Registry of Specific Primitive Elements Derived From Data Entity List of MIL STD 1760

10174 1 <--- Max/min Class Code this section

Date of Approval for Use	Date of Withdrawal From Use	Class Code, decimal value	Class Code, hex value	Class Code Descriptor	Descr Char cnt	Bytes/ elemt	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
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.
20-Feb-2004		2	2	BUS INVALIDITY	14	2		2	Invalidity	INVALIDITY			Shall be used to indicate invalidity of data entities.
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.
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.
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.
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.
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.
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.
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.
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 fuzing/arming setting(s) whether or not demanded by TABLE B-XXXVII.
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 fuzing/arming setting(s), whether or not demanded by TABLE B- XLIII.
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 fuzing as the time delay from separation from the aircraft to fuze arming.
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 fuzing as the time delay from separation from the aircraft to fuze function.
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 fuzing as the time delay from impact to fuze function.
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 fuzing/arming.
20-Feb-2004		16	10	LAUNCH HI DRAG DLY	18	2		16	High drag arm time	TIME(F)			(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/EVNT	20	2		17	Function time from event	TIME(F)			(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	20	2	Negative for height-of-burst	18	Fuze function distance	DISTANCE(F)			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 82 kilopascals shall be assumed.
20-Feb-2004	6-Oct-2007	19	13	N/A --	8	N/A	(Deleted from MIL-STD-1760)						
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 firings of associated munitions or submunitions.
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-XXXII, bit number 00.
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.
20-Feb-2004		23	17	WARHEAD VOID/LAYR CT	20	2		23	Void/layer number	NUMBER(L)			(for stores with interface controllable fuzing) Void/layer number at which the fuze is to function.
20-Feb-2004		24	18	AIMPOINT IMPCT VEL	18	2		24	Impact velocity	VELOCITY(M)			Sets the impact velocity.
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.)
21-Sep-2005		26	1A	IDENT 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.
21-Sep-2005		27	1B	IDENT 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.
21-Sep-2005		28	1C	IDENT 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- 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			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 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.
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.
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.
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.
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.
20-Feb-2004		35	23	ENVIRONMENT WNDSPD NORTH	24	4		35	Windspeed North MSP & LSP	VELOCITY(M)	VELOCITY(L)		Local windspeed with north defined as the component measured relative to local surface in the north (N) axis as defined by FIGURE B- 3.
20-Feb-2004		36	24	ENVIRONMENT WNDSPD EAST	23	4		36	Windspeed East MSP & LSP	VELOCITY(M)	VELOCITY(L)		Local windspeed with east defined as the component measured relative to local surface in the east (E) axis as defined by FIGURE B- 3.
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).
21-Sep-2005		38	26	XFER ALN ANG OF SIDESLIP	24	2		38	Angle of sideslip	ANGLE(M)			Angle of sideslip of the aircraft.
20-Feb-2004		39	27	ENVIRONMENT AIR TEMP	20	2		39	Air Temperature	TEMPERATURE			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)		Dynamic air pressure.
21-Sep-2005		41	29	ENVIRO STATIC AIR PRES	22	4		41	Static air pressure MSP & LSP	PRESSURE(M)	PRESSURE(L)		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)		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)		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.
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.
20-Feb-2004		45	2D	ENVIRONMENT WTR TEMP	20	2		45	Water temperature	TEMPERATURE			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)		Vertical depth of water in the target zone.
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.
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.
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.)
20-Feb-2004		50	32	XFER ALIGN PLTFM LAT	20	4		50	Aircraft latitude MSP & LSP	ANGLE(M)	ANGLE(L)		Geodetic latitude of the aircraft as defined in FIGURE B- 3.
20-Feb-2004		51	33	XFER ALIGN PLTFM LONG	21	4		51	Aircraft longitude MSP & LSP	ANGLE(M)	ANGLE(L)		Geodetic longitude of the aircraft as defined in FIGURE B- 3.
20-Feb-2004		52	34	XFER ALIGN 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.
21-Sep-2005		53	35	XFER ALN 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)		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	XFER ALN 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)		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	XFER ALN 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)		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	XFER ALN PLTFM AGL	18	4		56	Height above ground level MSP & LSP	DISTANCE(M)	DISTANCE(L)		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	XFER ALN PLTFM BARO ALT	23	4		57	Barometric altitude MSP & LSP	DISTANCE(M)	DISTANCE(L)		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	XFER ALN PLTFM HDG TRUE	23	2		58	Aircraft true heading	ANGLE(M)			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.
21-Sep-2005		59	3B	XFER ALN PLTFM GND TRK	22	2		59	Aircraft true ground track	ANGLE(M)			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.
21-Sep-2005		60	3C	XFER ALN PLTFM PITCH	20	2		60	Aircraft pitch	ANGLE(M)			Pitch of the aircraft as defined in FIGURE B- 5 using the local vertical axis defined in FIGURE B- 3.
21-Sep-2005		61	3D	XFER ALN PLTFM ROLL	19	2		61	Aircraft roll	ANGLE(M)			Roll of the aircraft as defined in FIGURE B- 5 using the local vertical axis as defined in FIGURE B- 3.
21-Sep-2005		62	3E	XFER ALN PLTFM HDG MAG	22	2		62	Aircraft magnetic heading	ANGLE(M)			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.
21-Sep-2005		63	3F	XFER ALN MOMENT ARM X	21	2		63	Aircraft-reference X axis offset	DISTANCE(S)			The X component of the distance from the aircraft body axis or sensor axis to the reference axis Dx(a r) as defined in FIGURE B- 6.
21-Sep-2005		64	40	XFER ALN MOMENT ARM Y	21	2		64	Aircraft-reference Y axis offset	DISTANCE(S)			The Y component of the distance from the aircraft body axis or sensor axis to the reference axis Dy(a r) as defined in FIGURE B- 6.
21-Sep-2005		65	41	XFER ALN MOMENT ARM Z	21	2		65	Aircraft-reference Z axis offset	DISTANCE(S)			The Z component of the distance from the aircraft body axis or sensor axis to the reference axis Dz(a r)as defined in FIGURE B- 6.
21-Sep-2005		66	42	XFER ALN PLTFM YAW DELTA	24	2		66	Aircraft-reference axis yaw difference	ANGLE(M)			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.
21-Sep-2005		67	43	XFER ALN PLTFM PTCH DLTA	24	2		67	Aircraft-reference axis pitch difference	ANGLE(M)			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 up.
21-Sep-2005		68	44	XFER ALN PLTFM ROLL DLTA	24	2		68	Aircraft-reference axis roll difference	ANGLE(M)			The roll 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 banked right (right wing down).
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.
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.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
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: 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.
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 DAY/MO	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 DAY/YR	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 compliment the time data entity in line 84..
88	20-Feb-2004		84	54	TIME USEC DUR	13	6		84	Time MSP, LSP, & LLSP	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 entity(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 repre-sentative 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 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.
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 ELPSD	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 (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 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 (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 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 (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.
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 (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.
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 (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.
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 (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.
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 IMP AZ 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 PULSEREPFREQ	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 PULSEWIDTH	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.
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(LL)		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 ELPSD	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 (Nt) 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.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
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 (Et) 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 (Dt) 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 (Nt) of the waypoint position dis-placement 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 (Et) 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 (Dt) 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 NMBR	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	For 3014, limited to width (crossrange at approach) only; see also 174	163	Target dimension	NUMBER(L)			Length and/or breadth of the target.
168	20-Feb-2004		164	A4	LINK 1ST MSG TIME	17	6		164	Time at first data link message MSP, LSP, LLSP	TIME(M)	TIME(L)	TIME(LL)	Time when the first data link message is passed.
169	20-Feb-2004		165	A5	LAUNCH DSPRS ANGLS	18	2	(horiz & vert dispersion angles)	165	Dispersion data	DISPERSION DATA			Store post-launch horizontal and vertical dispersion requirements with respect to store boresight 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 DWNRG LENGTH	19	2	For 3014, limited to length (downrange at approach); see also 163	--	Target dimension	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 defined in FIGURE B- 3. [Note 32]
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 defined in FIGURE B- 3.
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 defined in FIGURE B- 3.
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)		Ya 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 RQMT	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 used by the store, the word shall be set to 0000 hexadecimal.
186	28-Mar-2008		181	B5	WARHEAD LETHALITY INDEX	23	2		181	Lethality Index	NUMBER (L)			Commanded weapon yield as a fraction of weapon maximum yield. Commanded weapon yield is defined as maximum weapon yield multiplied by (Lethality Index/65535).
187	28-Mar-2008		182	B6	IDENT STORE NUM STA N	21	2		182	Station N Store ID Code	STORE IDENTITY (BINARY)			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 set to 0000 hexadecimal.
188	28-Mar-2008		183	B7	INTERFACE CONFIG ID	19	2		183	Interface Configuration ID	INTERFACE CONFIGURATION ID			A hexadecimal code assigned by the relevant ICD. When this entity is not used, the word shall be set to 0000 hexadecimal.
189	28-Mar-2008		184	B8	FUZE TIME 1	11	2		184	Fuze Time 1	TIME(F)			Time after impact for the fuze to begin post impact target surveillance functions, fuze to begin RF broadcast after launch or RF broadcast before impact depending on fuze mode selection in Fuze Mode 2.
190	28-Mar-2008		185	B9	FUZE TIME 2	11	2		185	Fuze Time 2	TIME(F)			Time after impact for the fuze to end post impact target surveillance functions.
191	28-Mar-2008		186	BA	TETHER LENGTH	13	2		186	Tether Length	DISTANCE(L)			Length of tether that the store is to deploy to enable post impact status transmissions.
192	28-Mar-2008		187	BB	INTERSTAGE GAP TIME	19	2		187	Interstage Gap Time	TIME(L)			Time gap between functioning of the fuze for each stage of a multi stage warhead. [Note 34]
193														
194														
195														
196														
197														
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														
200	Date of Approval for Use		Class Code, decimal value	Class Code, hex value	Class Code Descriptor	C/T Code Char cnt	Bytes/ elemt	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)
201														
202	20-Feb-2004		226	E2	GENERAL TIME-M	14	2	(approx 76.35 hr max)	TIME(M)	(MICROSECONDS)	(UNSIGNED)		2^37 (1.37 x 10^11)	2^22 (4.19 x 10^6)
203	20-Feb-2004		227	E3	GENERAL TIME-L	14	2	(approx 4.2 sec max)	TIME(L)	(MICROSECONDS)	(UNSIGNED)		2^21 (2.1 x 10^6)	2^6 (64)
204	20-Feb-2004		228	E4	GENERAL TIME-LL	15	2	(64 us max, @ ~ 1 ns resolution)	TIME(LL)	(MICROSECONDS)	(UNSIGNED)		2^5 (32)	2^-10 (9.77 X 10^-4)
205	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 10^18)	TIME(F)	(MICROSECONDS)	(SCIENTIFIC)		INTEGER:-(2^11) (-2048) EXPONENT: 16^8	INTEGER: 2^0 (1) EXPONENT: 16^0
206	20-Feb-2004		230	E6	GENERAL FREQUENCY-M	19	2	(2^24 - 2^9) (0 to 4096 GHz, lsb 512 mHz)	FREQUENCY(M)	(MHz)	(UNSIGNED)		2^24 (1.68 X 10^7)	2^9 (512)
207	20-Feb-2004		231	E7	GENERAL FREQUENCY-L	19	2	(2^8 - 2^-7) (0 to 512 mHz, lsb 1/256 Hz)	FREQUENCY(L)	(MHz)	(UNSIGNED)		2^8 (256)	2^-7 (7.8 X 10^-3)
208	20-Feb-2004		232	E8	GENERAL FREQUENCY-LL	20	2	(2^-8 - 2^-23) (0-512 mHz, lsb 1/8192 Hz)	FREQUENCY (LL)	(MHz)	(UNSIGNED)		2^-8 (3.9 X 10^-3)	2^-23 (1.19 X 10^-7)
209	20-Feb-2004		233	E9	GENERAL DISTANCE-M	18	2	span: -16386 to 16385.488 km	DISTANCE(M)	(METERS)	(2's COMPLEMENT)		-(2^24) (-1.68X10^7)	2^9 (512)
210	20-Feb-2004		234	EA	GENERAL DISTANCE-L	18	2	(2^8 - 2^-7) (0 to 512 m, lsb ~ 1 cm)	DISTANCE(L)	(METERS)	(UNSIGNED)		2^8 (256)	2^-7 (7.8 x 10^-3)
211	20-Feb-2004		235	EB	GENERAL DISTANCE-S	18	2	(+/-2^7 - 2^-7) (-256 to 256 m, lsb ~ 1 cm)	DISTANCE(S)	(METERS)	(2's COMPLEMENT)		-(2^8) (-256)	2^-7 (7.8 X 10^-3)
212	20-Feb-2004		236	EC	GENERAL DISTANCE-F	18	2	span: -16386 to 16385.5 m	DISTANCE(F)	(METERS)	(2's COMPLEMENT)		-(2^14) (-16384)	2^-1 (0.5)
213	20-Feb-2004		237	ED	GENERAL VELOCITY-M	18	2	span: -8192 to 8191.75 m/s	VELOCITY(M)	(METERS/SECOND)	(2's COMPLEMENT)		-(2^13) (-8192)	2^-2 (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^-3 (0.125)	2^-18 (3.8 x 10^-6)
215	20-Feb-2004		239	EF	GENERAL ACCEL-M	15	2	span = -1024 to 1023.96875 m/s^2	ACCELERATION(M)	(METERS/SECOND2)	(2's COMPLEMENT)		-(2^10) (-1024)	2^-5 (3.1 x 10^-2)
216	20-Feb-2004		240	F0	GENERAL ACCEL-L	15	2	(2^-6 - 2^-21) (lsb 1/2M)	ACCELERATION(L)	(METERS/SECOND2)	(UNSIGNED)		2^-6 (1.56 x 10^-2)	2-21(4.77 x 10-7)
217	20-Feb-2004		241	F1	GENERAL ANGLE-M	15	2	span = -360 deg to 359.989013671875 deg	ANGLE(M)	(SEMICIRCLES)	(2's COMPLEMENT)		-(2^0) (-1)	2^-15 (3.05 x 10^-5)
218	20-Feb-2004		242	F2	GENERAL ANGLE-L	15	2	(2^-16 - 2^-31)	ANGLE(L)	(SEMICIRCLES)	(UNSIGNED)		2^-16 (1.53 x 10^-5)	2^-31 (4.66 x 10^-10)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
219	20-Feb-2004		243	F3	GENERAL ANGL RATE-M	19	2	span = -1440 to 1439.82421875 deg/s	ANGULAR RATE(M)	(SEMICIRCLES/SEC)	(2's COMPLEMENT)		-(2^2) (-4)	2^-13 (1.22 x 10^-4)
220	20-Feb-2004		244	F4	GENERAL ANGL RATE-L	19	2	(2^-14 - 2^-29) (lsb 1/512M)	ANGULAR RATE(L)	(SEMICIRCLES/SEC)	(UNSIGNED)		2^-14 (6.10 x 10^-5)	2^-29 (1.86 x 10^-9)
221	20-Feb-2004		245	F5	GENERAL TEMPERATURE	19	2	span = -2048 to 2047.9375 C	TEMPERATURE	(DEGREES CELSIUS)	(2's COMPLEMENT)		-(2^11) (-2048)	2^-4 (0.0625)
222	20-Feb-2004		246	F6	GENERAL PRESSURE-M	18	2	span = -32,768 to 32,767 kPa	PRESSURE(M)	(KILOPASCALS)	(2's COMPLEMENT)		-(2^15) (-32768)	2^0 (1)
223	20-Feb-2004		247	F7	GENERAL PRESSURE-L	18	2	(2^-1 - 2^-16) (fractional kP, lsb 1/64K)	PRESSURE(L)	(KILOPASCALS)	(UNSIGNED)		2^-1 (0.5)	2^-16 (1.53 x 10^-5)
224	20-Feb-2004		248	F8	GENERAL INTEGER	15	2	span = -32,768 to 32,767	INTEGER		(2's COMPLEMENT)		-(2^15) (-32768)	2^0 (1)
225	20-Feb-2004		249	F9	GENERAL NUMBER-L	16	2	(2^15 - 2^0) (pos integer 0 to 64K)	NUMBER(L)		(UNSIGNED)		2^15 (32768)	2^0 (1)
226	20-Feb-2004		250	FA	GENERAL NUMBER-S	16	2	span = -32 to 31.9990234375	NUMBER(S)		(2's COMPLEMENT)		-(2^5) (-32)	2^-10 (9.77 x 10-4)
227	20-Feb-2004		251	FB	GENERAL FRACTION-M	18	2	span = -1 to .9999694824188	FRACTION(M)		(2's COMPLEMENT)		-(2^0) (-1)	2^-15 (3.05 x 10^-5)
228	20-Feb-2004		252	FC	GENERAL FRACTION-L	18	2	(2^-16 - 2^-31) (lsb 1/2 G)	FRACTION(L)		(UNSIGNED)		2^-16 (1.53 x 10^-5)	2^-31 (4.66 x 10^-10)
229	20-Feb-2004		253	FD	GENERAL RATIO	13	2	(2^7 - 2^-8) (from 28:1 to 1:256)	RATIO		(UNSIGNED)		2^7 (128)	2^-8 (3.91 x 10^-3)
230	20-Feb-2004		254	FE	GENERAL AREA-M	14	2	(2^31 - 2^-16) (lsb=.064 sq m; max ~ 2K sq m)	AREA(M)	(SQUARE CENTIMETERS)	(UNSIGNED)		2^31 (2.14748 x 10^9)	2^16 (65356)
231	20-Feb-2004		255	FF	GENERAL AREA-L	14	2	(2^15 - 2^-0) (0 to 64K sq cm; 0 to .064 sq m)	AREA(L)	(SQUARE CENTIMETERS)	(UNSIGNED)		2^15 (32768)	2^0 (1)
232														
233														
234														
235		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, & LLSP",) and in the "Bytes per element" column above.						