

A		B		C		D		E		F		G		H		I		J		K		L		M		N			
Registry of Specific Primitive Elements Derived From Data Entity List of MIL STD 1760																													
Date of Approval for Use		Date of Withdrawal From Use		Class Code, decimal value		Class Code, hex value		Class Code Descriptor		Descr Char/ent		Bytes/element		Clarification for MIL-STD-3014 (Note 1)		Line Number, Appendix B Data Entity List		Entity Name, Appendix B Data Entity List		First Concatenated Entity Type from Appendix B Linear Data Entity List		Second Concatenated Entity Type from Appendix B Linear Data Entity List		Third Concatenated Entity Type from Appendix B Linear Data Entity List		Description, Appendix B Data Entity List			
1	20-Feb-2004			1	1	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 AEIS applications.	
2	20-Feb-2004			2	2	BUS INVALIDITY			14	2							2	Invalidity	INVALIDITY									Shall be used to indicate invalidity of data entities.	
3	20-Feb-2004			3	3	STORE CTL CRIT CTL 1			20	2							3	Critical control 1	CRITICAL CONTROL 1									Shall be used for sending safety critical control commands to a mission store.	
4	20-Feb-2004			4	4	STORE CTL CRIT CTL 2			20	2							4	Critical control 2	CRITICAL CONTROL 2									Shall be used for sending safety critical control commands to a mission store.	
5	20-Feb-2004			5	5	STORE CTL CRIT AUTH			19	2							5	Critical authority	CRITICAL AUTHORITY									Shall be used as a coded check for CRITICAL CONTROL 1 and CRITICAL CONTROL 2. Shall not be used for error correction.	
6	20-Feb-2004			6	6	STORE CTL CRIT MON 1			20	2							6	Critical monitor 1	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.	
7	20-Feb-2004			7	7	STORE CTL CRIT MON 2			20	2							7	Critical monitor 2	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.	
8	20-Feb-2004			8	8	WARHEAD FZ MODE 1			17	2							8	Fuzing mode 1	FUZING MODE									Shall be used by stores with interface controllable post release operation to enable or disable fuze modes.	
9	20-Feb-2004			9	9	WARHEAD FZ MODE 2			17	2							9	Fuzing mode 2	FUZING MODE									(for stores with interface controllable post release operation) Enables or disables fuze modes as indicated in the table.	
10	20-Feb-2004			10	A	WARHEAD FZ/ARM STATUS 1			23	2							10	Fuzing/arming mode status 1	FUZING/ARMING MODE STATUS									Shall be used by stores, when requested by the aircraft, to reflect the actual internal state of the fuze/arming setting(s) whether or not demanded by TABLE B-XXXVII.	
11	20-Feb-2004			11	B	WARHEAD FZ/ARM STATUS 2			23	2							11	Fuzing/arming mode status 2	FUZING/ARMING MODE STATUS									(when requested by the aircraft) Actual internal state of the store's fuze/arming setting(s), whether or not demanded by TABLE B-XXIII.	
12	20-Feb-2004			12	C	WARHEAD FZ ARM DLY			18	2							12	Arm delay from release	TIME(F)									Shall be used by stores with interface controllable fuze as the time delay from separation from the aircraft to fuze arming.	
13	20-Feb-2004			13	D	WARHEAD FZ FN DLY			17	2							13	Fuze function delay from release	TIME(F)									Shall be used by stores with interface controllable fuze as the time delay from separation from the aircraft to fuze function.	
14	20-Feb-2004			14	E	WARHEAD FZ IMPCT DLY			20	2							14	Fuze function delay from impact	TIME(F)									Shall be used by stores with interface controllable fuze as the time delay from impact to fuze function.	
15	20-Feb-2004			15	F	LAUNCH OP DELAY			15	4							15	Post launch operation delay MSP and LSP	TIME(M)	TIME(L)								The delays required in operation of store assemblies, such as motor fire, flight control, etc. Shall not be used for fuze/arming.	
16	20-Feb-2004			16	L	LAUNCH HI DRAG DLY			18	2							16	High drag arm time	TIME(F)									(for stores with interface controllable fuze) Time delay from separation from the aircraft to enabling of the store retard mechanism.	
17	20-Feb-2004			17	11	WARHEAD FZ FN FIEVNT			20	2							17	Function time from event	TIME(F)									(for stores with interface controllable fuze) Time delay from a specifically defined event to the function of the fuze.	
18	20-Feb-2004			18	12	WARHEAD FZ TGT OFFST			20	2							18	Fuze function distance	DISTANCE(F)									Shall be used by stores with interface controllable fuze 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 82 kilopascals shall be assumed.	
19	20-Feb-2004	6-Oct-2007		19	N3	--			8	N/A								(deleted from MIL-STD-1760)											
20	20-Feb-2004			20	14	WARHEAD SUBMUN INTVL			20	2							20	Fire interval	TIME(L)									Shall be used to set the time interval between successive releases, launches or frings of associated munitions or submunitions.	
21	20-Feb-2004			21	15	WARHEAD SUBMUN QTY			18	2							21	Number to fire	NUMBER(L)									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-XXXIII, bit number 00.	
22	20-Feb-2004			22	16	WARHEAD ROUNDS REMAINING			24	2							22	Rounds remaining	NUMBER(L)									The number of submunitions or stores remaining within the store.	
23	20-Feb-2004			23	17	WARHEAD VOIDLAYER CT			20	2							23	Voidlayer number	NUMBER(L)									(for stores with interface controllable fuze) Voidlayer number at which the fuze is to function.	
24	20-Feb-2004			24	18	AIMPOINT IMPCT VEL			18	2							24	Impact velocity	VELOCITY(M)									Sets the impact velocity.	
25	20-Feb-2004			25	19	BUS PROTOCOL STS			16	2							25	Protocol status	PROTOCOL STATUS									Shall be used to report data bus interface protocol errors detected by the applicable subsystem. (See B.4.1.5.1.)	
26	21-Sep-2005			26	1A	IDEN COUNTRY CODE			18	2							26	Country code	COUNTRY CODE									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.	
27	21-Sep-2005			27	1B	IDEN STORE NUMERIC			19	2							27	Store identity (binary)	STORE IDENTITY (BINARY)									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.	
28	21-Sep-2005			28	1C	IDEN STORE ASCII			17	16							28	Store or aircraft identity (ASCII)	STORE OR AIRCRAFT IDENTITY (ASCII)									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-XXIII. Unused characters shall be set to ASCII space (20 Hexadecimal). When this entity is not used, the words shall be set to 0000 hexadecimal.	
29	21-Sep-2005			29	1D	IDEN STORE CONFIG			18	6							29	Store configuration identifier	ASCII PACKED									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-XXIII. Unused characters shall be set to ASCII space (20 Hexadecimal). When this entity is not used, the words shall be set to 0000 hexadecimal.	
30	20-Feb-2004			30	1E	BUS MAX INT BIT TIME			20	2							30	Maximum interruptive BIT time	TIME(F)									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.	
31	20-Feb-2004			31	1F	GENERAL ASCII 2 CHAR			20	2							31	ASCII characters	ASCII PACKED									Shall be used for the transfer of ASCII encoded characters on the data bus.	
32	21-Sep-2005			32	20	XFER ALN AIRSPEED INDIC			23	4							32	Indicated airspeed MSP & LSP	VELOCITY(M)	VELOCITY(L)								Indicated airspeed of the aircraft, represented as positive when the aircraft is traveling through static air in the Xa direction defined in FIGURE B- 2.	
33	21-Sep-2005			33	21	XFER ALN AIRSPEED TRUE			22	4							33	True airspeed MSP & LSP	VELOCITY(M)	VELOCITY(L)								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.	
34	21-Sep-2005			34	22	XFER ALN AIRSPEED CALIB			23	4							34	Calibrated airspeed MSP & LSP	VELOCITY(M)	VELOCITY(L)								Calibrated airspeed of the aircraft, represented as positive with the aircraft traveling through static air in the Xa direction defined in FIGURE B- 2.	
35	20-Feb-2004			35	23	ENVIRONMENT WINDSPD NRTH			24	4							35	Windspeed North MSP & LSP	VELOCITY(M)	VELOCITY(L)								Local wind speed with north defined as the component measured relative to local surface in the north (N) axis as defined by FIGURE B- 3.	
36	20-Feb-2004			36	24	ENVIRONMENT WINDSPD EAST			23	4							36	Windspeed East MSP & LSP	VELOCITY(M)	VELOCITY(L)								Local wind speed with east defined as the component measured relative to local surface in the east (E) axis as defined by FIGURE B- 3.	
37	21-Sep-2005			37	25	XFER ALN ANGLE OF ATTACK			24	2							37	Angle of attack	ANGLE(M)									Angle of attack of the aircraft (also called alpha, the angle between aircraft zero reference line and the air flow).	
38	21-Sep-2005			38	26	XFER ALN ANG OF SIDESLIP			24	2							38	Angle of sideslip	ANGLE(M)									Angle of sideslip of the aircraft.	
39	20-Feb-2004			39	27	ENVIRONMENT AIR TEMP			20	2							39	Air Temperature	TEMPERATURE									Temperature of the air.	
40	20-Feb-2004			40	28	ENVIRONMENT DYN AIR PRES			24	4							40	Dynamic air pressure MSP & LSP	PRESSURE(M)	PRESSURE(L)								Dynamic air pressure.	
41	21-Sep-2005			41	29	ENVIRO STATIC AIR PRES			22	4							41	Static air pressure MSP & LSP	PRESSURE(M)	PRESSURE(L)								Static air pressure.	
42	20-Feb-2004			42	2A	ENVIRONMENT SEA LVL BARO			24	4							42	Sea level air pressure MSP & LSP	PRESSURE(M)	PRESSURE(L)								Local sea level air pressure.	
43	20-Feb-2004			43	2B	ENVIRONMENT SURF CRNT N			23	4							43	Surface flow North MSP & LSP	VELOCITY(M)	VELOCITY(L)								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- 3.	
44	20-Feb-2004			44	2C	ENVIRONMENT SURF CRNT E			23	4							44	Surface flow East MSP & LSP	VELOCITY(M)	VELOCITY(L)								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- 3.	
45	20-Feb-2004			45	2D	ENVIRONMENT WTR TEMP			20	2							45	Water temperature	TEMPERATURE									Temperature of the local surface of the water.	
46	20-Feb-2004			46	2E	ENVIRONMENT WTR DEPTH			21	4							46	Depth of water MSP & LSP	DISTANCE(M)	DISTANCE(L)								Vertical depth of water in the target zone.	
47	20-Feb-2004			47	2F	ENVIRONMENT WAVE HT			19	2							47	Wave height	DISTANCE(S)									Average wave height measure peak-to-trough in the target zone and shall be represented as positive.	
48	20-Feb-2004			48	30	ENVIRONMENT WTR DENSITY			23	2							48	Water density	RATIO									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.	
49	20-Feb-2004			49	31	ENVIRONMENT VEL OF SOUND			24	4							49	Velocity of sound MSP & LSP	VELOCITY(M)	VELOCITY(L)								Velocity of sound for the specified area. (This may be for a specified depth of water for example.)	
50	20-Feb-2004			50	32	XFER ALN PLTFM LAT			20	4							50	Aircraft latitude MSP & LSP	ANGLE(M)	ANGLE(L)								Geodetic latitude of the aircraft as defined in FIGURE B- 3.	
51	20-Feb-2004			51	33	XFER ALN PLTFM LONG			21	4							51	Aircraft longitude MSP & LSP	ANGLE(M)	ANGLE(L)								Geodetic longitude of the aircraft as defined in FIGURE B- 3.	
52	20-Feb-2004			52	34	XFER ALN PLTFM ALT			20	4							52	Aircraft geodetic altitude MSP & LSP	DISTANCE(M)	DISTANCE(L)								Geodetic altitude of the aircraft from the reference ellipsoid as defined in FIGURE B- 3.	
53	21-Sep-2005			53	35	XFER ALN FM BULLSEYE			22	4							53	Aircraft-fixed point distance North MSP & LSP	DISTANCE(M)	DISTANCE(L)								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.	
54	21-Sep-2005			54	36	XFER ALN E FM BULLSEYE			22	4																			

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
73	21-Sep-2005	69	45	XFER ALN PLTFM VEL NRTH		23	4		69	Aircraft velocity North MSP & LSP	VELOCITY(M)	VELOCITY(L)		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.
74	21-Sep-2005	70	46	XFER ALN PLTFM VEL EAST		23	4		70	Aircraft velocity East MSP & LSP	VELOCITY(M)	VELOCITY(L)		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.
75	21-Sep-2005	71	47	XFER ALN PLTFM VEL DOWN		23	4		71	Aircraft velocity down MSP & LSP	VELOCITY(M)	VELOCITY(L)		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.
76	21-Sep-2005	72	48	XFER ALN PLTF HDG TRU RT		24	2		72	Aircraft heading rate	ANGULAR RATE(M)			Rate of change of the information specified in line 58.
77	21-Sep-2005	73	49	XFER ALN PLTF GND TRK RT		24	2		73	Aircraft ground track rate	ANGULAR RATE(M)			Rate of change of the information specified in line 59.
78	21-Sep-2005	74	4A	XFER ALN PLTFM PITCH DOT		24	2		74	Aircraft pitch rate	ANGULAR RATE(M)			Rate of change of the information specified in line 60.
79	21-Sep-2005	75	4B	XFER ALN PLTFM ROLL DOT		23	2		75	Aircraft roll rate	ANGULAR RATE(M)			Rate of change of the information specified in line 61.
80	21-Sep-2005	76	4C	XFER ALN PLTFM TIME HACK		24	2		76	Aircraft system time at reset	TIME(L)			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.
81	21-Sep-2005	77	4D	XFER ALN PLTFM MACH		19	2		77	Mach number	NUMBER(S)			Vehicle Mach number.
82	21-Sep-2005	78	4E	XFER ALN PLTF DIR COSINE		24	4		78	Direction cosine MSP & LSP	FRACTION(M)	FRACTION(L)		A matrix element of a 3x3 transformation matrix between the aircraft and reference coordinate systems in accordance with the following matrix equation: $X_r = C \cdot X_{ap}$ ; where C is the 3x3 transformation matrix and both $X_r$ and $X_{ap}$ 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.
83	20-Feb-2004	79	4F	TIME YEAR		9	2		79	Initialization year	NUMBER(L)			The current year.
84	20-Feb-2004	80	50	TIME MONTH		10	2		80	Initialization month	NUMBER(L)			Current month of the current year as specified in line 79.
85	20-Feb-2004	81	51	TIME DAYMO		11	2		81	Initialization day of month	NUMBER(L)			Current day of the current month as specified in line 80.
86	20-Feb-2004	82	52	TIME DAYYR		11	2		82	Initialization day of year	NUMBER(L)			Current day of the current year as specified in line 79 where January 1 is day 1.
87	20-Feb-2004	83	53	TIME 24HR DUR		13	2		83	Twenty-four hour period	NUMBER(L)			Used by aircraft or stores, the number of whole 24 hour periods to, or from, the referenced event. It is used as required to complement the time data entry in line 84.
88	20-Feb-2004	84	54	TIME USEC UJUK		13	6		84	Time Mod: UJUK & LL2U	TIME(M)	TIME(L)	TIME(LL)	Used by aircraft or stores, the time to, or from, the referenced event.
89	27-Jul-2006	85	55	TIME USEC TAG		13	2		85	Time tag	TIME(L)			Inserted into the message by the source equipment responsible for the data entry(s) on which the time tag is to be used and shall be the aircraft time current at the data measurement or event.
90	20-Feb-2004	86	56	TIME USEC TAG		13	2		86	Aircraft time	TIME(L)			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.
91	20-Feb-2004	87	57	BUS GRP ENV DELAY		17	2		87	Representative group envelope delay	TIME(LL)			Delay to a signal from the signal source to the signal sink.
92	20-Feb-2004	88	58	BUS MSI GRP ENV DELAY		21	2		88	Store representative group envelope delay	TIME(LL)			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.
93	20-Feb-2004	89	59	BUS MSI LATENCY		15	6		89	Signal or data latency MSP, LSP, & LLSP	TIME(M)	TIME(L)	TIME(LL)	Latency of the signal or data during transfer between a source and the MSI.
94	20-Feb-2004	90	5A	BUS MSI RESP TIME		17	6		90	Signal or data response time MSP, LSP, & LLSP	TIME(M)	TIME(L)	TIME(LL)	Time between the signal or data at an MSI and its resultant response or event.
95	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)	Delay caused to the signal or data during the transfer between a sink and the source.
96	20-Feb-2004	92	5C	TARGET VALID TIME		17	4		92	Target time MSP & LSP	TIME(M)	TIME(L)		System time at the point in time when the target position is valid.
97	20-Feb-2004	93	5D	TARGET WP NUMBER		16	2		93	Waypoint number of target	INTEGER			Waypoint number, as specified in line 138, of the target position where a course to target trajectory defined by waypoints is used.
98	20-Feb-2004	94	5E	TARGET FILE NUMBER		18	2		94	Target file number	NUMBER(L)			Indicates the selected target file.
99	20-Feb-2004	95	5F	TARGET KINETIC PROB		19	2		95	Target probability	FRACTION(M)			Probability that the target can be successfully intercepted by the store where all unknown factors are assumed to not adversely affect the probability.
100	20-Feb-2004	96	60	TARGET DISCRIM NMBR		19	2		96	Target discriminator	DISCRIMINATOR DESCRIPTION			Indicates which of a group of targets shall be selected by terminal guidance.
101	20-Feb-2004	97	61	TARGET SEA LVL BARO		19	4		97	Sea level air pressure at tar-get MSP & LSP	PRESSURE(M)	PRESSURE(L)		Sea-level referenced air pressure at the target position.
102	20-Feb-2004	98	62	TARGET ACTIVE		13	2		98	Current active target number	NUMBER(L)			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.
103	20-Feb-2004	99	63	TARGET INVALIDITY		17	2		99	Target invalidity	INVALIDITY			Validity for sixteen targets where valid (logic 0) shall equate to an available-for-use state.
104	20-Feb-2004	100	64	TARGET LAT		10	4		100	Target latitude MSP & LSP	ANGLE(M)	ANGLE(L)		Geodetic latitude of the target position as defined in FIGURE B- 3.
105	20-Feb-2004	101	65	TARGET LONG		11	4		101	Target longitude MSP & LSP	ANGLE(M)	ANGLE(L)		Geodetic longitude of the target position as defined in FIGURE B- 3.
106	20-Feb-2004	102	66	TARGET GEO EL ELPDO		19	4		102	Target geodetic altitude MSP & LSP	DISTANCE(M)	DISTANCE(L)		Geodetic altitude of the target position from the reference ellipsoid as defined in FIGURE B- 3.
107	20-Feb-2004	103	67	TARGET OFFSET NORTH		19	4		103	North target distance from fixed point origin MSP & LSP	DISTANCE(M)	DISTANCE(L)		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 fixed point earth axis system defined in FIGURE B- 3.
108	20-Feb-2004	104	68	TARGET OFFSET EAST		18	4		104	East target distance from fixed point origin MSP & LSP	DISTANCE(M)	DISTANCE(L)		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 fixed point earth axis system defined in FIGURE B- 3.
109	20-Feb-2004	105	69	TARGET OFFSET DOWN		18	4		105	Target distance down from fixed point origin MSP & LSP	DISTANCE(M)	DISTANCE(L)		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 fixed point earth axis system defined in FIGURE B- 3.
110	20-Feb-2004	106	6A	AIMPOINT TGT REL N		18	4		106	North target distance from current position MSP & LSP	DISTANCE(M)	DISTANCE(L)		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.
111	20-Feb-2004	107	6B	AIMPOINT TGT REL E		18	4		107	East target distance from current position MSP & LSP	DISTANCE(M)	DISTANCE(L)		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.
112	20-Feb-2004	108	6C	AIMPOINT TGT REL D		18	4		108	Down target distance from current position MSP & LSP	DISTANCE(M)	DISTANCE(L)		Down component (D) 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.
113	21-Sep-2005	109	6D	AIMPOINT TGT HT FM SURFC		24	4		109	Target height from surface MSP & LSP	DISTANCE(M)	DISTANCE(L)		Vertical displacement of the target position from the local surface level where negative values shall indicate that the position is sub-surface.
114	20-Feb-2004	110	6E	AIMPOINT IMPAZ ANG		19	2		110	Target approach true heading	ANGLE(M)			True heading as defined in FIGURE B- 5 of the final approach course to the target position.
115	20-Feb-2004	111	6F	AIMPOINT IMP DIVE ANG		21	2		111	Target approach pitch	ANGLE(M)			Pitch as defined in FIGURE B- 5 of the final approach course to the target position.
116	20-Feb-2004	112	70	AIMPOINT REL AC AZ ANG		22	2		112	Target azimuth to aircraft	ANGLE(M)			Target azimuth as shown in FIGURE B- 9 relative to the aircraft axis system as shown in FIGURE B- 2.
117	20-Feb-2004	113	71	AIMPOINT REL AC EL ANG		22	2		113	Target elevation to aircraft	ANGLE(M)			Target elevation as shown in FIGURE B- 9 relative to the aircraft axis system as shown in FIGURE B- 2.
118	20-Feb-2004	114	72	AIMPOINT REL SLANT		18	4		114	Target slant range (polar coordinates) MSP & LSP	DISTANCE(M)	DISTANCE(L)		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.
119	20-Feb-2004	115	73	AIMPOINT REL AZ ANG		19	2		115	Target azimuth to reference system	ANGLE(M)			Target azimuth as shown in FIGURE B- 9 relative to the reference axis system as shown in FIGURE B- 6.
120	20-Feb-2004	116	74	AIMPOINT REL EL ANG		19	2		116	Target elevation to reference system	ANGLE(M)			Target elevation as shown in FIGURE B- 9 relative to the reference axis system as shown in FIGURE B- 6.
121	20-Feb-2004	117	75	TARGET LAT RATE		15	4		117	Target latitude rate MSP & LSP	ANGULAR RATE(M)	ANGULAR RATE(L)		Rate of change of the information specified in line 100.
122	20-Feb-2004	118	76	TARGET LONG RATE		16	4		118	Target longitude rate MSP & LSP	ANGULAR RATE(M)	ANGULAR RATE(L)		Rate of change of the information specified in line 101.
123	20-Feb-2004	119	77	TARGET ELEV RATE		16	2		119	Target geodetic altitude rate of change	VELOCITY(M)			Rate of change of the information specified in line 102.
124	20-Feb-2004	120	78	TARGET OFFST N RATE		19	2		120	Target-fixed point distance north rate of change	VELOCITY(M)			Rate of change of the information specified in line 103.
125	20-Feb-2004	121	79	TARGET OFFST E RATE		19	2		121	Target-fixed point distance east rate of change	VELOCITY(M)			Rate of change of the information specified in line 104.
126	20-Feb-2004	122	7A	TARGET OFFST D RATE		19	2		122	Target-fixed point distance down rate of change	VELOCITY(M)			Rate of change of the information specified in line 105.
127	20-Feb-2004	123	7B	AIMPOINT REL N RATE		19	2		123	Target-current position distance North rate of change	VELOCITY(M)			Rate of change of the information specified in line 106.
128	20-Feb-2004	124	7C	AIMPOINT REL E RATE		19	2		124	Target-current position distance East rate of change	VELOCITY(M)			Rate of change of the information specified in line 107.
129	20-Feb-2004	125	7D	AIMPOINT REL D RATE		19	2		125	Target-current position distance down rate of change	VELOCITY(M)			Rate of change of the information specified in line 108.
130	20-Feb-2004	126	7E	AIMPOINT REL AC AZ RATE		23	2		126	Target azimuth rate to aircraft	ANGULAR RATE(M)			Rate of change of the information specified in line 112.
131	20-Feb-2004	127	7F	AIMPOINT REL AC EL RATE		23	2		127	Target elevation rate to aircraft	ANGULAR RATE(M)			Rate of change of the information specified in line 113.
132	20-Feb-2004	128	80	AIMPOINT REL SLANT RATE		23	2		128	Slant range rate of change	VELOCITY(M)			Rate of change of the information specified in line 114. Negative slant range rate shall indicate decreasing distance between aircraft and target.
133	20-Feb-2004	129	81	AIMPOINT REL AZ RATE		20	2		129	Target azimuth rate to reference system	ANGULAR RATE(M)			Rate of change of the information specified in line 115.
134	20-Feb-2004	130	82	AIMPOINT REL EL RATE		20	2		130	Target elevation rate to reference system	ANGULAR RATE(M)			Rate of change of the information specified in line 116.
135	20-Feb-2004	131	83	EMISSION FREQUENCY		18	6		131	Emission frequency MSP, LSP & LLSP	FREQUENCY(M)	FREQUENCY(L)	FREQUENCY(LL)	Frequency of the emission(s) of interest.
136	20-Feb-2004	132	84	EMISSION BANDWIDTH		18	6		132	Emission bandwidth MSP, LSP & LLSP	FREQUENCY(M)	FREQUENCY(L)	FREQUENCY(LL)	Frequency bandwidth of the emission(s) of interest.
137	20-Feb-2004	133	85	EMISSION PULSE REPRFREQ		21	4		133	Emission PRF MSP & LSP	FREQUENCY(L)	FREQUENCY(LL)		Pulse repetition frequency of the emission(s) of interest.
138	20-Feb-2004	134	86	EMISSION PULSE WIDTH		19	4		134	Emission pulsewidth MSP & LSP	TIME(L)	TIME(LL)		Pulsewidth of the emission(s) of interest.
139	20-Feb-2004	135	87	EMISSION REF CODE		17	2		135	Reference code for emission	NUMBER(L)			Reference code for distinguishing between emitters.
140	20-Feb-2004	136	88	TARGET GEO EL MSL		17	4		136	Target altitude MSP & LSP	DISTANCE(M)	DISTANCE(L)		Altitude of the target above mean sea level.
141	20-Feb-2004	137	89	WAYPOINT ARR TIME		17	6		137	Time at waypoint MSP, LSP & LLSP	TIME(M)	TIME(L)	TIME(LL)	Time as specified in line 84 at the required point in time when the waypoint position is achieved.
142	20-Feb-2004	138	8A	WAYPOINT NUMBER		15	2		138	Waypoint number of trajectory	INTEGER			Waypoint number for the information in the succeeding data words. Waypoint numbers shall increase for successive points in the store trajectory.
143	20-Feb-2004	139	8B	WAYPOINT FILE NUM		17	2		139	Waypoint file number	NUMBER(L)			The selected waypoint file.
144	20-Feb-2004	140	8C	WAYPOINT SL BARO		16	4		140	Sea level air pressure at way-point MSP & LSP	PRESSURE(M)	PRESSURE(L)		Sea-level referenced air pressure at the waypoint position.
145	21-Sep-2005	141	8D	IDENT FIRE NUMBER		17	2		141	Fire number of store	NUMBER(L)			Fire number, if implemented, shall be used by stores in free flight to distinguish themselves from other stores in free flight.
146	20-Feb-2004	142	8E	LINK CODE REF		13	2		142	Reference for coded transmission	NUMBER(L)			Reference code for coded transmissions to stores in free flight.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	
147	20-Feb-2004		143	8F	LINK GUIDE FREQ	15	4			143	Guidance frequency MSP & LSP	FREQUENCY(M)	FREQUENCY(L)	Frequency used for post release guidance.	
148	20-Feb-2004		144	90	LINK GUIDE BITLEN	17	4			144	Guidance bit length MSP & LSP	TIME(L)	TIME(L)	Length of time allocated to each data bit in post release guidance emission.	
149	20-Feb-2004		145	91	LINK GUIDE BLKSIZ	17	2			145	Guidance block size	NUMBER(L)		Number of data bits to be received in the first post release guidance transmission.	
150	20-Feb-2004		146	92	WAYPOINT LAT	12	4			146	Waypoint latitude MSP & LSP	ANGLE(M)	ANGLE(L)	Geodetic latitude of the waypoint position, where latitude is as defined in FIGURE B- 3.	
151	20-Feb-2004		147	93	WAYPOINT LONG	13	4			147	Waypoint longitude MSP & LSP	ANGLE(M)	ANGLE(L)	Geodetic longitude of the waypoint position, where longitude is as defined in FIGURE B- 3.	
152	20-Feb-2004		148	94	WAYPOINT GEO EL ELPSPD	21	4			148	Waypoint geodetic altitude MSP & LSP	DISTANCE(M)	DISTANCE(L)	Geodetic altitude of the waypoint position from the reference ellipsoid as defined in FIGURE B- 3.	
153	20-Feb-2004		149	95	WAYPOINT OFFSET NORTH	21	4			149	Waypoint-fixed point distance north MSP & LSP	DISTANCE(M)	DISTANCE(L)	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 earth axis system as defined in FIGURE B- 3.	
154	20-Feb-2004		150	96	WAYPOINT OFFSET EAST	20	4			150	Waypoint-fixed point distance east MSP & LSP	DISTANCE(M)	DISTANCE(L)	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 earth axis system as defined in FIGURE B- 3.	
155	20-Feb-2004		151	97	WAYPOINT OFFSET DOWN	20	4			151	Waypoint-fixed point distance down MSP & LSP	DISTANCE(M)	DISTANCE(L)	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 earth axis system as defined in FIGURE B- 3.	
156	20-Feb-2004		152	98	WAYPOINT REL N	14	4			152	Waypoint-current position north MSP & LSP	DISTANCE(M)	DISTANCE(L)	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 earth axis system defined in FIGURE B- 3.	
157	20-Feb-2004		153	99	WAYPOINT REL E	14	4			153	Waypoint-current position east MSP & LSP	DISTANCE(M)	DISTANCE(L)	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 earth axis system defined in FIGURE B- 3.	
158	20-Feb-2004		154	9A	WAYPOINT REL D	14	4			154	Waypoint-current position down MSP & LSP	DISTANCE(M)	DISTANCE(L)	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 earth axis system defined in FIGURE B- 3.	
159	20-Feb-2004		155	9B	WAYPOINT HT FSURF	17	4			155	Waypoint height above surface MSP & LSP	DISTANCE(M)	DISTANCE(L)	Vertical displacement of the waypoint position from the local surface level where negative values shall indicate that the position is subsurface.	
160	20-Feb-2004		156	9C	LAUNCH REL AZ ANG	17	2			156	Initial store course azimuth	ANGLE(M)		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.	
161	20-Feb-2004		157	9D	LAUNCH REL EL ANG	17	2			157	Initial store course elevation	ANGLE(M)		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.	
162	20-Feb-2004		158	9E	LAUNCH REL SLANT	16	4			158	Length of initial store trajectory MSP & LSP	DISTANCE(M)	DISTANCE(L)	Length of the initial store trajectory. The distance shall be represented as positive.	
163	20-Feb-2004		159	9F	LAUNCH WPT NUMBR	15	2			159	Waypoint number of launch point	INTEGER		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.	
164	20-Feb-2004		160	A0	LAUNCH LAT	10	4			160	Launch point latitude MSP & LSP	ANGLE(M)	ANGLE(L)	Geodetic latitude of the store launch point position, where latitude is defined in FIGURE B- 3.	
165	20-Feb-2004		161	A1	LAUNCH LONG	11	4			161	Launch point longitude MSP & LSP	ANGLE(M)	ANGLE(L)	Geodetic longitude of the store launch point position, where longitude is defined in FIGURE B- 3.	
166	20-Feb-2004		162	A2	TARGET AREA SIZE	16	4			162	Target area MSP & LSP	AREA(M)	AREA(L)	Area of the target.	
167	20-Feb-2004		163	A3	TARGET CRSRNG WIDTH	19	2			163	Target dimension	NUMBER(L)		Length and/or breadth of the target.	
168	20-Feb-2004		164	A4	LINK 131 MSG TIME	17	6			164	Time at first data link message MSP, LSP, LLSP	TIME(M)	TIME(L)	TIME(L)	Time when the first data link message is passed.
169	20-Feb-2004		165	A5	LAUNCH DSPRS ANGLS	18	2			165	(horiz & vert dispersion angles)	DISPERSION DATA		Store post-launch horizontal and vertical dispersion requirements with respect to store bore sight at launch.	
170	20-Feb-2004		166	A6	LAUNCH DSPRS DURTN	18	2			166	Dispersion duration	TIME(L)		Duration of the store dispersion maneuver.	
171	21-Sep-2005		167	A7	IDENT STORE SRE	15	2			167	Carriage store S&RE select	UNSIGNED		Shall be used to indicate the carriage store S&RE being controlled/monitored when fire is commanded by TABLE B- XXXII, bit number 00.	
172	20-Feb-2004		168	A8	LAUNCH SEP DELAY	16	2			168	Separation duration	TIME		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.	
173	20-Feb-2004		169	A9	LAUNCH SEP DISTNC	17	2			169	Separation distance	DISTANCE		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.	
174	20-Feb-2004		170	AA	LAUNCH DEPLOY DLY	17	2			170	Surface deployment delay	TIME		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.	
175	20-Feb-2004		171	AB	LAUNCH UNLOCK DLY	17	2			171	Control surface unlock delay	TIME		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.	
176	21-Sep-2005		172	AC	IDENT STORE STA NUM	19	1			172	Store station number	STORE STATION NUMBER		Shall 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.	
177	21-Sep-2005		173	AD	IDENT PYLON BAY ID	18	1			173	Pylon/Bay identity	PYLON/BAY IDENTITY		Shall 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.	
178	20-Feb-2004		174	AE	TARGET DWRNG LENGTH	19	2			174	For 3014, limited to length (downrange at approach); see also 163	NUMBER(L)		Length and/or breadth of the target.	
179	28-Mar-2008	10174	27BE	XFER ALN PLTFM ACCEL N	22	4				174	Aircraft Acceleration North MSP & LSP	ACCELERATION(M)	ACCELERATION(L)	North component of the acceleration of the origin of the aircraft axis system as defined in FIGURE B- 2 using the fixed point local vertical earth axis coordinate system.	
180	28-Mar-2008		175	AF	XFER ALN PLTFM ACCEL E	22	4			175	Aircraft Acceleration East MSP & LSP	ACCELERATION(M)	ACCELERATION(L)	East component of the acceleration of the origin of the aircraft axis system as defined in FIGURE B- 2 using the fixed point local vertical earth axis coordinate system.	
181	28-Mar-2008		176	B0	XFER ALN PLTFM ACCEL D	22	4			176	Aircraft Acceleration Down MSP & LSP	ACCELERATION(M)	ACCELERATION(L)	Down component of the acceleration of the origin of the aircraft axis system as defined in FIGURE B- 2 using the fixed point local vertical earth axis coordinate system.	
182	28-Mar-2008		177	B1	XFER ALN PLTFM ACCEL Xa	23	4			177	Aircraft Acceleration Xa MSP & LSP	ACCELERATION(M)	ACCELERATION(L)	Xa component of the acceleration of the origin of the aircraft axis system as defined in FIGURE B- 2.	
183	28-Mar-2008		178	B2	XFER ALN PLTFM ACCEL Ya	23	4			178	Aircraft Acceleration Ya MSP & LSP	ACCELERATION(M)	ACCELERATION(L)	Y component of the acceleration of the origin of the aircraft axis system as defined in FIGURE B- 2.	
184	28-Mar-2008		179	B3	XFER ALN PLTFM ACCEL Za	23	4			179	Aircraft Acceleration Za MSP & LSP	ACCELERATION(M)	ACCELERATION(L)	Za component of the acceleration of the origin of the aircraft axis system as defined in FIGURE B- 2.	
185	28-Mar-2008		180	B4	TIME MAX WPN PWR UP RDMT	24	2			180	Power-up time	TIME(F)		Time duration the store needs to have power applied to ensure full communication in accordance with the store's system specification or ICD. If power-up time is not commanded weapon yield as a fraction of weapon maximum yield. Commanded weapon yield is defined as maximum weapon yield multiplied by (Lethality Index/5).	
186	28-Mar-2008		181	B5	WEARHEAD LETHALITY INDEX	23	2			181	Lethality Index	NUMBER (L)		A binary code assigned by the control point for store nomenclature for the store located on Station N of a carriage store. When this entity is not used, the word shall be hexadecimal.	
187	28-Mar-2008		182	B6	IDENT STORE NUM STA N	21	2			182	Station N Store ID Code	STORE IDENTITY (BINARY)		A hexadecimal code assigned by the relevant ICD. When this entity is not used, the word shall be set to 0000 hexadecimal.	
188	28-Mar-2008		183	B7	INTERFACE CONFIG ID	19	2			183	Interface Configuration ID	INTERFACE CONFIGURATION ID		Time after impact for the fuse to begin post impact target surveillance functions, fuse to begin RF broadcast after launch or RF broadcast before impact depending on mode.	
189	28-Mar-2008		184	B8	FUZE TIME 1	11	2			184	Fuze Time 1	TIME(F)		Time after impact for the fuse to end post impact target surveillance functions.	
190	28-Mar-2008		185	B9	FUZE TIME 2	11	2			185	Fuze Time 2	TIME(F)		Length of tether that the store is to deploy to enable post impact status transmissions.	
191	28-Mar-2008		186	BA	TETHER LENGTH	13	2			186	Tether Length	DISTANCE(L)		Time gap between functioning of the fuse for each stage of a multi stage warhead. [Note 34]	
192	28-Mar-2008		187	BB	INTERSTAGE GAP TIME	19	2			187	Interstage Gap Time	TIME(L)			

198	Registry of Generic Primitive Elements Derived From Linear Data Entities List of MIL STD 1760										255	226	Max/min Class Code this section
199	Date of Approval for Use	Class Code, decimal value	Class Code, hex value	Class Code Descriptor	C/T Char	By/element	Clarification for MIL-STD-3014 (Note 1)	Word Type, Appendix B Linear Data Entities Table	Units, Appendix B Linear Data Entities Table	Binary Format Description, Appendix B Linear Data Entities Table	MSB - binary (decimal)	LSB - binary (decimal)	
200	20-Feb-2004	226	E2	GENERAL TIME-M	14	2	(approx 76.35 hr max)	TIME(M)	(MICROSECONDS)	(UNSIGNED)	2 <sup>37</sup> (1.37 x 10 <sup>11</sup> )	2 <sup>22</sup> (4.19 x 10 <sup>6</sup> )	
201	20-Feb-2004	227	E3	GENERAL TIME-L	14	2	(approx 4.2 sec max)	TIME(L)	(MICROSECONDS)	(UNSIGNED)	2 <sup>21</sup> (2.1 x 10 <sup>6</sup> )	2 <sup>6</sup> (64)	
202	20-Feb-2004	228	E4	GENERAL TIME-LL	15	2	(64 us max, @ ~1 ns resolution)	TIME(LL)	(MICROSECONDS)	(UNSIGNED)	2 <sup>5</sup> (32)	2 <sup>-10</sup> (9.77 X 10 <sup>-4</sup> )	
203	20-Feb-2004	229	E5	GENERAL TIME-F	14	2	0 to +/-2047 us, raised to powers of 16, from decimal 1 to approx. decimal 10 <sup>18</sup>	TIME(F)	(MICROSECONDS)	(SCIENTIFIC)	INTEGER: 2 <sup>11</sup> (1) (-2048) EXPONENT: 10 <sup>6</sup>	INTEGER: 2 <sup>0</sup> (1) EXPONENT: 10 <sup>0</sup>	
204	20-Feb-2004	230	E6	GENERAL FREQUENCY-M	19	2	(2 <sup>24</sup> - 2 <sup>9</sup> ) (0 to 4096 GHz, lsb 512 mHz)	FREQUENCY(M)	(MHz)	(UNSIGNED)	2 <sup>24</sup> (1.68 X 10 <sup>7</sup> )	2 <sup>9</sup> (512)	
205	20-Feb-2004	231	E7	GENERAL FREQUENCY-L	19	2	(2 <sup>18</sup> - 2 <sup>7</sup> ) (0 to 512 mHz, lsb 1056 Hz)	FREQUENCY(L)	(MHz)	(UNSIGNED)	2 <sup>8</sup> (256)	2 <sup>-7</sup> (7.8 X 10 <sup>-3</sup> )	
206	20-Feb-2004	232	E8	GENERAL FREQUENCY-LL	20	2	(2 <sup>18</sup> - 2 <sup>23</sup> ) (0-512 mHz, lsb 1/8192 Hz)	FREQUENCY (LL)	(MHz)	(UNSIGNED)	2 <sup>-8</sup> (3.9 X 10 <sup>-3</sup> )	2 <sup>-23</sup> (1.19 X 10 <sup>-7</sup> )	
207	20-Feb-2004	233	E9	GENERAL DISTANCE-M	18	2	(+/- 2 <sup>23</sup> - 2 <sup>9</sup> ) +/-16K km, lsb - 1/2 km)	DISTANCE(M)	(METERS)	(2's COMPLEMENT)	(-2 <sup>24</sup> ) (-1.68X10 <sup>7</sup> )	2 <sup>9</sup> (512)	
208	20-Feb-2004	234	EA	GENERAL DISTANCE-L	18	2	(2 <sup>18</sup> - 2 <sup>7</sup> ) (0 to 512 m, lsb - 1 cm)	DISTANCE(L)	(METERS)	(UNSIGNED)	2 <sup>8</sup> (256)	2 <sup>-7</sup> (7.8 X 10 <sup>-3</sup> )	
209	20-Feb-2004	235	EB	GENERAL DISTANCE-S	18	2	(+/- 2 <sup>17</sup> - 2 <sup>7</sup> ) (-256 to 256 m, lsb - 1 cm)	DISTANCE(S)	(METERS)	(2's COMPLEMENT)	(-2 <sup>8</sup> ) (-256)	2 <sup>-7</sup> (7.8 X 10 <sup>-3</sup> )	
210	20-Feb-2004	236	EC	GENERAL DISTANCE-F	18	2	(+/- 2 <sup>13</sup> - 2 <sup>1</sup> ) (-8km to 8km, lsb 0.5m)	DISTANCE(F)	(METERS)	(2's COMPLEMENT)	(-2 <sup>14</sup> ) (-16384)	2 <sup>-1</sup> (0.5)	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
213	20-Feb-2004		237	ED	GENERAL VELOCITY-M	18	2	msb = 4192 m/s, lsb = 25 m/s	VELOCITY(M)	(METERS/SECOND)	(2's COMPLEMENT)		-2 <sup>13</sup> (-8192)	2 <sup>-2</sup> (0.25)
214	20-Feb-2004		238	EE	GENERAL VELOCITY-L	18	2	msb = .125 m/s, lsb = 3.8 um/s	VELOCITY(L)	(METERS/SECOND)	(UNSIGNED)		2 <sup>-3</sup> (0.125)	2 <sup>-18</sup> (3.8 x 10 <sup>-6</sup> )
215	20-Feb-2004		239	EF	GENERAL ACCEL-M	15	2	(+/- 2 <sup>9</sup> - 2 <sup>-5</sup> ) MSB = 512 m/s <sup>2</sup> , LSB = .031 m/s <sup>2</sup>	ACCELERATION(M)	(METERS/SECOND <sup>2</sup> )	(2's COMPLEMENT)		-2 <sup>10</sup> (-1024)	2 <sup>-5</sup> (3.1 x 10 <sup>-2</sup> )
216	20-Feb-2004		240	F0	GENERAL ACCEL-L	15	2	(2 <sup>-6</sup> - 2 <sup>-21</sup> ) (lsb 1/2M)	ACCELERATION(L)	(METERS/SECOND <sup>2</sup> )	(UNSIGNED)		2 <sup>-6</sup> (1.56 x 10 <sup>-2</sup> )	2 <sup>-21</sup> (4.77 x 10 <sup>-7</sup> )
217	20-Feb-2004		241	F1	GENERAL ANGLE-M	15	2	(+/- 2 <sup>-1</sup> - 2 <sup>-15</sup> )	ANGLE(M)	(SEMICIRCLES)	(2's COMPLEMENT)		-2 <sup>0</sup> (-1)	2 <sup>-15</sup> (3.05 x 10 <sup>-5</sup> )
218	20-Feb-2004		242	F2	GENERAL ANGLE-L	15	2	(2 <sup>-16</sup> - 2 <sup>-31</sup> )	ANGLE(L)	(SEMICIRCLES)	(UNSIGNED)		2 <sup>-16</sup> (1.53 x 10 <sup>-5</sup> )	2 <sup>-31</sup> (4.66 x 10 <sup>-10</sup> )
219	20-Feb-2004		243	F3	GENERAL ANGL RATE-M	19	2	(+/- 2 <sup>1</sup> - 2 <sup>-13</sup> ) (+/- 2 rev/s, lsb 1/8K)	ANGULAR RATE(M)	(SEMICIRCLES/SEC)	(2's COMPLEMENT)		-2 <sup>2</sup> (-4)	2 <sup>-13</sup> (1.22 x 10 <sup>-4</sup> )
220	20-Feb-2004		244	F4	GENERAL ANGL RATE-L	19	2	(2 <sup>-14</sup> - 2 <sup>-29</sup> ) (lsb 1/512M)	ANGULAR RATE(L)	(SEMICIRCLES/SEC)	(UNSIGNED)		2 <sup>-14</sup> (6.10 x 10 <sup>-5</sup> )	2 <sup>-29</sup> (1.86 x 10 <sup>-9</sup> )
221	20-Feb-2004		245	F5	GENERAL TEMPERATURE	19	2	(+/- 2 <sup>10</sup> - 2 <sup>-4</sup> ) (+/- 2048 C, lsb .064 C)	TEMPERATURE	(DEGREES CELSIUS)	(2's COMPLEMENT)		-2 <sup>11</sup> (-2048)	2 <sup>-4</sup> (0.0625)
222	20-Feb-2004		246	F6	GENERAL PRESSURE-M	18	2	(+/- 2 <sup>14</sup> - 2 <sup>0</sup> ) (integral kP, -32K to 32K)	PRESSURE(M)	(KILOPASCALS)	(2's COMPLEMENT)		-2 <sup>15</sup> (-32768)	2 <sup>0</sup> (1)
223	20-Feb-2004		247	F7	GENERAL PRESSURE-L	18	2	(2 <sup>-1</sup> - 2 <sup>-16</sup> ) (fractional kP, lsb 1/64K)	PRESSURE(L)	(KILOPASCALS)	(UNSIGNED)		2 <sup>-1</sup> (0.5)	2 <sup>-16</sup> (1.53 x 10 <sup>-5</sup> )
224	20-Feb-2004		248	F8	GENERAL INTEGER	15	2	(+/- 2 <sup>14</sup> - 2 <sup>0</sup> ) pos/neg integer -32K to 32K)	INTEGER		(2's COMPLEMENT)		-2 <sup>15</sup> (-32768)	2 <sup>0</sup> (1)
225	20-Feb-2004		249	F9	GENERAL NUMBER-L	16	2	(2 <sup>15</sup> - 2 <sup>0</sup> ) (pos integer 0 to 64K)	NUMBER(L)		(UNSIGNED)		2 <sup>15</sup> (32768)	2 <sup>0</sup> (1)
226	20-Feb-2004		250	FA	GENERAL NUMBER-S	16	2	(+/- 2 <sup>4</sup> - 2 <sup>-10</sup> ) (+/- 32 max, res 1/1K)	NUMBER(S)		(2's COMPLEMENT)		-2 <sup>5</sup> (-32)	2 <sup>-10</sup> (9.77 x 10 <sup>-4</sup> )
227	20-Feb-2004		251	FB	GENERAL FRACTION-M	18	2	(+/- 2 <sup>-1</sup> - 2 <sup>-15</sup> ) (lsb 1/32 K)	FRACTION(M)		(2's COMPLEMENT)		-2 <sup>0</sup> (-1)	2 <sup>-15</sup> (3.05 x 10 <sup>-5</sup> )
228	20-Feb-2004		252	FC	GENERAL FRACTION-L	18	2	(2 <sup>-16</sup> - 2 <sup>-31</sup> ) (lsb 1/2 G)	FRACTION(L)		(UNSIGNED)		2 <sup>-16</sup> (1.53 x 10 <sup>-5</sup> )	2 <sup>-31</sup> (4.66 x 10 <sup>-10</sup> )
229	20-Feb-2004		253	FD	GENERAL RATIO	13	2	(2 <sup>17</sup> - 2 <sup>-8</sup> ) (from 28.1 to 1.256)	RATIO		(UNSIGNED)		2 <sup>7</sup> (128)	2 <sup>-8</sup> (3.91 x 10 <sup>-3</sup> )
230	20-Feb-2004		254	FE	GENERAL AREA-M	14	2	(2 <sup>31</sup> - 2 <sup>-16</sup> ) (lsb=.064 sq m, max = 2K sq m)	AREA(M)	(SQUARE CENTIMETERS)	(UNSIGNED)		2 <sup>31</sup> (2.14748 x 10 <sup>9</sup> )	2 <sup>-16</sup> (65356)
231	20-Feb-2004		255	FF	GENERAL AREA-L	14	2	(2 <sup>15</sup> - 2 <sup>-0</sup> ) (0 to 64K sq cm, 0 to .064 sq m)	AREA(L)	(SQUARE CENTIMETERS)	(UNSIGNED)		2 <sup>15</sup> (32768)	2 <sup>0</sup> (1)
232														
233														
234														
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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, and in accordance with 1760's 'big-endian' format, with the most significant entity of the 1760 data type first, then sequentially with the least significant 1760 entity 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, & LLSIP") and in the "Bytes per element" column above.