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

174 1 Max/min Class Code this section

Date of Approval for Use	Class Code, decimal value	Class Code, hex value	Class Code Descriptor (For registry sorting convenience; not required for file format)	Descr Char cnt	Bytes/ element	Clarification for MIL-STD-3014 (Notes 1, 2)	Table BXXVI ref	Table BXXVI Entity Name	First Concatenated Entity Type from Table Entity Type from	Second Concatenated Table B-XXVII	Third Concatenated Table B-XXVII	Entity Format Table Number	Table BXXVI Description
20-Feb-2004	1	1	BUS NULL	8	2		1	Reserved				B- XXXI	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 AEIS applicat
20-Feb-2004	2	2	BUS INVALIDITY	14	2		2	Invalidity	INVALIDITY			B- XXXI	Shall be used to indicate invalidity of data entitie
20-Feb-2004	3	3	STORE CTL CRIT CTL 1	20	2		3	Critical control 1	CRITICAL CONTROL 1			B- XXXII	Shall be used for sending safety critical control commands to a mission stor
20-Feb-2004	4	4	STORE CTL CRIT CTL 2	20	2		4	Critical control 2	CRITICAL CONTROL 2			B- XXXII	Shall be used for sending safety critical control commands to a mission stor
20-Feb-2004	5	5	STORE CTL CRIT AUTH	19	2		5	Critical authority	CRITICAL AUTHORITY			B- XXXIV	Shall be used as a coded check for CRITICAL CONTROL 1 and CRITICAL CONTROL 2. Shall not be used for error correctic
20-Feb-2004	6	6	STORE CTL CRIT MON 1	20	2		6	Critical monitor 1	CRITICAL MONITOR 1			B- XXXV	Shall be used to indicate both the demanded state (reflecting data bits 010 through 03 in CRITICAL CONTROL 1) and the current store sta
20-Feb-2004	7	7	STORE CTL CRIT MON 2	20	2		7	Critical monitor 2	CRITICAL MONITOR 2			B- XXXVI	Shall be used to indicate both the demanded state (reflecting data bits 010 through 03 in CRITICAL CONTROL 2) and the current store sta
20-Feb-2004	8	8	WARHEAD FZ MODE 1	17	2		8	Fuzing mode 1	FUZING MODE			B-XXXVII	Shall be used by stores with interface controllable post release operation to enable or disable fuze mod
20-Feb-2004	9	9	WARHEAD FZ MODE 2	17	2		9	Fuzing mode 2	FUZING MODE			B-XLIII	(for stores with interface controllable post release operation) Enables or disables fuze modes as indicated in the tal
20-Feb-2004	10	A	WARHEAD FZ/ARM STATUS 1	23	2		10	Fuzing/arming mode status 1	FUZING/ARMING MODE STATUS			B- XXXVIII	Shall be used by stores, when requested by the aircraft, to reflect the actual internal state of the fuzing/arming setting(s) whether or not demanded by TABLE B- XXX
20-Feb-2004	11	B	WARHEAD FZ/ARM STATUS 2	23	2		11	Fuzing/arming mode status 2	FUZING/ARMING MODE STATUS			B- XLIV	(when requested by the aircraft) Actual internal state of the stores fuzing/arming setting(s), whether or not demanded by TABLE B- XL
20-Feb-2004	12	C	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 fuze armi
20-Feb-2004	13	D	WARHEAD FZ FN DLY	17	2		13	Fuze function 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 fuze functi
20-Feb-2004	14	E	WARHEAD FZ IMPCT DLY	20	2		14	Fuze function delay from impact	TIME(F)			B-XXVII	Shall be used by stores with interface controllable fuzing as the time delay from impact to fuze functi
20-Feb-2004	15	F	LAUNCH DP DELAY	15	4		15	Post launch operation delay MSP and LSP	TIME(M)	TIME(L)		B-XXVIII	The delays required in operation of store ejectors, such as motor fire, flight control, etc. Shall not be used for fuzing/armi
20-Feb-2004	16	10	LAUNCH HI DRAG DLY	18	2		16	High drag arm time	TIME(F)			B-XXVII	(for stores with interface controllable fuzing) Time delay from separation from the aircraft to enabling of the store retard mechani
20-Feb-2004	17	11	WARHEAD FZ FN INFOINT	20	2		17	Function time from event	TIME(F)			B-XXVII	(for stores with interface controllable fuzing) Time delay from a specified event to the function of the fu
20-Feb-2004	18	12	WARHEAD FZ TGT OFFST	20	2	Negative for height-of-burst (Defined from MIL-STD-1760)	18	Fuze function distance	DISTANCE(F)			B-XXVII	Shall be used by stores with interface controllable fuzing as the distance from the target required for function. When used for Fuze function height, it represents altitude or depth from local surface required for function. For pressure activated sensors, a surface air pressure of 62 Mnpascals shall be assumed.
20-Feb-2004	19	13	N/A --	8	N/A								
20-Feb-2004	20	14	WARHEAD SUBMUN INTVL	20	2		20	Fire interval	TIME(L)			B-XXVIII	Shall be used to set the time interval between successive releases, launches or firings of associated munitions or submunitio
20-Feb-2004	21	15	WARHEAD SUBMUN QTY	18	2		21	Number to fire	NUMBER(L)			B-XXVIII	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-XXXII, bit number
20-Feb-2004	22	16	WARHEAD ROUNDS REMAINING	24	2		22	Rounds remaining	NUMBER(L)			B-XXVIII	The number of submunitions or stores remaining within the store
20-Feb-2004	23	17	WARHEAD VOIDLAYR CT	20	2		23	Void/layer number	NUMBER(L)			B-XXVIII	(for stores with interface controllable fuzing) Void/layer number at which the fuze is to functio
20-Feb-2004	24	18	AIMPOINT IMPCT VEL	18	2		24	Impact velocity	VELOCITY(M)			B-XXVII	Sets the impact velocity
20-Feb-2004	25	19	BUS PROTOCOL STS	16	2		25	Protocol status	PROTOCOL STATUS			B- XXXIX	Shall be used to report data bus interface protocol errors detected by the applicable subsystem. (See B.4.1.5.
21-Sep-2005	26	1A	IDENT COUNTRY CODE	18	2		26	Country code	COUNTRY CODE			B- XIV	Shall use the appropriate country code specified in ISO 3166, upper case alphabetic characters only. Shall be used as a qualifier of STORE IDENTITY (BINARY) and STORE IDENTITY (ASCII) to distinguish between store identities which may be duplicative between different countries.
21-Sep-2005	27	1B	IDENT STORE NUMERIC	19	2		27	Store identity (binary)	STORE IDENTITY (BINARY)			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 hexadecim
21-Sep-2005	28	1C	IDENT STORE ASCII	17	16		28	Store or aircraft identity (ASCII)	STORE OR AIRCRAFT IDENTITY (ASCII)			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.
21-Sep-2005	29	1D	IDENT STORE CONFIG	18	6		29	Store configuration identifier	ASCII PACKED			B- XL	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 hexadecimal.
20-Feb-2004	30	1E	BUS MAX XFT BIT TIME	20	2		30	Maximum interrupitive BIT time	TIME(F)			B-XXVI	The maximum time duration the store may be non-responsive 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 ASCI 2 CHAR	20	2		31	ASCII characters	ASCII PACKED			B- XXII	Shall be used for the transfer of ASCI encoded characters on the data bu
21-Sep-2005	32	20	SFER AIN AIRSPEED TRUE	23	4		32	Indicated airspeed MSP & LSP	VELOCITY(M)	VELOCITY(L)		B- XXXII	Indicated airspeed of the aircraft, represented as positive when the aircraft is travelling through static air in the Xa direction defined in FIGURE B
21-Sep-2005	33	21	SFER AIN AIRSPEED CAL	23	4		33	True airspeed MSP & LSP	VELOCITY(M)	VELOCITY(L)		B- XXXIII	True airspeed of the aircraft, represented as positive when the aircraft is travelling through static air in the Xa direction defined in FIGURE B
21-Sep-2005	34	22	SFER AIN AIRSPEED CALIB	23	4		34	Calibrated airspeed MSP & LSP	VELOCITY(M)	VELOCITY(L)		B- XXXIV	Calibrated airspeed of the aircraft, represented as positive when the aircraft travelling through static air in the Xa direction defined in FIGURE B
20-Feb-2004	35	23	ENVIRONMENT WINDSPD NORTH	23	4		35	Windspeed North MSP & LSP	VELOCITY(M)	VELOCITY(L)		B- XXXVI	Local windspeed with north defined as the component measured relative to local surface in the north (N) axis as defined by FIGURE B
20-Feb-2004	36	24	ENVIRONMENT WINDSPD EAST	23	4		36	Windspeed Eastern MSP & LSP	VELOCITY(M)	VELOCITY(L)		B- XXXVII	Local windspeed with east defined as the component measured relative to local surface in the east (E) axis as defined by FIGURE B
21-Sep-2005	37	25	SFER AIN ANGLE OF ATTACK	24	2		37	Angle of attack	ANGLE(M)			B- XXXIII	Angle of attack of the aircraft (also called alpha, the angle between aircraft zero reference line and the air flo
21-Sep-2005	38	26	SFER AIN ANG OF SIDESLIP	24	2		38	Angle of sideslip	ANGLE(M)			B- XXXIV	Angle of sideslip of the aircraft
20-Feb-2004	39	27	ENVIRONMENT AIR TEMP	20	2		39	Air Temperature	TEMPERATURE			B- XXXI	Temperature of the air
20-Feb-2004	40	28	ENVIRONMENT DYN AIR PRES	24	4		40	Dynamic air pressure MSP & LSP	PRESSURE(M)	PRESSURE(L)		B- XXXII	Dynamic air pressure.
21-Sep-2005	41	29	ENVIRO STATIC AIR PRES	22	4		41	Static air pressure MSP & LSP	PRESSURE(M)	PRESSURE(L)		B- XXXII	Static air pressure.
20-Feb-2004	42	2A	ENVIRONMENT SEA LVL BARO	24	4		42	Sea level air pressure MSP & LSP	PRESSURE(M)	PRESSURE(L)		B- XXXIII	Local sea level air pressure
20-Feb-2004	43	2B	ENVIRONMENT SURF CRNT N	23	4		43	Surface flow North MSP & LSP	VELOCITY(M)	VELOCITY(L)		B- XXXII	North component of the velocity of the local surface flow relative to a fixed point but using the local vertical earth axis system as specified in FIGURE B
20-Feb-2004	44	2C	ENVIRONMENT SURF CRNT E	23	4		44	Surface flow East MSP & LSP	VELOCITY(M)	VELOCITY(L)		B- XXXIII	East component of the velocity of the local surface flow relative to a fixed point using the local vertical earth axis system as specified in FIGURE B
20-Feb-2004	45	2D	ENVIRONMENT WTR TEMP	20	2		45	Water temperature	TEMPERATURE			B- XXXII	Temperature of the local surface of the water
20-Feb-2004	46	2E	ENVIRONMENT WTR DEPTH	21	4		46	Depth of water MSP & LSP	DISTANCE(M)	DISTANCE(L)		B- XXXIII	Vertical depth of water in the target zone
20-Feb-2004	47	2F	ENVIRONMENT WAVE HT	19	2		47	Wave height	DISTANCE(S)			B- XXXII	Average wave height measure peak-to-trough in the target zone and shall be represented as positi
20-Feb-2004	48	30	ENVIRONMENT WTR DENSITY	23	2		48	Water density	RATIO			B- XXXIV	Ratio of the density of the local water to a density of 1000 kilograms per cubic meter. The ratio shall increase for heavier local wa
20-Feb-2004	49	31	ENVIRONMENT VEL OF SOUND	24	4		49	Velocity of sound MSP & LSP	VELOCITY(M)	VELOCITY(L)		B- XXXIII	Velocity of sound for the specified area. (This may be for a specified depth of water for example
20-Feb-2004	50	32	SFER ALIGN PLTFM LAT	20	4		50	Aircraft latitude MSP & LSP	ANGLE(M)	ANGLE(L)		B-XXXII	Geodetic latitude of the aircraft as defined in FIGURE B- ;
20-Feb-2004	51	33	SFER ALIGN PLTFM LONG	21	4		51	Aircraft longitude MSP & LSP	ANGLE(M)	ANGLE(L)		B-XXXII	Geodetic longitude of the aircraft as defined in FIGURE B- ;
20-Feb-2004	52	34	SFER ALIGN PLTFM ALT	20	4		52	Aircraft geodetic altitude MSP & LSP	DISTANCE(M)	DISTANCE(L)		B- XXXII	Geodetic altitude of the aircraft from the reference ellipsoid as defined in FIGURE B-
21-Sep-2005	53	35	SFER AIN N FM BULLSEYE	22	4	(from a local-level ref on WGS-84 ellipsoid)	53	Aircraft-fixed point distance North MSP & LSP	DISTANCE(M)	DISTANCE(L)		B- XXXII	North component (Na) of the current aircraft position displacement from the fixed point as shown in FIGURE B- 4. The coordinate system shall be the local fixed point earth axis system defined in FIGURE B- 3.
21-Sep-2005	54	36	SFER AIN N E FM BULLSEYE	22	4	(from a local-level ref on WGS-84 ellipsoid)	54	Aircraft-fixed point distance East MSP & LSP	DISTANCE(M)	DISTANCE(L)		B- XXXII	East component (Ea) of the current aircraft position displacement from the fixed point as shown in FIGURE B- 4. Coordinate system shall be the local fixed point earth axis system defined in FIGURE B- 3.
21-Sep-2005	55	37	SFER AIN D FM BULLSEYE	22	4	(from a local-level ref on WGS-84 ellipsoid)	55	Aircraft-fixed point distance down MSP & LSP	DISTANCE(M)	DISTANCE(L)		B- XXXII	Down component (Da) of the current aircraft position displacement from the fixed point as shown in FIGURE B- 4. Coordinate system shall be the local fixed point earth axis system defined in FIGURE B- 3.
21-Sep-2005	56	38	SFER AIN PLTFM AGL	18	4		56	Height above ground level MSP & LSP	DISTANCE(M)	DISTANCE(L)		B- XXXII	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.
21-Sep-2005	57	39	SFER AIN PLTFM BARO ALT	23	4		57	Barometric altitude MSP & LSP	DISTANCE(M)	DISTANCE(L)		B- XXXIII	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.
21-Sep-2005	58	3A	SFER AIN PLTFM HDG TRUE	23	2		58	Aircraft true heading	ANGLE(M)			B- XXXIII	Heading of the aircraft relative to true north as defined in FIGURE B- 5 using the local vertical axis as defined in FIGURE B-
21-Sep-2005	59	3B	SFER AIN PLTFM GND TRK	22	2		59	Aircraft true ground track	ANGLE(M)			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-
21-Sep-2005	60	3C	SFER AIN PLTFM PITCH	20	2		60	Aircraft pitch	ANGLE(M)			B- XXXII	Pitch of the aircraft as defined in FIGURE B- 5 using the local vertical axis defined in FIGURE B-
21-Sep-2005	61	3D	SFER AIN PLTFM ROLL	19	2		61	Aircraft roll	ANGLE(M)			B- XXXII	Roll of the aircraft as defined in FIGURE B- 5 using the local vertical axis as defined in FIGURE B-
21-Sep-2005	62	3E	SFER AIN PLTFM HDG MAG	22	2		62	Aircraft magnetic heading	ANGLE(M)			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
21-Sep-2005	63	3F	SFER AIN MOMENT ARM X	21	2		63	Aircraft-reference X axis offset	DISTANCE(S)			B- XXXII	The X component of the distance from the aircraft body axis or sensor axis to the reference axis Dxpa r) as defined in FIGURE B-
21-Sep-2005	64	40	SFER AIN MOMENT ARM Y	21	2		64	Aircraft-reference Y axis offset	DISTANCE(S)			B- XXXII	The Y component of the distance from the aircraft body axis or sensor axis to the reference axis Dypa r) as defined in FIGURE B-
21-Sep-2005	65	41	SFER AIN MOMENT ARM Z	21	2		65	Aircraft-reference Z axis offset	DISTANCE(S)			B- XXXII	The Z component of the distance from the aircraft body axis or sensor axis to the reference axis Dzpa r)as defined in FIGURE B-
21-Sep-2005	66	42	SFER AIN PLTFM YAW DELTA	24	2		66	Aircraft-reference axis yaw difference	ANGLE(M)			B- XXXII	The yaw angle between the aircraft body axis or sensor axis and the reference axis as defined by FIGURE B- 5. Positive angles shall indicate the reference axis is yawed r
21-Sep-2005	67	43	SFER AIN PLTFM PTCH DLTA	24	2		67	Aircraft-reference axis pitch difference	ANGLE(M)			B- XXXII	The pitch angle between the aircraft body axis or sensor axis and the reference axis as defined by FIGURE B- 5. Positive angles shall indicate the reference axis is pitched
21-Sep-2005	68	44	SFER AIN PLTFM ROLL DLTA	24	2		68	Aircraft-reference axis roll difference	ANGLE(M)			B- XXXII	The roll angle between the aircraft body axis or sensor axis and the reference axis as defined by FIGURE B- 5. Positive angles shall indicate the reference axis is banked right (right wing dc
21-Sep-2005	69	45	SFER AIN PLTFM VEL NRTH	23	4		69	Aircraft velocity North MSP & LSP	VELOCITY(M)	VELOCITY(L)		B- XXXII	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
21-Sep-2005	70	46	SFER AIN PLTFM VEL EAST	23	4		70	Aircraft velocity East MSP & LSP	VELOCITY(M)	VELOCITY(L)		B- XXXII	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 E
21-Sep-2005	71	47	SFER AIN PLTFM VEL DOWN	23	4		71	Aircraft velocity down MSP & LSP	VELOCITY(M)	VELOCITY(L)		B- XXXII	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 E
21-Sep-2005	72	48	SFER AIN PLTF HDG TRU RT	24	2		72	Aircraft heading rate	ANGULAR RATE(M)			B- XXXII	Rate of change of the information specified in line 58
21-Sep-2005	73	49	SFER AIN PLTF GND TRK RT	24	2		73	Aircraft ground track rate	ANGULAR RATE(M)			B- XXXII	Rate of change of the information specified in line 59
21-Sep-2005	74	4A	SFER AIN PLTFM PITCH DOT	24	2		74	Aircraft pitch rate	ANGULAR RATE(M)			B- XXXII	Rate of change of the information specified in line 60
21-Sep-2005	75	4B	SFER AIN PLTFM ROLL DOT	23	2		75	Aircraft roll rate	ANGULAR RATE(M)			B- XXXII	Rate of change of the information specified in line 61
21-Sep-2005	76	4C	SFER AIN PLTFM TIME HACK	24	2		76	Aircraft system time at reset	TIME(L)			B- XXXII	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 age of the time tagged data.
21-Sep-2005	77	4D	SFER AIN PLTFM MACH	19	2		77	Mach number	NUMBER(S)			B- XXXI	Vehicle Mach number
21-Sep-2005	78	4E	SFER AIN PLTF DIR COSINE	24	4		78	Direction cosine MSP & LSP	FRACTION(M)	FRACTION(L)		B- XXXII	A matrix element of a 3x3 transformation matrix between the aircraft and reference coordinate systems in accordance with the following matrix equation: Xr = C * Xap; where C is the 3x3 transformation matrix and both Xr and Xap 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	79	4F	TIME YEAR	9	2		79	Initialization year	NUMBER(L)			B- XXXII	The current year.
20-Feb-2004	80	50	TIME MONTH	10	2		80	Initialization month	NUMBER(L)			B- XXXII	Current month of the current year as specified in line 79
20-Feb-2004	81	51	TIME DAYMO	11	2		81	Initialization day of month	NUMBER(L)			B- XXXII	Current day of the current month specified in line 80
20-Feb-2004	82	52	TIME DAYYR	11	2		82	Initialization day of year	NUMBER(L)			B- XXXII	Current day of the current year as specified in line 79 where January 1 is day
20-Feb-2004	83	53	TIME 24HR DUR	13	6		83	Twenty-four hour period	NUMBER(L)			B- XXXII	Used by aircraft or stores, the number of whole 24 hour periods since the referenced event. It is used as required to compliment the time data entry in line
20-Feb-2004	84	54	TIME USEC DUR	13	6		84	Time MSP, LSP, & LSP	TIME(M)	TIME(L)	TIME(LL)	B- XXXII	Used by aircraft or stores; the time to, or from, the referenced even
20-Feb-2004	85	55	TIME USEC TAG	13	6		85	Time tag	TIME(L)			B- XXXII	Inserted into the message by the source equipment representing the time of the data entity(s) on which the time tag is to be used and shall be the aircraft time current at the data measurement or ev
20-Feb-2004	86	56	TIME USEC TAG	13	2		86	Aircraft time	TIME(L)			B- XXXII	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 the ICD.
20-Feb-2004	87	57	BUS GRP ENV DELAY	17	2		87	Representative group envelope delay	TIME(L)			B- XXXII	Delay to a signal from the signal source to the signal sink
20-Feb-2004	88	58	BUS MSI GRP ENV DELAY	21	2		88	Store repre-sentative group envelope delay	TIME(L)			B- XXXII	Delay to a signal from the signal source the store to the MSI or from the MSI to the signal sink in the sto
20-Feb-2004	89	59	BUS MSI LATENCY	15	6		89	Signal or data latency MSP, LSP, & LLSP	TIME(M)	TIME(L)	TIME(LL)	B- XXXII	Latency of the signal or data during transfer between a source and the MS
20-Feb-2004	90	5A	BUS MSI RESP TIME	12	6		90	Signal or data response time MSP, LSP, & LLSP	TIME(M)	TIME(L)	TIME(LL)	B- XXXII	Time between the signal or data at an MSI and its response at the MSI response or over
20-Feb-2004	91	5B	BUS SIGNAL DELAY	16	6		91	Signal or data delay time MSP, LSP, & LLSP	TIME(M)	TIME(L)	TIME(LL)	B- XXXII	Delay caused to the signal or data during the transfer between a sink and the sourc
20-Feb-2004	92	5C	TARGET WN ID TIME	17	2		92	Target time MSP & LSP	TIME(M)	TIME(L)		B- XXXII	Time of the target number when the target position is valid
20-Feb-2004	93	5D	TARGET WN NUMBER	16	2		93	Waypoint number of target	INTEGER			B- XXXII	Waypoint number, as specified in line 138, of the target position where a course to target trajectory defined by waypoints is us
20-Feb-2004	94	5E	TARGET FILE NUMBER	16	2		94	Target file number	NUMBER(L)			B- XXXII	Indicates the selected target file
20-Feb-2004	95	5F	TARGET KINETIC PROB	19	2		95	Target probability	FRACTION(M)			B- XXXII	Probability that the target can be successfully intercepted by the store where all unknown factors are assumed to not adversely affect the probabi
20-Feb-2004	96	60	TARGET DISCRIM NMBR	19	2		96	Target discriminator	DISCRIMINATOR DESCRIPTION			B- XLI	Indicates which of a group of targets shall be selected by terminal guidanc
20-Feb-2004	97	61	TARGET SEA LVL BARO	19	4		97	Sea level air pressure at be-get MSP & LSP	PRESSURE(M)	PRESSURE(L)		B- XXXI	Sea-level referenced pressure at the target position
20-Feb-2004	98	62	TARGET ACTIVE	13	2		98	Current active target number	NUMBER(L)			B- XXXII	Target number for which all information received by the store applys, 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	99	63	TARGET INVALIDITY	17	2		99	Target invalidity	INVALIDITY			B- XXXI	Validity for sixteen targets where valid (logic 0) shall equate to an available-for-use sta
20-Feb-2004	100	64	TARGET LAT	15	4		100	Target latitude MSP & LSP	ANGLE(M)	ANGLE(L)		B- XXXII	Geodetic latitude of the target position as defined in FIGURE B- ;
20-Feb-2004	101	65	TARGET LONG	11	4		101	Target longitude MSP & LSP	ANGLE(M)	ANGLE(L)		B- XXXII	Geodetic longitude of the target position as defined in FIGURE B- ;
20-Feb-2004	102	66	TARGET GEO EL ELPSD	19	4		102	Target geodetic altitude MSP & LSP	DISTANCE(M)	DISTANCE(L)		B- XXXII	Geodetic altitude of the target position from the reference ellipsoid as defined in FIGURE B-
20-Feb-2004	103	67	TARGET OFFSET NORTH	19	4		103	North target distance from fixed point origin MSP &	DISTANCE(M)	DISTANCE(L)		B- XXXII	North component (Nt) of the current target position displacement from the fixed point as shown in FIGURE B- 4. The coordinate system shall be the local fixed point earth axis system defined in FIGURE
20-Feb-2004	104	68	TARGET OFFSET EAST	18	4		104	East target distance from fixed point origin MSP &	DISTANCE(M)	DISTANCE(L)		B- XXXII	East component (Et) of the current target position displacement from the fixed point as shown in FIGURE B- 4. The coordinate system shall be the local fixed point earth axis system defined in FIGURE
20-Feb-2004	105	69	TARGET OFFSET DOWN	18	4		105	Target distance down from fixed point origin MSP &	DISTANCE(M)	DISTANCE(L)		B- XXXII	Down component (Dt) of the current target position displacement from the fixed point as shown in FIGURE B- 4. The coordinate system shall be the local fixed point earth axis system defined in FIGURE B- 3.
20-Feb-2004	106	6A	AIMPOINT TGT REL N	18	4		106	North target distance from current position MSP & L	DISTANCE(M)	DISTANCE(L)		B- XXXII	North component (Nt) 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	107	6B	AIMPOINT TGT REL E	18	4		107	East target distance from current position MSP & L	DISTANCE(M)	DISTANCE(L)		B- XXXII	East component (Et) of the target position displace-ment 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	108	6C	AIMPOINT TGT REL D	18	4		108	Down target distance from current position MSP & L	DISTANCE(M)	DISTANCE(L)		B- XXXII	Down component (Dt) of the target position displace-ment 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.
21-Sep-2005	109	6D	AIMPOINT TGT HT FM SURFC	24	4		109	Target height from surface MSP & LSP	DISTANCE(M)	DISTANCE(L)		B- XXXII	Vertical displacement of the target position from the local surface level where negative values shall indicate that the position is sub-surfc
20-Feb-2004	110	6E	AIMPOINT IMP AZ ANG	18	2		110	Target approach true heading	ANGLE(M)			B- XXXII	True heading as defined in FIGURE B- 5 of the final approach course to the target positi
20-Feb-2004	111	6F	AIMPOINT IMP DIVE ANG	21	2		111	Target approach pitch	ANGLE(M)			B- XXXII	Pitch as defined in FIGURE B- 5 of the final approach course to the target positio
20-Feb-2004	112	70	AIMPOINT REL AZ AZ ANG	22	2		112	Target azimuth to aircraft	ANGLE(M)			B- XXXII	Target azimuth as shown in FIGURE B- 9 relative to the aircraft axis system as shown in FIGURE B-
20-Feb-2004	113	71	AIMPOINT REL AZ EL ANG	22	2		113	Target elevation to aircraft	ANGLE(M)			B- XXXII	Target elevation as shown in FIGURE B- 9 relative to the aircraft axis system as shown in FIGURE B-
20-Feb-2004	114	72	AIMPOINT REL SLANT	18	2		114	Target slant range (polar coordinates) MSP & LSP	DISTANCE(M)	DISTANCE(L)		B- XXXII	Slant range distance, as shown in FIGURE B- 5, between the aircraft axis system origin, as shown in FIGURE B- 2, and the target center. The slant range shall be represented as posit
20-Feb-2004	115	73	AIMPOINT REL AZ ANG	19	2		115	Target azimuth to reference system	ANGLE(M)			B- XXXII	Target azimuth as shown in FIGURE B- 9 relative to the reference axis system as shown in FIGURE B-
20-Feb-2004	116	74	AIMPOINT REL EL ANG	19	2		116	Target elevation to reference system	ANGLE(M)			B- XXXII	Target elevation as shown in FIGURE B- 9 relative to the reference axis system as shown in FIGURE B-
20-Feb-2004	117	75	TARGET LAT RATE	15	4		117	Target latitude rate MSP & LSP	ANGULAR RATE(M)	ANGULAR RATE(L)		B- XXXII	Rate of change of the information specified in line 10(
20-Feb-2004	118	76	TARGET LONG RATE	16	4		118	Target longitude rate MSP & LSP	ANGULAR RATE(M)	ANGULAR RATE(L)		B- XXXII	Rate of change of the information specified in line 10(
20-Feb-2004	119	77	TARGET ELEV RATE	16	2		119	Target geodetic altitude rate of change	VELOCITY(M)			B- XXXII	Rate of change of the information specified in line 10(
20-Feb-2004	120	78	TARGET OFFST N RATE	19	2		120	Target-fixed point distance north rate of change	VELOCITY(M)			B- XXXII	Rate of change of the information specified in line 10(
20-Feb-2004	121	79	TARGET OFFST E RATE	19	2		121	Target-fixed point distance east rate of change	VELOCITY(M)			B- XXXII	Rate of change of the information specified in line 10(
20-Feb-2004	122	7A	TARGET OFFST D RATE	18	2		122	Target-fixed point distance down rate of change	VELOCITY(M)			B- XXXII	Rate of change of the information specified in line 10(
20-Feb-2004	123	7B	AIMPOINT REL N RATE	19	2		123	Target-current position distance North rate of chang	VELOCITY(M)			B- XXXII	Rate of change of the information specified in line 10(
20-Feb-2004	124	7C	AIMPOINT REL E RATE	19	2		124	Target-current position distance East rate of change	VELOCITY(M)			B- XXXII	Rate of change of the information specified in line 10(
20-Feb-2004	125	7D	AIMPOINT REL D RATE	19	2		125	Target-current position distance down rate of chang	VELOCITY(M)			B- XXXII	Rate of change of the information specified in line 10(
20-Feb-2004	126	7E	AIMPOINT REL AZ AZ RATE	23	2		126	Target azimuth rate to aircraft	ANGULAR RATE(M)			B- XXXII	Rate of change of the information specified in line 11(
20-Feb-2004	127	7F	AIMPOINT REL AZ EL RATE	23	2		127	Target elevation rate to aircraft	ANGULAR RATE(M)			B- XXXII	Rate of change of the information specified in