UNSIGNED)	2317.17 x 1011.1	2861.61
20-Feb-2004	227	F3	GENERAL	TIME L	GENERAL TIME L	14	2	(approx. 4.2 sec. max)	14	TIME(L) (MICROSECONDS)	B. XXVIII (UNSIGNED)	2212.1 x 106.1	2861.61
20-Feb-2004	228	F4	GENERAL	TIME LL	GENERAL TIME LL	15	2	(64 us. max. @ ± 1 ns resolution)	15	TIME(LL) (MICROSECONDS)	B. XXVIII (UNSIGNED)	2212.1 x 106.1	2-109.77 X 10.4.1
20-Feb-2004	229	E5	GENERAL	TIME F	GENERAL TIME F	14	2	0 to +2047 us. raised to powers of 16, from decimal 1 to approx. decimal 10^18)	14	TIME(F) (MICROSECONDS)	B. XXVIII (SIGNED)	INTEGER -211 X 2048 EXPONENT -168	INTEGER 2011 EXPONENT -160
20-Feb-2004	230	E6	GENERAL	FREQUENCY M	GENERAL FREQUENCY M	19	2	(2204 - 2910) (0 to 4096 GHz. inh. 512 MHz)	19	FREQUENCY(M) (HERTZ)	B. XXVIII (UNSIGNED)	2241.68 X 107.1	2861.61
20-Feb-2004	231	E7	GENERAL	FREQUENCY L	GENERAL FREQUENCY L	19	2	(224 - 2571) (0 to 512 MHz. inh. 1250 Hz)	19	FREQUENCY(L) (HERTZ)	B. XXVIII (UNSIGNED)	2-178 X 103.1	2-178 X 103.1
20-Feb-2004	232	E8	GENERAL	FREQUENCY LL	GENERAL FREQUENCY LL	20	2	(25.8 - 2523) (0-512 MHz. inh. 18192 Hz)	20	FREQUENCY(LL) (HERTZ)	B. XXVIII (UNSIGNED)	2-813 X 103.1	2-231.19 X 10.7.1
20-Feb-2004	233	E9	GENERAL	DISTANCE M	GENERAL DISTANCE M	18	2	(41-2933 - 2939) (100 km. inh. - 102 km)	18	DISTANCE(M) (METERS)	B. XXVIII (COMPLEMENT)	(224.1 - 1188) 107.1	2861.61
20-Feb-2004	234	EA	GENERAL	DISTANCE L	GENERAL DISTANCE L	18	2	(224 - 2571) (0 to 512 m. inh. - 1 cm)	18	DISTANCE(L) (METERS)	B. XXVIII (UNSIGNED)	28(256)	2-178 X 103.1
20-Feb-2004	235	EB	GENERAL	DISTANCE S	GENERAL DISTANCE S	18	2	(41-227 - 2571) (256 to 256 m. inh. - 1 cm)	18	DISTANCE(S) (METERS)	B. XXVIII (COMPLEMENT)	(28 - 3) (256)	2-178 X 103.1
20-Feb-2004	236	EC	GENERAL	DISTANCE F	GENERAL DISTANCE F	18	2	(41-215 - 2511) (0 km. to 9 km. inh. 0.5m)	18	DISTANCE(F) (METERS)	B. XXVIII (COMPLEMENT)	(214 - 16384)	2-10.0
20-Feb-2004	237	ED	GENERAL	VELOCITY M	GENERAL VELOCITY M	18	2	ms ± 4192. m/s. inh. ± 25 m/s	18	VELOCITY(M) (METERS/SECOND)	B. XXVIII (COMPLEMENT)	(213 - 8192)	2-10.0
20-Feb-2004	238	EE	GENERAL	VELOCITY L	GENERAL VELOCITY L	18	2	ms ± 125. m/s. inh. - 3.8 m/s	18	VELOCITY(L) (METERS/SECOND)	B. XXVIII (UNSIGNED)	2-310.125)	2-183.8 x 103.1
20-Feb-2004	239	EF	GENERAL	ACCEL M	GENERAL ACCEL M	15	2	(41-295 - 2515) MSB ± 512 m/s^2 LSB - 031 m/s^2	15	ACCELERATION (METERS/SECOND^2)	B. XXVIII (COMPLEMENT)	(210 - 1024)	2-51.1 x 102.1
20-Feb-2004	240	FD	GENERAL	ACCEL L	GENERAL ACCEL L	15	2	(25.8 - 2521) (inh. 32K)	15	ACCELERATION (METERS/SECOND^2)	B. XXVIII (UNSIGNED)	2-61.56 x 102.1	2-114.77 x 10.7.1
20-Feb-2004	241	F1	GENERAL	ANGLE M	GENERAL ANGLE M	15	2	(41-251 - 2515)	15	ANGLE (SEMICIRCLES)	B. XXVIII (COMPLEMENT)	(20 - 31)	2-183.8 x 103.1
20-Feb-2004	242	F2	GENERAL	ANGLE L	GENERAL ANGLE L	15	2	(25.16 - 2531)	15	ANGLE (SEMICIRCLES)	B. XXVIII (UNSIGNED)	2-181.53 x 105.1	2-114.77 x 10.7.1
20-Feb-2004	243	F3	GENERAL	ANG RATE M	GENERAL ANG RATE M	19	2	(41-211 - 2531) (41-2) (ms. inh. 18K)	19	ANGULAR RATE (METERS/SECOND)	B. XXVIII (COMPLEMENT)	(22 - 3)	2-13.122 x 10.4.1
20-Feb-2004	244	F4	GENERAL	ANG RATE L	GENERAL ANG RATE L	19	2	(25.14 - 2529) (inh. 1032M)	19	ANGULAR RATE (METERS/SECOND)	B. XXVIII (UNSIGNED)	2-148.10 x 105.1	2-40.0 (925)
20-Feb-2004	245	F5	GENERAL	TEMPERATURE	GENERAL TEMPERATURE	19	2	(41-210 - 2541) (41-2048 C. inh. 064 C)	19	TEMPERATURE (DEGREES CELSIUS)	B. XXVIII (COMPLEMENT)	(214 - 1024)	2-181.53 x 105.1
20-Feb-2004	246	F6	GENERAL	PRESSURE M	GENERAL PRESSURE M	18	2	(41-214 - 250) (inches Hg. -32K to 32K)	18	PRESSURE (MILLIOPASCALS)	B. XXVIII (COMPLEMENT)	(215 - 32768)	20(1)
20-Feb-2004	247	F7	GENERAL	PRESSURE L	GENERAL PRESSURE L	18	2	(25.1 - 2518) (fractional MP. inh. 184K)	18	PRESSURE (MILLIOPASCALS)	B. XXVIII (UNSIGNED)	2-110.15)	2-181.53 x 105.1
20-Feb-2004	248	F8	GENERAL	INTEGER	GENERAL INTEGER	14	2	(41-214 - 250) (inches Hg. -32K to 32K)	14	INTEGER	B. XXVIII (COMPLEMENT)	(215 - 32768)	20(1)
20-Feb-2004	249	F9	GENERAL	NUMBER L	GENERAL NUMBER L	16	2	(25.15 - 250) (non. integer 0 to 84K)	16	NUMBER(L)	B. XXVIII (COMPLEMENT)	215 (32768)	20(1)
20-Feb-2004	250	FA	GENERAL	NUMBERS	GENERAL NUMBERS	16	2	(41-214 - 2510) (1 - 32 max. res 10K)	16	NUMBERS	B. XXVIII (COMPLEMENT)	(25 - 32)	2-109.77 x 10.4.1
20-Feb-2004	251	FB	GENERAL	FRACTION M	GENERAL FRACTION M	18	2	(41-214 - 2510) (inh. 102 K)	18	FRACTION(M)	B. XXVIII (COMPLEMENT)	(20 - 31)	2-183.8 x 103.1
20-Feb-2004	252	FC	GENERAL	FRACTION L	GENERAL FRACTION L	18	2	(25.16 - 2531) (inh. 12 C)	18	FRACTION(L)	B. XXVIII (UNSIGNED)	2-181.53 x 105.1	2-114.77 x 10.7.1
20-Feb-2004	253	FD	GENERAL	RATIO	GENERAL RATIO	13	2	(27.1 - 258) (from 28.1 to 1256)	13	RATIO	B. XXVIII (UNSIGNED)	27(128)	2-61.53 x 103.1
20-Feb-2004	254	FE	GENERAL	AREA M	GENERAL AREA M	14	2	(25.1 - 2518) (inh. 064 sq. cm. max. - 2K sq. cm.)	14	AREA (SQUARE CENTIMETERS)	B. XXVIII (UNSIGNED)	2312 (1478 x 105.1)	2-181.53 x 103.1
20-Feb-2004	255	FF	GENERAL	AREA L	GENERAL AREA L	14	2	(25.15 - 2510) (0 to 84K sq. cm. 0 to 0.64 sq. cm.)	14	AREA (SQUARE CENTIMETERS)	B. XXVIII (UNSIGNED)	215(32768)	20(1)

Notes: 1) Primitives in accordance with this standard may be of any length. Data types from MIL STD 1760 that consist of multiple 16-bit entities are concatenated into single primitives in this standard, with the most significant entry of the 1760 data type first, then sequentially with the least significant 1760 entry last. This concatenation of related 1760 entities into single primitives in this standard is identified in the "General Description column" (e.g. "MSP & LSP" or "MSP, LSP, & LSP") and in the "Bytes per element" column above.