

ARINC 429

Extrait de NORME



Type de codage
Codage BCD
Codage BNR
Couche physique

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | |
|---------------------|-------------------|---------------------------------|-----|-----|-----|-----|-----|-----|-----|---|------|-----|------|-----|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 0 0 0 | 0 X X | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | Not Used | | | | | |
| 0 0 1 | 0 0 2 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 1 | 0 1 | Distance to Go | | X | | | |
| | 0 5 6 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 1 | Distance to Go | | X | | | |
| | 0 6 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 1 | Distance to Go | | X | | | |
| 0 0 2 | 0 0 2 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | Time to Go | | X | | | |
| | 0 5 6 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | Time to Go | | X | | | |
| | 0 6 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | Time to Go | | X | | | |
| | 1 1 5 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | Time to Station | | X | | | |
| 0 0 3 | 0 0 2 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | Cross Track Distance | | X | | | |
| 0 0 4 | 0 0 1 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | Runway Distance to Go | | X | | | |
| 0 0 5 | 0 D 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 1 0 | 0 1 | 0 1 | Engine Discrete | | | X | | |
| 0 0 6 | 0 D 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 1 1 | 0 0 | 0 0 | Engine Discrete | | | X | | |
| 0 0 7 | 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 1 1 | 1 1 | 1 1 | Spare | | | | | |
| 0 1 0 | 0 0 2 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 0 | Present Position - Latitude | | X | | | 6-25-1 |
| | 0 0 4 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 0 | Present Position - Latitude | | X | | | |
| | 0 3 8 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 0 | Present Position - Latitude | | X | | | |
| 0 1 1 | 0 0 2 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 1 | 0 1 | Present Position - Longitude | | X | | | 6-25-1 |
| | 0 0 4 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 1 | 0 1 | Present Position - Longitude | | X | | | |
| | 0 3 8 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 1 | 0 1 | Present Position - Longitude | | X | | | |
| 0 1 2 | 0 0 2 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 0 | 0 0 | Ground Speed | | X | | | 6-25 |
| | 0 0 4 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 0 | 0 0 | Ground Speed | | X | | | |
| | 0 0 5 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 0 | 0 0 | Ground Speed | | X | | | |
| | 0 2 5 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 0 | 0 0 | Ground Speed | | X | | | |
| | 0 3 8 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 0 | 0 0 | Ground Speed | | X | | | |
| | 0 4 D | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 0 | 0 0 | QTY-LD SEL (LB) | | X | | | |
| | 0 5 6 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 0 | 0 0 | Ground Speed | | X | | | |
| | 0 6 0 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 0 | 0 0 | Ground Speed | | X | | | |
| 0 1 3 | 0 0 2 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 1 | 0 1 | Track Angle - True | | X | | | 6-25 |
| | 0 0 4 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 1 | 0 1 | Track Angle - True | | X | | | |
| | 0 3 8 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 1 | 0 1 | Track Angle - True | | X | | | |
| | 0 4 D | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 1 | 0 1 | QTY-FLT Deck (LB) | | X | | | |
| | 0 B 8 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 1 | 0 1 | 0 1 | Control Word for TCAS/Mode S | | | X | | |
| 0 1 4 | 0 0 4 | 0 0 | 0 0 | 0 0 | 0 1 | 1 0 | 0 0 | 0 0 | 0 0 | Magnetic Heading | | X | | | |
| | 0 0 5 | 0 0 | 0 0 | 0 0 | 0 1 | 1 0 | 0 0 | 0 0 | 0 0 | Magnetic Heading | | X | | | |
| | 0 3 8 | 0 0 | 0 0 | 0 0 | 0 1 | 1 0 | 0 0 | 0 0 | 0 0 | Magnetic Heading | | X | | | |
| 0 1 5 | 0 0 2 | 0 0 | 0 0 | 0 0 | 0 1 | 1 0 | 0 1 | 0 0 | 0 0 | Wind Speed | | X | | | |
| | 0 0 4 | 0 0 | 0 0 | 0 0 | 0 1 | 1 0 | 0 1 | 0 0 | 0 0 | Wind Speed | | X | | | |
| | 0 0 5 | 0 0 | 0 0 | 0 0 | 0 1 | 1 0 | 0 1 | 0 0 | 0 0 | Wind Speed | | X | | | |
| | 0 3 8 | 0 0 | 0 0 | 0 0 | 0 1 | 1 0 | 0 1 | 0 0 | 0 0 | Wind Speed | | X | | | |
| 0 1 6 | 0 0 4 | 0 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Wind Direction - True | | X | | | |
| | 0 3 8 | 0 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Wind Direction - True | | X | | | |
| | 0 B 8 | 0 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Control Word for TCAS/Mode S | | | X | | |
| 0 1 7 | 0 1 0 | 0 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Selected Runway - True | | X | | | |
| | 0 4 D | 0 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Total-FLT Deck (LB) | | X | | | |
| | 0 5 5 | 0 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Selected Runway Heading | | X | | | |
| | 0 A 0 | 0 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Selected Runway Heading | | X | | | |
| | 0 B 0 | 0 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Selected Runway Heading | | X | | | |
| 0 2 0 | 0 2 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | Selected Vertical Speed | | X | | | 6-25 |
| | 0 4 D | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | TNK-LD SEL (LB) | | X | | | |
| | 0 6 D | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | Landing Gear Position Infor & System Status | | | X | | |
| | 0 A 1 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | Selected Vertical Speed | | X | | | |
| 0 2 1 | 0 0 2 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 1 | 0 1 | Selected EPR | | X | | | 6-25 |
| | 0 0 2 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 1 | 0 1 | Selected N1 | | X | | | 6-25 |
| | 0 2 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 1 | 0 1 | Selected EPR | | X | | | |
| | 0 2 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 1 | 0 1 | Selected N1 | | X | | | |
| | 0 6 D | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 1 | 0 1 | Landing Gear Position Infor & System Status | | | X | | |
| | 0 A 1 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 1 | 0 1 | Selected EPR | | X | | | |
| | 0 A 1 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 0 | 0 1 | 0 1 | Selected N1 | | X | | | |
| 0 2 2 | 0 2 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | Selected Mach | | X | | | 6-25 |
| | 0 4 D | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | QTY-LD SEL (KG) | | X | | | |
| | 0 6 D | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | Landing Gear Position Infor & System Status | | | X | | |
| | 0 A 1 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | Selected Mach | | X | | | |
| 0 2 3 | 0 2 0 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 1 | 0 1 | 0 1 | Selected Heading | | X | | | 6-25 |
| | 0 4 D | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 1 | 0 1 | 0 1 | QTY-LD SEL (KG) | | X | | | |
| | 0 6 D | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 1 | 0 1 | 0 1 | Landing Gear Position Infor & System Status | | | X | | |
| | 0 A 1 | 0 0 | 0 0 | 0 1 | 0 0 | 0 0 | 0 1 | 0 1 | 0 1 | Selected Heading | | X | | | |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|-----|-----|-----|-----|-----|---|---|---|------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 0 2 4 | 0 1 1 | 0 0 | 0 1 | 0 1 | 0 0 | 1 0 | 0 0 | | | Selected Course #1 | | X | | | 6-25 |
| | 0 2 0 | 0 0 | 0 0 | 0 1 | 0 1 | 1 0 | 0 0 | | | Selected Course #1 | | X | | | |
| | 0 6 D | 0 0 | 0 0 | 0 1 | 0 1 | 1 0 | 0 0 | | | Landing Gear Position Infor & System Status | | | X | | |
| | 0 A 1 | 0 0 | 0 0 | 0 1 | 0 1 | 1 0 | 0 0 | | | Selected Course #1 | | X | | | |
| | 0 B 1 | 0 0 | 0 0 | 0 1 | 0 1 | 1 0 | 0 0 | | | Selected Course #1 | | X | | | |
| 0 2 5 | 0 2 0 | 0 0 | 0 0 | 0 1 | 0 1 | 1 0 | 1 1 | | | Selected Altitude | | X | | | 6-25 |
| | 0 4 D | 0 0 | 0 0 | 0 1 | 0 1 | 1 0 | 1 1 | | | Load SEL Control | X | | | | |
| | 0 A 1 | 0 0 | 0 0 | 0 1 | 0 1 | 1 0 | 1 1 | | | Selected Altitude | | X | | | |
| 0 2 6 | 0 0 3 | 0 0 | 0 0 | 0 1 | 0 1 | 1 1 | 0 0 | | | Selected Airspeed | | X | | | 6-25 |
| | 0 2 0 | 0 0 | 0 0 | 0 1 | 0 1 | 1 1 | 0 0 | | | Selected Airspeed | X | | | | |
| | 0 A 1 | 0 0 | 0 0 | 0 1 | 0 1 | 1 1 | 0 0 | | | Selected Airspeed | | X | | | |
| 0 2 7 | 0 0 2 | 0 0 | 0 0 | 0 1 | 0 1 | 1 1 | 1 1 | | | TACAN Selected Course | | X | | | |
| | 0 1 1 | 0 0 | 0 0 | 0 1 | 0 1 | 1 1 | 1 1 | | | Selected Course # 2 | | X | | | |
| | 0 2 0 | 0 0 | 0 0 | 0 1 | 0 1 | 1 1 | 1 1 | | | Selected Course # 2 | | X | | | |
| | 0 4 D | 0 0 | 0 0 | 0 1 | 0 1 | 1 1 | 1 1 | | | Total-FLT Deck (KG) | | X | | | |
| | 0 5 6 | 0 0 | 0 0 | 0 1 | 0 1 | 1 1 | 1 1 | | | TACAN Selected Course | | X | | | |
| | 0 6 0 | 0 0 | 0 0 | 0 1 | 0 1 | 1 1 | 1 1 | | | TACAN Selected Course | | X | | | |
| | 0 A 1 | 0 0 | 0 0 | 0 1 | 0 1 | 1 1 | 1 1 | | | Selected Course # 2 | | X | | | |
| | 0 B 1 | 0 0 | 0 0 | 0 1 | 0 1 | 1 1 | 1 1 | | | Selected Course # 2 | | X | | | |
| 0 3 0 | 0 2 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | | | VHF COM Frequency | | X | | | 6-45 |
| | 0 2 4 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | | | VHF COM Frequency | | X | | | |
| | 0 4 D | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | | | TNK-LD SEL (KG) | | X | | | 6-45 |
| | 0 B 6 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 0 | | | VHF COM Frequency | | X | | | |
| 0 3 1 | 0 2 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 1 | | | Beacon Transponder Code | | | X | | 6-46 |
| | 0 B 8 | 0 0 | 0 0 | 0 1 | 1 1 | 0 0 | 0 1 | | | Beacon Transponder Code | | | X | | |
| 0 3 2 | 0 1 2 | 0 0 | 0 0 | 0 1 | 1 1 | 0 1 | 0 0 | | | ADF Frequency | | X | | | 6-40 |
| | 0 2 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 1 | 0 0 | | | ADF Frequency | | X | | | 6-40 |
| | 0 B 2 | 0 0 | 0 0 | 0 1 | 1 1 | 0 1 | 0 0 | | | ADF Frequency | | X | | | 6-40 |
| 0 3 3 | 0 0 2 | 0 0 | 0 0 | 0 1 | 1 1 | 0 1 | 1 1 | | | ILS Frequency | | X | | | 6-44 |
| | 0 1 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 1 | 1 1 | | | ILS Frequency | | X | | | |
| | 0 2 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 1 | 1 1 | | | ILS Frequency | | X | | | |
| | 0 5 5 | 0 0 | 0 0 | 0 1 | 1 1 | 0 1 | 1 1 | | | Landing System Mode/Frequency | | X | | | |
| | 0 5 6 | 0 0 | 0 0 | 0 1 | 1 1 | 0 1 | 1 1 | | | ILS Frequency | | X | | | |
| | 0 6 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 1 | 1 1 | | | ILS Frequency | | X | | | |
| | 0 B 0 | 0 0 | 0 0 | 0 1 | 1 1 | 0 1 | 1 1 | | | ILS Frequency | | X | | | |
| 0 3 4 | 0 0 2 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 0 0 | | | VOR/ILS Frequency | | X | | | 6-44-1 |
| | 0 0 6 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 0 0 | | | Baro Correction (mb) #3 | | X | | | |
| | 0 1 1 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 0 0 | | | VOR/ILS Frequency | | X | | | |
| | 0 2 0 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 0 0 | | | VOR/ILS Frequency | | X | | | |
| | 0 2 5 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 0 0 | | | VOR/ILS Frequency | | X | | | |
| | 0 5 6 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 0 0 | | | VOR/ILS Frequency | | X | | | |
| | 0 6 0 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 0 0 | | | VOR/ILS Frequency #1 | | X | | | |
| | 0 B 0 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 0 0 | | | VOR/ILS Frequency | | X | | | |
| 0 3 5 | 0 0 2 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 1 1 | | | DME Frequency | | X | | | 6-41 |
| | 0 0 6 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 1 1 | | | Baro Correction (ins of Hg) #3 | | X | | | |
| | 0 0 9 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 1 1 | | | DME Frequency | | X | | | 6-41 |
| | 0 2 0 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 1 1 | | | DME Frequency | | X | | | |
| | 0 2 5 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 1 1 | | | DME Frequency | | X | | | |
| | 0 5 5 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 1 1 | | | Paired DME Frequency | | X | | | |
| | 0 5 6 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 1 1 | | | DME Frequency | | X | | | |
| | 0 6 0 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 1 1 | | | DME Frequency #1 | | X | | | |
| | 0 A 9 | 0 0 | 0 0 | 0 1 | 1 1 | 1 0 | 1 1 | | | DME Frequency | | X | | | |
| 0 3 6 | 0 0 2 | 0 0 | 0 0 | 0 1 | 1 1 | 1 1 | 0 0 | | | MLS Frequency | | X | | | |
| | 0 2 0 | 0 0 | 0 0 | 0 1 | 1 1 | 1 1 | 0 0 | | | MLS Frequency | | X | | | |
| | 0 5 5 | 0 0 | 0 0 | 0 1 | 1 1 | 1 1 | 0 0 | | | MLS Channel Selection | | X | | | |
| | 0 5 6 | 0 0 | 0 0 | 0 1 | 1 1 | 1 1 | 0 0 | | | MLS Frequency Channel | | X | | | |
| | 0 6 0 | 0 0 | 0 0 | 0 1 | 1 1 | 1 1 | 0 0 | | | MLS Frequency Channel | | X | | | |
| | 0 C 7 | 0 0 | 0 0 | 0 1 | 1 1 | 1 1 | 0 0 | | | MLS Frequency | | X | | | |
| 0 3 7 | 0 0 2 | 0 0 | 0 0 | 0 1 | 1 1 | 1 1 | 1 1 | | | HF COM Frequency | | X | | | 6-42 |
| | 0 B 9 | 0 0 | 0 0 | 0 1 | 1 1 | 1 1 | 1 1 | | | HF COM Frequency | | X | | | |
| 0 4 0 | 0 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 0 | | | Spare | | | | | |
| 0 4 1 | 0 0 2 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 1 | | | Set Latitude | | X | | | |
| | 0 0 4 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 1 | | | Set Latitude | | X | | | |
| | 0 2 0 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 1 | | | Set Latitude | | X | | | |
| | 0 5 6 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 1 | | | Set Latitude | | X | | | |
| | 0 6 0 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 1 | | | Set Latitude | | X | | | |
| | 0 A 4 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 1 | | | Set Latitude | | X | | | |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|-------|-------|-------|-------|------------------------------|---|---|-----------|------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 0 7 7 | 0 0 2 | 0 0 | 1 1 1 | 1 1 1 | 1 1 1 | 1 1 1 | Target Airspeed | | | X | | | | | |
| | 0 0 8 | 0 0 | 1 1 1 | 1 1 1 | 1 1 1 | 1 1 1 | Hazard Azimuth Output | | | | | | X | | |
| | 0 0 B | 0 0 | 1 1 1 | 1 1 1 | 1 1 1 | 1 1 1 | GPS Hor/Vert Deviation | | | X | | | | | |
| | 0 2 9 | 0 0 | 1 1 1 | 1 1 1 | 1 1 1 | 1 1 1 | AC Load (Engine) | | | X | | | | | |
| | 0 3 7 | 0 0 | 1 1 1 | 1 1 1 | 1 1 1 | 1 1 1 | Lateral Center of Gravity | | | X | | | | | |
| | 0 5 6 | 0 0 | 1 1 1 | 1 1 1 | 1 1 1 | 1 1 1 | Target Airspeed | | | X | | | | | |
| | 0 6 0 | 0 0 | 1 1 1 | 1 1 1 | 1 1 1 | 1 1 1 | Target Airspeed | | | X | | | | | |
| | 1 1 4 | 0 0 | 1 1 1 | 1 1 1 | 1 1 1 | 1 1 1 | Zero Fuel Center of Gravity | | | X | | | | | |
| 1 0 0 | 0 0 1 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | Selected Course #1 | | | X | | | | | 6-27 |
| | 0 0 2 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | Selected Course #1 | | | X | | | | | |
| | 0 1 1 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | Selected Course #1 | | | X | | | | | |
| | 0 2 0 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | Selected Course #1 | | | X | | | | | |
| | 0 2 9 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | AC Load (Alt. Source) | | | X | | | | | |
| | 0 3 7 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | Gross Weight (Kilogram) | | | X | | | | | |
| | 0 5 6 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | Selected Course #1 | | | X | | | | | |
| | 0 6 0 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | Selected Course #1 | | | X | | | | | |
| | 0 A 1 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | Selected Course #1 | | | X | | | | | |
| | 0 B 1 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | Selected Course #1 | | | X | | | | | |
| | 0 B B | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | Outbound Flaps - PDU | | | X X | | | | | |
| 1 0 1 | 0 0 2 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 1 | Selected Heading | | | X X | | | | | 6-27 |
| | 0 0 B | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 1 | HDOP | | | X | | | | | |
| | 0 2 0 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 1 | Selected Heading | | | X | | | | | |
| | 0 2 5 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 1 | Selected Heading | | | X | | | | | |
| | 0 2 9 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 1 | DC Current (TRU) | | | X | | | | | |
| | 0 5 A | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 1 | FQIC | | | X X | | | | | |
| | 0 A 1 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 1 | Selected Heading | | | X | X | | | | |
| | 0 B B | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 1 | Inboard Flaps - PDU | | | X | | | | | |
| | 1 1 4 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 1 | C/G Target | | | X | | | | | |
| | | | | | | | | | | | | | | | |
| 1 0 2 | 0 0 2 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 0 | Selected Altitude | | | X | | | | | 6-27 |
| | 0 0 B | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 0 | VDOP | | | X | | | | | |
| | 0 2 0 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 0 | Selected Altitude | | | X | | | | | |
| | 0 2 9 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 0 | DC Current (Battery) | | | X | | | | | |
| | 0 5 6 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 0 | Selected Altitude | | | X | | | | | |
| | 0 6 0 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 0 | Selected Altitude | | | X | | | | | |
| | 0 A 1 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 0 | Selected Altitude | | | X | | | | | |
| 1 0 3 | 0 0 1 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 1 | Selected Airspeed | | | X | | | | | 6-27 |
| | 0 0 2 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 1 | Selected Airspeed | | | X | | | | | |
| | 0 0 3 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 1 | Selected Airspeed | | | X | | | | | |
| | 0 0 B | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 1 | GNSS Track Angle | | | X | | | | | |
| | 0 1 B | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 1 | Left/PDU Flap | | | X | | | | | |
| | 0 2 0 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 1 | Selected Airspeed | | | X | | | | | |
| | 0 2 9 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 1 | DC Voltage (TRU) | | | X | | | | | |
| | 0 5 6 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 1 | Selected Airspeed | | | X | | | | | |
| | 0 6 0 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 1 | Selected Airspeed | | | X | | | | | |
| | 0 A 1 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 1 | Selected Airspeed | | | X | | | | | |
| | 0 B B | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1 1 | Left Outboard Flap Position | | | X | | | | | |
| 1 0 4 | 0 0 1 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 1 0 0 | Selected Vertical Speed | | | X | | | | | 6-27 |
| | 0 0 2 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 1 0 0 | Selected Vertical Speed | | | X | | | | | |
| | 0 1 B | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 1 0 0 | Right/PDU Flap | | | X | | | | | |
| | 0 2 0 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 1 0 0 | Selected Vertical Speed | | | X | | | | | |
| | 0 2 9 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 1 0 0 | DC Voltage (Battery) | | | X | | | | | |
| | 0 2 B | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 1 0 0 | Selected Vertical Speed | | | X | | | | | |
| | 0 5 6 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 1 0 0 | Selected Vertical Speed | | | | | | | | |
| | 0 6 0 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 1 0 0 | Selected Vertical Speed | | | | | | | | |
| | 0 A 1 | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 1 0 0 | Selected Vertical Speed | | | | | | | | |
| | 0 B B | 0 1 | 0 0 0 | 0 0 0 | 0 0 0 | 1 0 0 | Right Outboard Flap Position | | | | | | | | |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|---|---|---|---|---|---|---|--------------------------------------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | BNR | BCD | DISC | SAL | |
| 1 0 5 | 0 0 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Selected Runway Heading | X | | | |
| | 0 1 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Selected Runway Heading | X | | | |
| | 0 1 B | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Left/PDU Slat | X | | | |
| | 0 2 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Selected Runway Heading | X | | | |
| | 0 2 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Oil Temperature Input (IDG/CSD) | X | | | |
| | 0 5 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Selected Runway Heading | X | | | |
| | 0 5 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Selected Runway Heading | X | | | |
| | 0 6 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Selected Runway Heading | X | | | |
| | 0 A 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Selected Runway Heading | X | | | |
| | 0 B 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Selected Runway Heading | X | | | |
| 1 0 6 | 0 B B | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Left Inboard Flap Position | X | | | |
| | 0 0 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | Selected Mach | X | | | 6-27 |
| | 0 1 B | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | Right/PDU Slat | X | | | |
| | 0 2 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | Selected Mach | X | | | |
| | 0 2 9 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | Oil Temperature Input (IDG/CSD) | X | | | |
| | 0 5 6 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | Selected Mach | X | | | |
| | 0 6 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | Selected Mach | X | | | |
| | 0 A 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | Selected Mach | X | | | |
| | 0 B B | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | Right Inboard Flap Position | X | | | |
| 1 0 7 | 0 0 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | Selected Cruise Altitude | X | | | |
| | 0 1 B | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | Flap/Slat Lever | X | | | |
| | 0 3 7 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | Longitude Zero Fuel C/G | X | | | |
| | 0 5 6 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | Selected Cruise Altitude | X | | | |
| | 0 6 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | Selected Cruise Altitude | X | | | |
| | 0 B B | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | Flap Lever Position - Median Value | X | | | |
| 1 1 0 | 0 0 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Selected Course #2 | X | | | |
| | 0 0 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Selected Course #2 | X | | | |
| | 0 0 B | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | GNSS Latitude | X | | | |
| | 0 1 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Selected Course #2 | X | | | |
| | 0 1 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Selected Course #2 | X | | | |
| | 0 2 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Selected Course #2 | X | | | |
| | 0 A 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Selected Course #2 | X | | | |
| | 0 B 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Selected Course #2 | X | | | |
| | 0 B B | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Flap Lever Position - Center | X | | | |
| 1 1 1 | 0 0 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | Test Word A | | | X | |
| | 0 0 B | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | GNSS Longitude | X | | | |
| | 0 1 D | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | Test Word A | | | X | |
| 1 1 2 | 0 0 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Runway Length | X | | | |
| | 0 0 B | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | GNSS Ground Speed | X | | | |
| | 0 A 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Selected EPR | X | | | |
| | 0 A 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Selected N1 | X | | | |
| | 0 B B | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Flap Lever Position - Left | | | | |
| 1 1 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Spare | | | | |
| 1 1 4 | 0 0 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Desired Track | X | | | 6-27 |
| | 0 2 9 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Brake Temperature (Left Inner L/G) | X | | | |
| | 0 2 F | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Ambient Pressure | X | | | |
| | 0 3 F | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Pamb Sensor | X | | | |
| | 0 5 6 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Desired Track | X | | | |
| | 0 6 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Desired Track | X | | | |
| | 0 B B | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Flap Lever Position - Right | X | | | |
| | 0 C C | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Wheel Torque Output | X | | | |
| | 1 0 A | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Selected Ambient Static Pressure | X | | | |
| | 1 0 B | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Selected Ambient Static Pressure | X | | | |
| | 1 3 A | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Ambient Pressure | X | | | |
| | 0 0 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Waypoint Bearing | X | | | |
| 1 1 5 | 0 2 9 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Brake Temperature (Left Outer L/G) | X | | | |
| | 0 2 F | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Fuel Temperature | X | | | |
| | 0 3 F | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Fuel Temperature | X | | | |
| | 0 5 6 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Waypoint Bearing | X | | | |
| | 0 6 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Waypoint Bearing | X | | | |
| | 0 B C | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Fuel Temperature | X | | | |
| | 0 C C | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Wheel Torque Output | X | | | |
| | 0 0 2 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Cross Track Distance | X | | | 6-26 |
| 1 1 6 | 0 0 B | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Horizontal GLS Deviation Rectilinear | X | | | 6-27 |
| | 0 2 9 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Brake Temperature (Right Inner L/G) | X | | | |
| | 0 5 5 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Horizontal GLS Deviation Rectilinear | X | | | |
| | 0 5 6 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Cross Track Distance | X | | | |
| | 0 6 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Cross Track Distance | X | | | |
| | 0 C C | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Wheel Torque Output | X | | | |
| | 0 C C | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Wheel Torque Output | X | | | 6-26 |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|-----|---|---|---|---|---|---|-------------------------------------|------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 1 1 7 | 0 0 2 | 0 1 | 0 0 | 1 | 1 | 1 | 1 | 1 | 1 | Vertical Deviation | X | | | | 6-27 |
| | 0 0 B | 0 1 | 0 0 | 1 | 1 | 1 | 1 | 1 | 1 | Vertical GLS Deviation Rectilinear | X | | | | |
| | 0 2 9 | 0 1 | 0 0 | 1 | 1 | 1 | 1 | 1 | 1 | Brake Temperature (Right Inner L/G) | X | | | | |
| | 0 5 5 | 0 1 | 0 0 | 1 | 1 | 1 | 1 | 1 | 1 | Vertical GLS Deviation Rectilinear | X | | | | |
| | 0 5 6 | 0 1 | 0 0 | 1 | 1 | 1 | 1 | 1 | 1 | Vertical Deviation | X | | | | |
| | 0 6 0 | 0 1 | 0 0 | 1 | 1 | 1 | 1 | 1 | 1 | Vertical Deviation | X | | | | |
| | 0 C C | 0 1 | 0 0 | 1 | 1 | 1 | 1 | 1 | 1 | Wheel Torque Output | X | | | | |
| 1 2 0 | 0 0 2 | 0 1 | 0 1 | 0 | 0 | 0 | 0 | 0 | 0 | Range to Altitude | X | | | | 6-26 |
| | 0 0 B | 0 1 | 0 1 | 0 | 0 | 0 | 0 | 0 | 0 | GNSS Latitude Fine | X | | | | |
| | 0 2 9 | 0 1 | 0 1 | 0 | 0 | 0 | 0 | 0 | 0 | Pack Bypass Turbine Position | X | | | | |
| | 0 5 6 | 0 1 | 0 1 | 0 | 0 | 0 | 0 | 0 | 0 | Range to Altitude | X | | | | |
| | 0 6 0 | 0 1 | 0 1 | 0 | 0 | 0 | 0 | 0 | 0 | Range to Altitude | X | | | | |
| 1 2 1 | 0 0 2 | 0 1 | 0 1 | 0 | 0 | 0 | 1 | 0 | 1 | Horizontal Command Signal | X | | | | |
| | 0 0 B | 0 1 | 0 1 | 0 | 0 | 0 | 1 | 0 | 1 | GNSS Longitude Fine | X | | | | |
| | 0 2 5 | 0 1 | 0 1 | 0 | 0 | 0 | 1 | 0 | 1 | Pitch Limit | X | | | | |
| | 0 2 9 | 0 1 | 0 1 | 0 | 0 | 0 | 1 | 0 | 1 | Pack Outlet Temperature a | X | | | | |
| | 0 5 6 | 0 1 | 0 1 | 0 | 0 | 0 | 1 | 0 | 1 | Horizontal Command Signal | X | | | | |
| | 0 6 0 | 0 1 | 0 1 | 0 | 0 | 0 | 1 | 0 | 1 | Horizontal Command Sign 1 | X | | | | |
| 1 2 2 | 0 0 2 | 0 1 | 0 1 | 0 | 0 | 1 | 0 | 1 | 0 | Vertical Command Signal | X | | | | |
| | 0 2 9 | 0 1 | 0 1 | 0 | 0 | 1 | 0 | 1 | 0 | Pack Turbine Inlet Temperature | X | | | | |
| | 0 5 6 | 0 1 | 0 1 | 0 | 0 | 1 | 0 | 1 | 0 | Vertical Command Signal | X | | | | |
| | 0 6 0 | 0 1 | 0 1 | 0 | 0 | 1 | 0 | 1 | 0 | Vertical Command Signal | X | | | | |
| 1 2 3 | 0 0 2 | 0 1 | 0 1 | 0 | 0 | 1 | 0 | 1 | 1 | Throttle Command | X | | | | |
| 1 2 4 | 0 0 B | 0 1 | 0 1 | 0 | 0 | 1 | 0 | 1 | 1 | Digital Time Mark | | | X | | 6-49 |
| | 0 A 5 | 0 1 | 0 1 | 0 | 0 | 1 | 0 | 1 | 1 | Client Device for GNSS Receiver | X | | | | |
| | 1 E 2 | 0 1 | 0 1 | 0 | 0 | 1 | 0 | 1 | 0 | Horizontal Alarm Limit | X | | | | |
| 1 2 5 | 0 0 2 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 0 | 1 | Universal Time Coordinated (UTC) | | X | | | 6-25 |
| | 0 0 B | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 0 | 1 | Universal Time Coordinated (UTC) | | X | | | |
| | 0 3 1 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 0 | 1 | Universal Time Coordinated (UTC) | | X | | | 6-25 |
| | 0 5 6 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 0 | 1 | Universal Time Coordinated (UTC) | | X | | | |
| | 0 6 0 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 0 | 1 | Universal Time Coordinated (UTC) | | X | | | |
| 1 2 6 | 0 0 2 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 1 | 0 | Vertical Deviation (wide) | X | | | | |
| | 0 2 6 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 1 | 0 | FWC Word | X | | | | |
| | 0 2 9 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 1 | 0 | Pack Flow | X | | | | |
| | 0 5 6 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 1 | 0 | Vertical Deviation (Wide) | X | | | | |
| | 0 6 0 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 1 | 0 | Vertical Deviation (Wide) | X | | | | |
| 1 2 7 | 0 0 2 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 1 | 1 | Selected Landing Altitude | X | | | | 6-11 |
| | 0 1 B | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 1 | 1 | Slat Angle | X | | | | |
| | 0 3 3 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 1 | 1 | P14 | X | | | | |
| | 1 0 A | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 1 | 1 | Fan Discharge Static Pressure | X | | | | |
| | 1 0 B | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 1 | 1 | Fan Discharge Static Pressure | X | | | | |
| | 1 E 2 | 0 1 | 0 1 | 0 | 1 | 0 | 1 | 1 | 1 | Vertical Alarm Limit | X | | | | |
| | | | | | | | | | | | | | | | |
| 1 3 0 | 0 0 B | 0 1 | 0 1 | 1 | 0 | 0 | 0 | 0 | 0 | Aut Horiz Integ Limit | X | | | | 6-21 |
| | 0 1 A | 0 1 | 0 1 | 1 | 0 | 0 | 0 | 0 | 0 | Fan Inlet Total Temperature | X | | | | |
| | 0 1 C | 0 1 | 0 1 | 1 | 0 | 0 | 0 | 0 | 0 | Fan Inlet Total Temperature | X | | | | |
| | 0 2 F | 0 1 | 0 1 | 1 | 0 | 0 | 0 | 0 | 0 | Fan Inlet Total Temperature | X | | | | |
| | 0 3 5 | 0 1 | 0 1 | 1 | 0 | 0 | 0 | 0 | 0 | Intruder Range | X | | | | |
| | 0 3 F | 0 1 | 0 1 | 1 | 0 | 0 | 0 | 0 | 0 | Fan Inlet Total Temperature | X | | | | |
| | 1 0 A | 0 1 | 0 1 | 1 | 0 | 0 | 0 | 0 | 0 | Selected Total Air Temperature | X | | | | |
| | 1 0 B | 0 1 | 0 1 | 1 | 0 | 0 | 0 | 0 | 0 | Selected Total Air Temperature | X | | | | |
| | 1 3 A | 0 1 | 0 1 | 1 | 0 | 0 | 0 | 0 | 0 | Inlet Temperature | X | | | | |
| | | | | | | | | | | | | | | | |
| 1 3 1 | 0 1 A | 0 1 | 0 1 | 1 | 0 | 0 | 1 | 0 | 1 | Fan Inlet Total Pressure | X | | | | 6-22 |
| | 0 1 C | 0 1 | 0 1 | 1 | 0 | 0 | 1 | 0 | 1 | Fan Inlet Total Pressure | X | | | | |
| | 0 2 D | 0 1 | 0 1 | 1 | 0 | 0 | 1 | 0 | 1 | Fan Inlet Total Pressure | X | | | | |
| | 0 2 F | 0 1 | 0 1 | 1 | 0 | 0 | 1 | 0 | 1 | Fan Inlet Total Pressure | X | | | | |
| | 0 3 3 | 0 1 | 0 1 | 1 | 0 | 0 | 1 | 0 | 1 | Fan Inlet Total Pressure | X | | | | |
| | 0 3 5 | 0 1 | 0 1 | 1 | 0 | 0 | 1 | 0 | 1 | Intruder Altitude | X | | | | |
| | 1 3 A | 0 1 | 0 1 | 1 | 0 | 0 | 1 | 0 | 1 | Inlet Pressure | X | | | | |
| 1 3 2 | 0 1 A | 0 1 | 0 1 | 1 | 0 | 1 | 0 | 1 | 0 | Exhaust Gas Total Pressure | X | | | | 6-23 |
| | 0 1 C | 0 1 | 0 1 | 1 | 0 | 1 | 0 | 1 | 0 | Exhaust Gas Total Pressure | X | | | | |
| | 0 3 3 | 0 1 | 0 1 | 1 | 0 | 1 | 0 | 1 | 0 | Exhaust Gas Total Pressure | X | | | | |
| | 0 3 5 | 0 1 | 0 1 | 1 | 0 | 1 | 0 | 1 | 0 | Intruder Bearing | X | | | | |
| 1 3 3 | 0 0 B | 0 1 | 0 1 | 1 | 0 | 1 | 1 | 1 | 1 | Aut Horiz Integ Limit | X | | | | |
| | 0 1 A | 0 1 | 0 1 | 1 | 0 | 1 | 1 | 1 | 1 | Thrust Lever Angle | X | | | | |
| | 0 2 F | 0 1 | 0 1 | 1 | 0 | 1 | 1 | 1 | 1 | Thrust Lever Angle | X | | | | |
| | 0 3 F | 0 1 | 0 1 | 1 | 0 | 1 | 1 | 1 | 1 | Thrust Lever Angle | X | | | | |
| | 1 0 A | 0 1 | 0 1 | 1 | 0 | 1 | 1 | 1 | 1 | Selected Throttle Lever Angle | X | | | | |
| | 1 0 B | 0 1 | 0 1 | 1 | 0 | 1 | 1 | 1 | 1 | Selected Throttle Lever Angle | X | | | | |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|---|---|---|---|---|---|---|--|------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 1 3 4 | 0 1 C | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | Power Lever Angle | X | | | | |
| | 1 0 A | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | Throttle Lever Angle | X | | | | |
| | 1 0 B | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | Throttle Lever Angle | X | | | | |
| | 1 3 A | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | Throttle Lever Angle | X | | | | |
| 1 3 5 | 0 1 C | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | Engine Vibration #1 | X | | | | |
| | 0 2 9 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | Engine Fan Vibration | X | | | | |
| | 0 5 A | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | ACT 1 Fuel Quantity Display | | X | | | |
| 1 3 6 | 0 0 B | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | Vertical Figure of Merit | X | | | | |
| | 0 1 C | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | Engine Vibration #2 | X | | | | |
| | 0 2 9 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | Engine Turbine Vibration | X | | | | |
| | 0 5 A | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | ACT 2 Fuel Quantity Display | | X | | | |
| 1 3 7 | 0 1 B | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | Flap Angle | X | | | | 6-11 |
| | 0 2 A | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | Flap Angle | X | | | | 6-11 |
| | 0 2 F | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | Thrust Reverser Position Feedback | X | | | | |
| | 0 3 F | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | Thrust Reverser Position Feedback | X | | | | |
| | 0 5 A | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | Center+ACT1+ACT2 FQ Display | | X | | | |
| | 1 0 A | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | Selected Thrust Reverser Position | X | | | | |
| | 1 0 B | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | Selected Thrust Reverser Position | X | | | | |
| | 1 4 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | Flap Angle | X | | | | 6-11 |
| 1 4 0 | 0 0 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | Flight Director - Roll | X | | | | 6-27 |
| | 0 0 B | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | UTC Fine | X | | | | |
| | 0 2 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | Flight Director - Roll | X | | | | |
| | 0 2 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | Precooler Output Temperature | X | | | | |
| | 0 5 A | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | Actual Fuel Quantity Display | | X | | | |
| | 1 1 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | Pump Contactor States | | | X | | |
| 1 4 1 | 0 0 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | Flight Director - Pitch | X | | | | 6-27 |
| | 0 0 B | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | UTC Fine Fractions | X | | | | |
| | 0 2 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | Flight Director - Pitch | X | | | | |
| | 0 2 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | Precooler Input Temperature | X | | | | |
| | 0 5 A | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | Preselected Fuel Quantity Display | | X | | | |
| | 1 1 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | Pump Contactor and Pushbutton States | | | X | | |
| 1 4 2 | 0 0 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | Flight Director - Fast/Slow | X | | | | 6-27 |
| | 0 0 3 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | Flight Director - Fast/Slow | X | | | | |
| | 0 0 B | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | UTC Fine Fractions | X | | | | |
| | 0 2 5 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | Flight Director - Fast/Slow | X | | | | |
| | 0 5 A | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | Left Wing Fuel Quantity Display | | X | | | |
| | 1 1 4 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | Pump Push Button and LP Switch State | | | X | | |
| 1 4 3 | 0 0 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | Flight Director - Yaw | X | | | | |
| | 0 4 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | HPA Command Word | X | | | | |
| | 0 5 A | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | Center Wing Fuel Quantity Display | | X | | | |
| | 1 1 4 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | Pump LP Switch State and FCMC Commands | | | X | | |
| | 2 4 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | HPA Response Word | X | | | | |
| 1 4 4 | 0 2 B | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | Altitude Error | X | | | | |
| | 0 4 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | ACU/BSU Control Word | X | | | | |
| | 0 5 A | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | Right Wing Fuel Quantity Display | | X | | | |
| | 1 1 4 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | Valve Feedback | | | X | | |
| | 3 4 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | ACU/BSU Control Word | X | | | | |
| 1 4 5 | 0 0 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | TACAN Control | X | | | | 6-30 |
| | 0 2 5 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | Discrete Status 2 EFIS | | | X | | |
| | 0 2 9 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | Discrete Status 2 EFIS | | | X | | |
| | 0 A 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | AFS DFDR Discretes #1 | | | X | | |
| | 1 1 4 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | Valve Feedback | | | X | | |
| 1 4 6 | 0 2 5 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | Discrete Status 3 EFIS | | | X | | |
| | 0 2 9 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | Discrete Data #9 | | | X | | |
| | 0 A 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | AFS DFDR Discretes #2 | | | X | | |
| | 1 1 2 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | TACAN Control | X | | | | 6-47 |
| | 1 1 4 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | Valve Feedback | | | X | | |
| 1 4 7 | 0 2 5 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | Discrete Status 4 EFIS | | | X | | |
| | 0 2 9 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | Discrete Data #10 | | | X | | |
| | 0 A 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | AFS DFDR Discretes #3 | | | X | | |
| | 1 1 4 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | Valve Feedback | | | X | | |
| | 1 1 5 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | TACAN Control Word | X | | | | 6-48/Note 1 |
| 1 5 0 | 0 0 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Universal Time Constant (UTC) | X | | | | 6-12/6-27 |
| | 0 0 B | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Universal Time Constant (UTC) | X | | | | |
| | 0 2 9 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Cabin Altitude Rate | X | | | | |
| | 0 3 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Universal Time Constant (UTC) | X | | | | 6-12/6-27 |
| | 0 5 6 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Universal Time Coordinate | X | | | | |
| | 0 6 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Universal Time Coordinate | X | | | | |
| | 1 1 4 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | FCMC Valve Commands | | | X | | |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|-----|-----|-----|-----|---|---|---|-----------|------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 1 6 0 | 0 1 C | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Maintenance Data #9 | | | | | | X | | |
| | 0 2 5 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Discrete Status 6 EFIS | | | | | | X | | |
| | 0 2 7 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | MLS Dataword 3 | | | X | | | | | |
| | 0 3 3 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Maintenance Data #9 | | | | | | X | | |
| | 0 4 D | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | C Tank Faults | | | | | | X | | |
| | 0 5 5 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | MLS Basic Data Wd 3 | | | X | | | | | |
| | 0 B B | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Maintenance Data #9 | | | | | | X | | |
| | 1 0 A | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Maintenance Data #9 | | | | | | X | | |
| | 1 0 B | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Maintenance Data #9 | | | | | | X | | |
| 1 6 1 | 1 1 4 | 0 1 | 1 1 | 0 0 | 0 0 | 0 0 | Valve Feedback | | | | | | X | | |
| | 0 1 C | 0 1 | 1 1 | 0 0 | 0 0 | 1 | Maintenance Data #10 | | | | | | X | | |
| | 0 2 5 | 0 1 | 1 1 | 0 0 | 0 0 | 1 | Discrete Status 7 EFIS | | | | | | X | | |
| | 0 2 7 | 0 1 | 1 1 | 0 0 | 0 0 | 1 | MLS Dataword 4 | | | | | | X | | |
| | 0 3 3 | 0 1 | 1 1 | 0 0 | 0 0 | 1 | Maintenance Data #10 | | | | | | X | | |
| | 0 4 D | 0 1 | 1 1 | 0 0 | 0 0 | 1 | A Tank Faults | | | | | | X | | |
| | 0 5 5 | 0 1 | 1 1 | 0 0 | 0 0 | 1 | MLS Basic Data Wd 4 | | X | | | | | | |
| | 1 0 A | 0 1 | 1 1 | 0 0 | 0 0 | 1 | Maintenance Data #10 | | | | | | X | | |
| | 1 0 B | 0 1 | 1 1 | 0 0 | 0 0 | 1 | Maintenance Data #10 | | | | | | X | | |
| 1 6 2 | 1 1 4 | 0 1 | 1 1 | 0 0 | 0 0 | 1 | Indicated Pump Status | | | | | | X | | |
| | 0 1 2 | 0 1 | 1 1 | 0 0 | 0 1 | 0 | ADF Bearing | | | X | | | | | |
| | 0 2 5 | 0 1 | 1 1 | 0 0 | 0 1 | 0 | ADF Bearing Left/Right | | | X | | | | | |
| | 0 2 7 | 0 1 | 1 1 | 0 0 | 0 1 | 0 | MLS Dataword 5 | | | X | | | | | |
| | 0 2 9 | 0 1 | 1 1 | 0 0 | 0 1 | 0 | Crew Oxygen Pressure | | | X | | | | | |
| | 0 5 5 | 0 1 | 1 1 | 0 0 | 0 1 | 0 | MLS Basic Data Wd 5 | | | X | | | | | |
| | 0 D E | 0 1 | 1 1 | 0 0 | 0 1 | 0 | Stick Shaker Margin Proportional Signal | | | X | | | | | |
| | 1 1 4 | 0 1 | 1 1 | 0 0 | 0 1 | 0 | Indicated Pump Status | | | | | X | | | |
| | 1 4 0 | 0 1 | 1 1 | 0 0 | 0 1 | 0 | Density Altitude | | | X | | | | | |
| 1 6 3 | 0 2 7 | 0 1 | 1 1 | 0 0 | 0 1 | 1 | MLS Dataword 6 | | | X | | | | | |
| | 0 3 7 | 0 1 | 1 1 | 0 0 | 0 1 | 1 | Zero Fuel Weight (lb) | | | | X | | | | |
| | 0 5 5 | 0 1 | 1 1 | 0 0 | 0 1 | 1 | MLS Basic Data Wd 6 | | | X | | | | | |
| | 1 1 4 | 0 1 | 1 1 | 0 0 | 0 1 | 1 | Indicated Pump Status | | | | | X | | | |
| 1 6 4 | | 0 1 | 1 1 | 0 0 | 0 1 | 1 | 747 DFDR & A330/340 SSFDR - System Address Label | | | | | | X | | See Attachment 11 |
| | 0 0 2 | 0 1 | 1 1 | 0 0 | 1 0 | 0 | Minimum Descent Altitude (MDA) | | | X | | | | | |
| | 0 0 3 | 0 1 | 1 1 | 0 0 | 1 0 | 0 | Target Height | | | X | | | | | |
| | 0 0 7 | 0 1 | 1 1 | 0 0 | 1 0 | 0 | Radio Height | | | X | | | | | |
| | 0 2 5 | 0 1 | 1 1 | 0 0 | 1 0 | 0 | Radio Height | | | X | | | | | |
| | 0 2 7 | 0 1 | 1 1 | 0 0 | 1 0 | 0 | MLS Dataword 7 | | | X | | | | | |
| | 0 3 B | 0 1 | 1 1 | 0 0 | 1 0 | 0 | Radio Height | | | X | | | | | |
| | 0 5 5 | 0 1 | 1 1 | 0 0 | 1 0 | 0 | MLS ABS GP Angle | | | X | | | | | |
| | 1 1 4 | 0 1 | 1 1 | 0 0 | 1 0 | 0 | Indicated Pump Status | | | | | X | | | |
| 1 6 5 | 0 0 7 | 0 1 | 1 1 | 0 0 | 1 0 | 1 | Radio Height | | | | X | | | | 6-25 |
| | 0 0 B | 0 1 | 1 1 | 0 0 | 1 0 | 1 | Vertical Velocity | | | X | | | | | |
| | 0 2 7 | 0 1 | 1 1 | 0 0 | 1 0 | 1 | MLS Dataword 8 | | | X | | | | | |
| | 0 5 5 | 0 1 | 1 1 | 0 0 | 1 0 | 1 | MLS ABS Azimuth Angle | | | X | | | | | |
| 1 6 6 | 1 1 4 | 0 1 | 1 1 | 0 0 | 1 0 | 1 | Indicated Valve Status | | | | | X | | | |
| | 0 0 7 | 0 1 | 1 1 | 0 0 | 1 1 | 0 | RALT Check Point Dev. | | | X | | | | | |
| | 0 0 B | 0 1 | 1 1 | 0 0 | 1 1 | 0 | North/South Velocity | | | X | | | | | |
| 1 6 7 | 1 1 4 | 0 1 | 1 1 | 0 0 | 1 1 | 0 | Indicated Valve Status | | | | | X | | | |
| | 0 0 2 | 0 1 | 1 1 | 0 0 | 1 1 | 1 | EPU Estimate Position Uncertainty/ (ANP) Actual Navi. Perf. | | | X | | | | | |
| 1 7 0 | 1 1 4 | 0 1 | 1 1 | 0 0 | 1 1 | 1 | Indicated Valve Status | | | | | X | | | |
| | 0 2 5 | 0 1 | 1 1 | 0 0 | 0 0 | 0 | Decision Height Selected (EFI) | | | | X | | | | 6-25 |
| | 0 C 5 | 0 1 | 1 1 | 0 0 | 0 0 | 0 | Decision Height Selected (EFI) | | | | X | | | | 6-25 |
| | 1 1 4 | 0 1 | 1 1 | 0 0 | 0 0 | 0 | Wing Imbalance and FQI Failure Warning | | | | | X | | | |
| 1 7 1 | | 0 1 | 1 1 | 0 0 | 0 0 | 0 | DFDAU - System Address Label | | | | | | X | | See Attachment 11 |
| | 0 0 2 | 0 1 | 1 1 | 0 0 | 0 0 | 1 | RNP Required Navigation Performance | | | X | | | | | |
| | 0 A 5 | 0 1 | 1 1 | 0 0 | 0 0 | 1 | Vertical Alarm Limit (VAL) and SBAS System Identifier | | | X | | | | | |
| 1 7 2 | X X X | 0 1 | 1 1 | 0 0 | 0 0 | 1 | Manufacturer Specific Status | | | | | | | | See Attachment 10/Note 1 |
| | X X X | 0 1 | 1 1 | 0 0 | 0 0 | 1 | Subsystem Identifier | | | | | | | | 6-34/Note 1 |
| 1 7 3 | 0 1 0 | 0 1 | 1 1 | 0 0 | 0 1 | 1 | Localizer Deviation | | | X | | | | | 6-6/6-27 |
| | 0 2 5 | 0 1 | 1 1 | 0 0 | 0 1 | 1 | Localizer Deviation | | | X | | | | | 6-6/6-27 |
| | 0 2 9 | 0 1 | 1 1 | 0 0 | 0 1 | 1 | Hydraulic Quantity | | | X | | | | | |
| | 0 3 B | 0 1 | 1 1 | 0 0 | 0 1 | 1 | Localizer Deviation | | | X | | | | | |
| | 0 5 5 | 0 1 | 1 1 | 0 0 | 0 1 | 1 | Localizer Deviation | | | X | | | | | |
| | 0 B D | 0 1 | 1 1 | 0 0 | 0 1 | 1 | Hydraulic Quantity | | | X | | | | | |
| | 0 D 0 | 0 1 | 1 1 | 0 0 | 0 1 | 1 | Hydraulic Oil | | | X | | | | | |
| | | 0 1 | 1 1 | 0 0 | 0 1 | 1 | SDU #2 - System Address Label | | | | | | X | | See Attachment 11 |

Type de codage

TYPES DE CODAGE

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|---|---|---|---|---|---|---|---|------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 1 7 4 | 0 0 3 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Delayed Flap Approach Speed (DFA) | X | | | | 6-6/6-27 |
| | 0 0 B | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | East/West Velocity | X | | | | |
| | 0 1 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Glideslope Deviation | X | | | | |
| | 0 2 9 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Hydraulic Pressure | X | | | | |
| | 0 3 B | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Glideslope Deviation | X | | | | 6-6/6-27 |
| | 0 5 5 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Glideslope Deviation | X | | | | |
| | 0 D 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Hydraulic Oil Pressure | X | | | | |
| | | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | RFU - System Address Label | | | | X | |
| 1 7 5 | 0 0 3 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | Economical Speed | X | | | | See Attachment 11 |
| | 0 2 9 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | EGT (APU) | X | | | | |
| | 0 3 3 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | Hydraulic Pump Case Drain Temperature | X | | | | |
| | | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | HGA/IGA HPA - System Address Label | | | | X | |
| 1 7 6 | 0 0 3 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | Economical Mach | X | | | | |
| | 0 2 9 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | RPM (APU) | X | | | | |
| | 0 3 8 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | Left Static Pressure Uncorrected, mb | X | | | | |
| | 0 5 A | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | Fuel Temperature - Set to Zero | X | | | | |
| | 0 A D | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | Static Pressure Left, Uncorrected, mb | X | | | | |
| | 1 1 4 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | Left Outer Tank Fuel Temp & Advisory Warning | X | | | | |
| 1 7 7 | 0 0 3 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Economical Flight Level | X | | | | See Attachment 11 |
| | 0 2 9 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Oil Quantity (APU) | X | | | | |
| | 0 3 8 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Right Static Pressure Uncorrected, mb | X | | | | |
| | 0 5 5 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Distance to LTP/FTP | X | | | | |
| | 0 5 A | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Fuel Temperature Left Wing Tank | X | | | | |
| | 0 A D | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Static Pressure Right, Uncorrected, mb | X | | | | |
| | 1 1 4 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Inner Tank 1 Fuel Temp & Advisory Warning | X | | | | |
| | | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | LGA/HPA - System Address Label | | | | X | |
| 2 0 0 | 0 0 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Drift Angle | | X | | | |
| | 0 0 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Drift Angle | | X | | | |
| | 0 5 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Drift Angle | | X | | | |
| | 0 6 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Drift Angle | | X | | | |
| | 1 1 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Inner Tank 2 Fuel Temp & Advisory Warning | X | | | | |
| 2 0 1 | 0 0 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | DME Distance | | X | | | 6-1-1 |
| | 0 5 A | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Fuel Temperature Right Wing Tank | X | | | | |
| | 1 1 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | TACAN Distance | | X | | | 6-25 |
| | 1 1 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Inner Tank 3 Fuel Temp & Advisory Warning | X | | | | |
| | 1 1 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | DME | | X | | | |
| | 1 4 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Mach Maximum Operation (Mmo) | X | | | | |
| | 1 4 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Projected Future Latitude | X | | | | |
| | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | GPS/GNSS Sensor - System Address Label | | | | X | |
| 2 0 2 | 0 0 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Energy Management (clean) | X | | | | 6-7/6-27 |
| | 0 0 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | DME Distance | X | | | | |
| | 0 2 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Cabin Compartment Temperature (Group #1) | X X | | | | |
| | 0 5 A | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Fuel Temperature - Set to Zero | X | | | | |
| | 1 1 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Inner Tank 4 Fuel Temp & Advisory Warning | X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Mach Rate | X | | | | |
| | 1 4 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Projected Future Latitude Fine | X | | | | |
| 2 0 3 | 0 0 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Energy Management Speed Brakes | X X | | | | 6-24/6-27 |
| | 0 0 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Altitude (1013.25mB) | X X | | | | |
| | 0 1 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Altitude | X X | | | | |
| | 0 2 9 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Cabin Compartment Temperature (Group #2) | X | | | | |
| | 0 3 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Own A/C Altitude | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Altitude (1013.25mB) | X | | | | |
| | 0 5 A | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Fuel Tank #6 Temperature | X | | | | |
| | 1 0 A | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Ambient Static Pressure | X | | | | |
| | 1 0 B | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Ambient Static Pressure | X | | | | |
| | 1 1 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Trim Tank Fuel Temp & Advisory Warning | X X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Altitude | X | | | | |
| | | | | | | | | | | | | | | | |
| 2 0 4 | 0 0 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | Utility Airspeed | X | | | | |
| | 0 0 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | Baro Corrected Altitude #1 | X | | | | |
| | 0 2 9 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | Cabin Duct Temperature (Group #1) | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | Baro Corrected Altitude #1 | X | | | | |
| | 0 5 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | Baro Altitude | | | | | |
| | 0 5 A | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | Fuel Tank #7 Temperature | | | | | |
| | 0 6 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | Baro Altitude | | | | | |
| | 1 1 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | Right Outer Tank Fuel Temp & Advisory Warning | | | | | |
| | 1 4 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | Baro Corrected Altitude | | | | | |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|---|---|---|---|---|---|---|--|------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 2 0 5 | 0 0 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | HF COM Frequency (New Format) | | X | | | 6-43 |
| | 0 0 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Mach | X | | | | 6-27 |
| | 0 1 A | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Mach | X | | | | 6-27 |
| | 0 2 9 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Cabin Duct Temperature (Group #2) | X X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Mach | X | | | | |
| | 0 5 A | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Fuel Tank #8 Temperature | | | | | |
| | 0 B 9 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | HF COM Frequency (New Format) | | X | | | |
| | 1 0 A | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Mach Number | X | | | | |
| | 1 0 B | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Mach Number | X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Mach | X | | | | |
| 2 0 6 | 0 0 6 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | Computed Airspeed | X | | | | 6-27 |
| | 0 1 8 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | Altitude (Variable Resolution) | X | X | | | 6-20 |
| | 0 2 9 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | Cabin Temp. Reg. Valve Position (Group #1) | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | Computed Airspeed | X | | | | 6-27 |
| | 0 5 6 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | Computed Airspeed | X | | | | |
| | 0 6 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | Computed Airspeed | X | | | | |
| | 0 C C | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | Taxi Speed | X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | Computed Airspeed (CAS) | | | | | |
| 2 0 7 | 0 0 2 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | HF Control Word | | | X | | |
| | 0 0 6 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | Max. Allowable Airspeed | X | | | | |
| | 0 0 A | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | Max. Allowable Airspeed | X | | | | |
| | 0 2 5 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | Operational Software Part Number | | X | | | 6-37 |
| | 0 2 9 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | Cabin Temp. Reg. Valve Position (Group #2) | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | Max. Allowable Airspeed | X | | | | |
| | 0 B 9 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | HF Control Word | | | X | | |
| | 1 4 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | Airspeed Maximum Operating (VMO) | X | | | | |
| 2 1 0 | 0 0 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | True Airspeed | X | | | | 6-27 |
| | 0 2 9 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Cargo Compartment Temperature | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | True Airspeed | X | | | | 6-27 |
| | 1 4 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | True Airspeed | X | | | | |
| | | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | FCMC Com A340-500/600 - System Address Label | | | | X | See Attachment 11 |
| 2 1 1 | 0 0 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Total Air Temperature | X | | | | 6-27 |
| | 0 0 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Total Air Temperature | X | | | | |
| | 0 0 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Total Air Temperature | X | | | | |
| | 0 1 A | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Total Air Temperature | X | | | | |
| | 0 2 9 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Cargo Duct Temperature | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Total Air Temperature | X | | | | |
| | 0 A D | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Total Air Temperature Indicated | X | | | | |
| | 1 0 A | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Total Fan Inlet Temperature | X | | | | |
| | 1 0 B | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Total Fan Inlet Temperature | X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Total Air Temp (TAT) | X | | | | |
| | 1 4 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Projected Future Longitude | X | | | | |
| | | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | FCMC Mon A340-500/600 - System Address Label | | | | X | See Attachment 11 |
| | | | | | | | | | | | | | | | |
| 2 1 2 | 0 0 4 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | Altitude Rate | X | | | | 6-27 |
| | 0 0 5 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | Altitude Rate | X | | | | |
| | 0 0 6 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | Altitude Rate | X | | | | |
| | 0 2 9 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | Cargo Temp. Reg. Valve Position | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | Altitude Rate | X | | | | |
| | 0 3 B | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | Altitude Rate | X | | | | |
| | 0 5 6 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | Altitude Rate | X | | | | |
| | 0 6 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | Altitude Rate | X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | Altitude Rate | X | | | | |
| | 1 4 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | Projected Future Longitude Fine | X | | | | |
| | | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | FCMC Int A340-500/600 - System Address Label | | | | X | See Attachment 11 |
| | | | | | | | | | | | | | | | |
| 2 1 3 | 0 0 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | Static Air Temperature | X | | | | 6-27 |
| | 0 0 6 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | Static Air Temperature | X | | | | 6-27 |
| | 0 3 8 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | Static Air Temperature | X | | | | |
| | 0 8 D | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | Fuel Used | X | | | | 6-27 |
| | 1 4 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | Static Air Temp (SAT) | X | | | | |
| | 1 4 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | Vertical Time Interval | X | | | | |
| 2 1 4 | X X X | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | ICAO Aircraft Address (Part 1) | | | X | | Note 1 |
| 2 1 5 | 0 0 6 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | Impacted Pressure, Uncorrected, mb | X | | | | |
| | 0 1 A | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | Impacted Pressure | X | | | | |
| | 0 2 9 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | N1 Actual (EEC) | X | | | | |
| | 0 2 9 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | EPR Actual (EEC) | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | Impacted Pressure, Uncorrected, mb | X | | | | |
| | 0 A D | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | Impacted Pressure, Uncorrected, mb | X | | | | |
| 2 1 6 | 1 4 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | Impact Pressure Subsonic | X | | | | |
| 2 1 6 | X X X | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | ICAO Aircraft Address (Part 2) | | | X | | Note 1 |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|---|---|---|---|---|---|---|---|------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 2 1 7 | 0 0 2 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | Geometric Vertical Rate | X | | | | |
| | 0 0 6 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | Static Pressure, Corrected (In. Hg) | X | | | | |
| | 0 2 9 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | N1 Limit (EEC) | X | | | | |
| | 0 2 9 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | EPR Actual (EEC) | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | Static Pressure, Average, Corrected (In. Hg) | X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | Static Pressure Corrected (In. Hg) | X | | | | |
| 2 2 0 | 0 0 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | Baro Corrected Altitude #2 | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | Baro Corrected Altitude #2 | X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | Baro Corrected Altitude #2 | X | | | | |
| | 1 0 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | MCDU #1 - System Address Label (Recipient) | | | | X | See Attachment 11 |
| 2 2 1 | 0 0 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | Indicated Angle of Attack (Average) | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | Indicated Angle of Attack (Average) | X | | | | |
| | 0 A D | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | Indicated Angle of Attack (Average) | X | | | | |
| | 1 2 C | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | Indicated Angle of Attack (Average) | | | | | |
| | 1 4 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | Angle of Attack Indicated Average | X | | | | |
| | 1 0 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | MCDU #2 - System Address Label (Recipient) | | | | X | See Attachment 11 |
| 2 2 2 | 0 0 6 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | Indicated Angle of Attack (#1 Left) | X | | | | |
| | 0 1 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | VOR Omnibearing | X | | | | |
| | 1 1 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | TACAN Bearing | X | | | | |
| | 1 1 5 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | Bearing | X | | | | |
| | 1 2 C | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | Indicated Angle of Attack (#1 Left) | X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | Angle of Attack, Indicated (#1 Left) | X | | | | |
| | 1 0 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | MCDU #3 - System Address Label | | | | X | See Attachment 11 |
| 2 2 3 | 0 0 6 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | Indicated Angle of Attack (#1 Right) | X | | | | |
| | 1 2 C | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | Indicated Angle of Attack (#1 Right) | X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | Angle of Attack, Indicated (#1 Right) | X | | | | |
| | 1 0 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | Printer #1 - System Address Label | | | | X | See Attachment 11 |
| 2 2 4 | 0 0 6 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | Indicated Angle of Attack (#2 Left) | X | | | | |
| | 1 2 C | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | Indicated Angle of Attack (#2 Left) | X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | Angle of Attack, Indicated (#2 Left) | X | | | | |
| | 1 0 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | Printer #2 - System Address Label | | | | X | See Attachment 11 |
| 2 2 5 | 0 0 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | Min. Maneuvering Airspeed | X | | | | |
| | 0 0 6 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | Indicated Angle of Attack (#2 Right) | X | | | | |
| | 0 2 B | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | Compensated Altitude Rate | X | | | | |
| | 0 5 6 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | Minimum Maneuvering Airspeed | X | | | | |
| | 0 6 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | Minimum Maneuvering Airspeed | X | | | | |
| | 1 2 C | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | Indicated Angle of Attack (#2 Right) | X | | | | |
| | 1 4 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | Angle of Attack, Indicated (#2 Right) | X | | | | |
| | 1 0 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | HUD - System Address Label | | | | X | See Attachment 11 |
| 2 2 6 | 0 0 2 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | Min. Op. Fuel Temp (non-conflicting) | X | | | | |
| | 1 0 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | Data Loader - System Address Label (High Speed) | | | | X | See Attachment 11 |
| 2 2 7 | 0 1 9 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | CFDS Bite Command Summary for HFDR | | | X | | |
| | 0 3 D | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | AVM Command | X | | | | |
| | 0 5 3 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | CFDS Bite Command Summary for HFDR | | | X | | |
| | 0 7 E | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | BITE Command Word | X | | | | |
| 2 3 0 | 0 0 6 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | True Airspeed | | X | | | 6-25 |
| | 0 3 8 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | True Airspeed | | X | | | 6-25 |
| | 1 1 4 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | Left Outer Probes Capacitance | | X | | | |
| | 1 0 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | MCDU #4 - System Address Label | | | | X | See Attachment 11 |
| 2 3 1 | 0 0 6 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | Total Air Temperature | | X | | | |
| | 0 3 8 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | Total Air Temperature | | X | | | |
| | 1 1 4 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | Inner 2 Tank Probe Capacitance | | X | | | |
| 2 3 2 | 0 0 4 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | Altitude Rate | | X | | | |
| | 0 0 5 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | Altitude Rate | | X | | | |
| | 0 0 6 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | Altitude Rate | | X | | | |
| | 0 5 5 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | GLS Airport ID | | | X | | |
| | 1 1 4 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | Inner 4 Tank Probe Capacitance | | X | | | |
| 2 3 3 | 0 0 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | ACMS Information | X | | | | 6-31 |
| | 0 0 6 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | Static Air Temperature | | X | | | 6-25 |
| | 0 3 8 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | Static Air Temperature | | X | | | 6-25 |
| | 0 5 6 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | ACMS Information | X | | | | |
| | 0 6 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | ACMS Information | X | | | | |
| | 1 1 4 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | Right Outer Probe Capacitance | | X | | | |
| 2 3 4 | 0 0 2 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | ACMS Information | X | | | | 6-31 |
| | 0 0 6 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | Baro Correction (mb) #1 | | X | | | |
| | 0 3 8 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | Baro Correction (mb) #1 | | X | | | |
| | 0 5 6 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | ACMS Information | X | | | | |
| | 0 6 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | ACMS Information | X | | | | |
| | 1 0 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | EIVMU 1 - System Address Label | | | | X | See Attachment 11 |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|---|---|---|---|---|---|---|------------------------------------|------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 2 3 5 | 0 0 2 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | ACMS Information | X | | | | 6-31 |
| | 0 0 6 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | Baro Correction (ins. Hg) #1 | | X | | | 6-25 |
| | 0 3 8 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | Baro Correction (ins. Hg) #1 | | X | | | 6-25 |
| | 0 5 6 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | ACMS Information | X | | | | |
| | 0 6 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | ACMS Information | X | | | | |
| | 1 0 0 | 0 | 1 | 1 | 1 | 0 | 1 | | | EIVMU 2 - System Address Label | | | | X | See Attachment 11 |
| 2 3 6 | 0 0 2 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | ACMS Information | X | | | | 6-31 |
| | 0 0 6 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | Baro Correction (mb) #2 | | X | | | |
| | 0 3 8 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | Baro Correction (mb) #2 | | X | | | |
| | 0 5 6 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | ACMS Information | X | | | | |
| | 0 6 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | ACMS Information | X | | | | |
| | 1 0 0 | 0 | 1 | 1 | 1 | 1 | 0 | | | EIVMU 3 - System Address Label | | | | X | See Attachment 11 |
| 2 3 7 | 0 0 2 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | ACMS Information | X | | | | |
| | 0 0 6 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | Baro Correction (ins. Hg) #2 | | X | | | |
| | 0 0 B | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | Horizontal Uncertainty Level | X | | | | |
| | 0 3 8 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | Baro Correction (ins. Hg) #2 | | X | | | |
| | 0 5 6 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | ACMS Information | X | | | | |
| | 0 6 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | ACMS Information | X | | | | |
| 2 4 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | EIVMU 4 - System Address Label | | | | X | See Attachment 11 |
| 2 4 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | Spare | | | | | |
| 2 4 1 | 0 0 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | Min. Airspeed for Flap Extension | X | | | | |
| | 0 0 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | Corrected Angle of Attack | X | | | | |
| | 0 2 C | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | Reserved (Special Use) | | | X | | |
| | 0 3 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | Corrected Angle of Attack | X | | | | |
| | 0 4 D | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | FQIS System Data | X | | | | |
| | 0 5 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | Min. Airspeed for Flap Extension | X | | | | |
| | 0 6 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | Min. Airspeed for Flap Extension | X | | | | |
| | 1 4 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | Angle of Attack, Corrected | X | | | | |
| | 1 6 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | Tank Unit Data | X | | | | |
| | 1 0 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | APM-MMR - System Address Label | | | | X | See Attachment 11 |
| 2 4 2 | 0 0 6 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | Total Pressure | X | | | | |
| | 0 0 9 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | Ground Station ID (Word #1) | | | X | | |
| | 0 1 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | Ground Station ID (Word #1) | | | X | | |
| | 0 1 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | Ground Station ID (Word #1) | | | X | | |
| | 1 1 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | Ground Station ID (Word #1) | | | X | | |
| | 0 1 A | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | Total Pressure | X | | | | |
| | 0 3 8 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | Total Pressure | X | | | | |
| | 0 3 B | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | Speed Deviation | X | | | | |
| | 0 A D | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | Total Pressure, Uncorrected, mb | X | | | | |
| | 1 4 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | Total Pressure | X | | | | |
| 2 4 2 | 1 0 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | MMR - System Address Label | | | | X | See Attachment 11 |
| 2 4 3 | 0 3 7 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | Zero Fuel Weight (kg) | | X | | | |
| | 0 5 5 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | GLS Runway Selection | | | X | | |
| | X X X | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | Simulator to Avionics Control Word | X | | | | Note 1 |
| 2 4 4 | 0 0 9 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | Ground Station ID (Word #2) | | | X | | |
| | 0 1 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | Ground Station ID (Word #2) | | | X | | |
| | 0 1 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | VOR Ground Station Ident Word #2 | | | X | | |
| | 0 1 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | Ground Station ID (Word #2) | | | X | | |
| | 0 1 C | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | Fuel Flow (Engine Direct) | X | | | | |
| | 0 3 3 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | Fuel Flow (Wf) | X | | | | |
| | 0 3 B | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | Mach Error | X | | | | |
| | 0 8 D | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | Fuel Flow Rate | X | | | | |
| | 1 0 A | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | Fuel Mass Flow | X | | | | |
| | 1 0 B | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | Fuel Mass Flow | X | | | | |
| | 1 4 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | Angle of Attack, Normalized | X | | | | |
| | 1 0 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | ILS - System Address Label | | | | X | See Attachment 11 |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|---|---|---|---|---|---|---|--|------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 3 0 5 | 0 0 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Application Dependent | | | X | | See Attachment 11 |
| | 0 1 A | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Application Dependent | | | X | | |
| | 0 5 A | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Internal Parameter for SPATIAAL | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Demanded LPT Clearance Valve Position | X | | | | |
| | 1 0 B | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Demanded LPT Clearance Valve Position | X | | | | |
| 3 0 6 | | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | Weight/Balance System - System Address Label | | | | X | See Attachment 11 |
| | 0 0 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | Application Dependent | | | X | | |
| | 0 1 A | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | Application Dependent | | | X | | |
| | 0 5 A | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | Internal Parameter for SPATIAAL | X | | | | |
| 3 0 7 | | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | TCAS - System Address Label | | | | X | See Attachment 11 |
| | 0 0 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | Application Dependent | | | X | | |
| | 0 1 A | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | Application Dependent | | | X | | |
| | 0 5 A | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | Internal Parameter for SPATIAAL | X | | | | |
| 3 1 0 | | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | Satellite Data Unit (SDU) - System Address Label | | | | X | 6-27 See Attachment 11 |
| | 0 0 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Present Position - Latitude | X | | | | |
| | 0 0 4 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Present Position - Latitude | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Aileron Position | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Present Position - Latitude | X | | | | |
| | 0 4 D | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | COMP CAP - TANK | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Present Position Latitude | X | | | | |
| | 0 5 A | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Internal Parameter for SPATIAAL | X | | | | |
| | 0 6 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Present Position Latitude | X | | | | |
| | 1 1 4 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | Right Outer Tank Fuel Quantity | X | | | | |
| | | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | GPWS - System Address Label | | | | X | |
| 3 1 1 | 0 0 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | Present Position - Longitude | X | | | | 6-27 See Attachment 11 |
| | 0 0 4 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | Present Position - Longitude | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | Aileron Trim | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | Present Position - Longitude | X | | | | |
| | 0 3 B | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | Control Wheel Roll Force | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | Present Position Longitude | X | | | | |
| | 0 5 A | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | Internal Parameter for SPATIAAL | X | | | | |
| | 0 6 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | Present Position Longitude | X | | | | |
| | 1 1 4 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | Right Outer Tank Fuel Quantity | X | | | | |
| | | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | GMLU 1 - System Address Label | | | | X | |
| 3 1 2 | 0 0 2 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Ground Speed | X | | | | 6-27 See Attachment 11 |
| | 0 0 4 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Ground Speed | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Ground Speed | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Rudder Position | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Ground Speed | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Ground Speed | X | | | | |
| | 0 5 A | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Fuel Quantity ACT 1 | X | | | | |
| | 0 6 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Ground Speed | X | | | | |
| | 1 1 4 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | Additional Center Tank (Act 1) Fuel Quantity | X | | | | |
| | | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | GMLU 2 - System Address Label | | | | X | |
| 3 1 3 | 0 0 2 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Track Angle - True | X | | | | See Attachment 11 |
| | 0 0 4 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Track Angle - True | X | | | | |
| | 0 2 5 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Track Angle - True | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Rudder Trim | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Track Angle - True | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Track Angle - True | X | | | | |
| | 0 5 A | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Fuel Quantity ACT 2 | X | | | | |
| | 0 6 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Track Angle - True | X | | | | |
| | 1 1 4 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Additional Center Tank (Act 2) Fuel Quantity | X | | | | |
| 3 1 4 | | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | GMLU 3 - System Address Label | | | | X | See Attachment 11 |
| | 0 0 2 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Stabilizer Position Indication (B747-400) | X | | | | |
| | 0 0 4 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | True Heading | X | | | | |
| | 0 2 5 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | True Heading | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Elevator Position | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | True Heading | X | | | | |
| | 0 3 B | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Control Wheel Pitch Force | X | | | | |
| | 0 5 A | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Internal Parameter for SPATIAAL | X | | | | |
| | 1 1 4 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | Rear Center Tank (RCT) Fuel Quantity | X | | | | |
| | | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | GNU 1 - System Address Label | | | | X | |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|---|---|---|---|---|---|---|--|------|-----|------|-----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 3 1 5 | 0 0 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Stabilizer Position | X | | | | See Attachment 11 |
| | 0 0 2 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Wind Speed | X | | | | |
| | 0 0 4 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Wind Speed | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Wind Speed | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Stabilizer Position | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Wind Speed | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Wind Speed | X | | | | |
| | 0 5 A | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Internal Parameter for SPATIAAL | X | | | | |
| | 0 6 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Wind Speed | X | | | | |
| | 0 A 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | Stabilizer Position | X | | | | |
| 3 1 6 | 1 1 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | GNU 2 - System Address Label | | | | X | See Attachment 11 |
| | 0 0 2 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Wind Direction (True) | X | | | | |
| | 0 0 4 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Wind Angle | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Oil Temperature (Engine) | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Wind Angle | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Wind Direction (True) | X | | | | |
| | 0 5 A | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Internal Parameter for SPATIAAL | X | | | | |
| | 0 6 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Wind Direction (True) | X | | | | |
| | 0 D 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Engine Oil Temperature | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Engine Oil Temperature | X | | | | |
| 3 1 7 | 1 0 B | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | Engine Oil Temperature | X | | | | See Attachment 11 |
| | 1 1 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | GNU 3 - System Address Label | | | | X | |
| | 0 0 2 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | Track Angle - Magnetic | X | | | | |
| | 0 0 4 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | Track Angle - Magnetic | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | Track Angle - Magnetic | X | | | | |
| | 0 2 5 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | Track Angle - Magnetic | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | Oil Pressure (Engine) | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | Track Angle - Magnetic | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | Track Angle - Magnetic | X | | | | |
| | 0 5 A | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | Internal Parameter for SPATIAAL | X | | | | |
| 3 2 0 | 0 6 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | Track Angle - Magnetic | X | | | | See Attachment 11 |
| | 0 D 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | Oil Pressure (Engine) | X | | | | |
| | 0 0 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | Magnetic Heading | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | Magnetic Heading | X | | | | |
| | 0 2 5 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | Magnetic Heading | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | Engine Fuel Pressure | X | | | | |
| | 0 3 5 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | Own Aircraft Magnetic Heading | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | Magnetic Heading | X | | | | |
| | 0 4 D | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | Density - Tank | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | Magnetic Heading | X | | | | |
| 3 2 1 | 0 6 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | Magnetic Heading | X | | | | See Attachment 11 |
| | 0 0 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | Drift Angle | X | | | | |
| | 0 0 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | Drift Angle | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | Drift Angle | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | Engine Fuel Temperature | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | Drift Angle | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | Drift Angle | X | | | | |
| | 0 6 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | Drift Angle | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | Exhaust gas Temperature (Total) | X | | | | |
| | 1 0 B | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | Exhaust gas Temperature (Total) | X | | | | |
| 3 2 2 | 1 1 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | Autothrottle Computer - System Address Label | | | | X | See Attachment 11 |
| | 0 0 2 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 0 0 4 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Engine Nacelle Temperature | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 0 6 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Total Compressor Discharge Temperature | X | | | | |
| | 1 0 B | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Total Compressor Discharge Temperature | X | | | | |
| 3 2 2 | 1 1 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | FCC 1 - System Address Label | | | | X | See Attachment 11 |
| | 0 0 2 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 0 0 4 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 0 2 9 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Engine Nacelle Temperature | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 0 6 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Flight Path Angle | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Total Compressor Discharge Temperature | X | | | | |
| | 1 0 B | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | Total Compressor Discharge Temperature | X | | | | |

Type de codage

| Code No. (Octal) | Eqpt. ID (Hex) | Transmission Order Bit Position | | | | | | | | Parameter | Data | | | | Notes & Cross Ref. to Tables in Att. 6 |
|---------------------|-------------------|---------------------------------|---|---|---|---|---|---|--------------------------------------|---|------|-----|-------------------|-------------------|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | BNR | BCD | DISC | SAL | |
| 3 2 3 | 0 0 2 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | Geometric Altitude | X | | | | 6-27 |
| | 0 0 4 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | Flight Path Acceleration | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | Flight Path Acceleration | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | Flight Path Acceleration | X | | | | |
| | 0 5 6 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | Geometric Altitude | X | | | | |
| | 0 6 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | Geometric Altitude | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | Variable Stator Vane Position | X | | | | |
| | 1 0 B | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | Variable Stator Vane Position | X | | | | |
| | 1 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | FCC 2 - System Address Label | | | X | See Attachment 11 | |
| 3 2 4 | 0 0 4 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | Pitch Angle | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | Pitch Angle | X | | | | |
| | 0 2 5 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | Pitch Angle | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | Pitch Angle | X | | | | |
| | 0 4 D | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | Tank VSO Quantity | X | | | | |
| | 0 5 A | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | Effective Pitch Angle | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | Selected Fuel Metering Valve Position | X | | | | |
| | 1 0 B | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | Selected Fuel Metering Valve Position | X | | | | |
| | 1 1 4 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | Effective Pitch Angle | X | | | | |
| 1 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | FCC 3 - System Address Label | | | X | See Attachment 11 | | |
| 3 2 5 | 0 0 4 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | Roll Angle | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | Roll Angle | X | | | | |
| | 0 1 A | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | Engine Control Trim Feedback | X | | | | |
| | 0 2 5 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | Roll Angle | X | | | | |
| | 0 2 F | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | Stator Vane Feedback | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | Roll Angle | X | | | | |
| | 0 3 F | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | Stator Vane Feedback | X | | | | |
| | 0 5 A | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | Effective Roll Angle | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | Selected Fuel Metering Vane Position | X | | | | |
| 1 0 B | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | Selected Fuel Metering Vane Position | X | | | | | |
| 1 1 4 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | Effective Roll Angle | X | | | | | |
| 1 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | APU - System Address Label | | | X | See Attachment 11 | | |
| 3 2 6 | 0 0 4 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | Body Pitch Rate | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | Body Pitch Rate | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | Body Pitch Rate | X | | | | |
| | 0 4 D | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | Uplift Quantity | X | | | | |
| | 0 5 A | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | Maintenance Word | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | Compressor Discharge Static Pressure | X | | | | |
| | 1 0 B | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | Compressor Discharge Static Pressure | X | | | | |
| | 1 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | APU Controller - System Address Label | | | X | See Attachment 11 | |
| | 1 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | | | | | | |
| 3 2 7 | 0 0 4 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | Body Roll Rate | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | Body Roll Rate | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | Body Roll Rate | X | | | | |
| | 0 4 D | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | Uplift Density | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | Fuel Metering Valve Position | X | | | | |
| | 1 0 B | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | Fuel Metering Valve Position | X | | | | |
| | 1 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | Mode Control Panel (MCP) - System Address Label | | | X | See Attachment 11 | |
| 3 3 0 | 0 0 4 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | Body Yaw Rate | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | Body Yaw Rate | X | | | | |
| | 0 2 F | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | HC/TC Cooling Valve Position Feedback | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | Body Yaw Rate | X | | | | |
| | 0 3 F | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | HC/TC Cooling Valve Position Feedback | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | Selected HPT Clearance Valve Position | X | | | | |
| | 1 0 B | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | Selected HPT Clearance Valve Position | X | | | | |
| | 1 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | FMC 3 - System Address Label | | | X | See Attachment 11 | |
| 3 3 1 | 0 0 4 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | Body Longitudinal Acceleration | X | | | | |
| | 0 0 5 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | Body Longitudinal Acceleration | X | | | | |
| | 0 2 F | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | LTC Cooling Valve Position Feedback | X | | | | |
| | 0 3 8 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | Body Longitudinal Acceleration | X | | | | |
| | 0 3 F | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | LTC Cooling Valve Position Feedback | X | | | | |
| | 1 0 A | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | Selected LPT Clearance Valve Position | X | | | | |
| | 1 0 B | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | Selected LPT Clearance Valve Position | X | | | | |
| | 1 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | ATC Transponder - System Address Label | | | X | See Attachment 11 | |

Codage BCD

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|------------------------------|---------|---------------|----------|-----------|------------|-------------------------------|-------------------------------|------------------------------|--|
| 0 0 1 | 0 0 2 | Distance to Go | N.M. | ±3999.9 | 5 | | 0.1 | 100 | 200 | | 6-25 |
| | 0 5 6 | Distance to Go | N.M. | ±3999.9 | 5 | | 0.1 | 100 | 200 | | |
| | 0 6 0 | Distance to Go | N.M. | ±3999.9 | 5 | | 0.1 | 100 | 200 | | |
| 0 0 2 | 0 0 2 | Time to Go | Min | 0-399.9 | 4 | | 0.1 | 100 | 200 | | 6-25 |
| | 0 5 6 | Time to Go | Min | 0-399.9 | 4 | | 0.1 | 100 | 200 | | |
| | 0 6 0 | Time to Go | Min | 0-399.9 | 4 | | 0.1 | 100 | 200 | | |
| | 1 1 5 | Time to Station | Min | 0-399.9 | 4 | | 0.1 | 50 | 50 | | |
| 0 0 3 | 0 0 2 | Cross Track Distance | N.M. | 0-399.9 | 4 | | 0.1 | 100 | 200 | | 6-25 |
| 0 0 4 | 0 0 1 | Runway Distance to Go | Feet | 0-79900 | 3 | | 100.0 | 100 | 200 | | |
| 0 1 0 | 0 0 2 | Present Position - Latitude | Deg:Min | 180N-180S | 6 | N | 0.1 | 250 | 500 | | Section 2.1.2 |
| | 0 0 4 | Present Position - Latitude | Deg:Min | 180N-180S | 6 | N | 0.1 | 250 | 500 | | Section 2.1.2 |
| | 0 3 8 | Present Position - Latitude | Deg:Min | 180N-180S | 6 | N | 0.1 | 250 | 500 | | |
| 0 1 1 | 0 0 2 | Present Position - Longitude | Deg:Min | 180E-180W | 6 | E | 0.1 | 250 | 500 | | |
| | 0 0 4 | Present Position - Longitude | Deg:Min | 180E-180W | 6 | E | 0.1 | 250 | 500 | | |
| | 0 3 8 | Present Position - Longitude | Deg:Min | 180E-180W | 6 | E | 0.1 | 250 | 500 | | |
| 0 1 2 | 0 0 2 | Ground Speed | Knots | 0-7000 | 4 | | 1.0 | 250 | 500 | | 6-25 |
| | 0 0 4 | Ground Speed | Knots | 0-7000 | 4 | | 1.0 | 250 | 500 | | |
| | 0 4 D | Qty-LD SEL (LB) | Lbs. | 0-79999 | 5 | | 1.0 | | | | |
| | 0 0 5 | Ground Speed | Knots | 0-7000 | 4 | | 1.0 | 250 | 500 | | |
| | 0 2 5 | Ground Speed | Knots | 0-7000 | 4 | | 1.0 | 125 | 250 | | |
| | 0 3 8 | Ground Speed | Knots | 0-7000 | 4 | | 1.0 | 250 | 500 | | |
| | 0 5 6 | Ground Speed | Knots | 0-7000 | 4 | | 1.0 | 250 | 500 | | |
| | 0 6 0 | Ground Speed | Knots | 0-7000 | 4 | | 1.0 | 250 | 500 | | |
| 0 1 3 | 0 0 2 | Track Angle - True | Deg | 0-359.9 | 4 | | 0.1 | 250 | 500 | | 6-25 |
| | 0 0 4 | Track Angle - True | Deg | 0-359.9 | 4 | | 0.1 | 250 | 500 | | |
| | 0 4 D | Qty-Flt. Deck (LB) | Lbs. | 0-79999 | 5 | | 1.0 | | | | |
| | 0 3 8 | Track Angle - True | Deg | 0-359.9 | 4 | | 0.1 | 250 | 500 | | |
| 0 1 4 | 0 0 4 | Magnetic Heading | Deg | 0-359.9 | 4 | | 0.1 | 250 | 500 | | |
| | 0 0 5 | Magnetic Heading | Deg | 0-359.9 | 4 | | 0.1 | 250 | 500 | | |
| | 0 3 8 | Magnetic Heading | Deg | 0-359.9 | 4 | | 0.1 | 250 | 500 | | |
| 0 1 5 | 0 0 2 | Wind Speed | Knots | 0-799 | 3 | | 1.0 | 250 | 500 | | |
| | 0 0 4 | Wind Speed | Knots | 0-799 | 3 | | 1.0 | 250 | 500 | | |
| | 0 0 5 | Wind Speed | Knots | 0-799 | 3 | | 1.0 | 250 | 500 | | |
| | 0 3 8 | Wind Speed | Knots | 0-799 | 3 | | 1.0 | 250 | 500 | | |
| 0 1 6 | 0 0 4 | Wind Direction - True | Deg | 0-359 | 3 | | 1.0 | 250 | 500 | | |
| | 0 3 8 | Wind Direction - True | Deg | 0-359 | 3 | | 1.0 | 250 | 500 | | |
| 0 1 7 | 0 1 0 | Selected Runway Heading | Deg | 0-359.9 | 4 | | 0.1 | 167 | 333 | | |
| | 0 4 D | Total-Flt. Deck (LB) | Lbs. | 0-79999 | 5 | | 1.0 | | | | |
| | 0 5 5 | Selected Runway Heading | Deg | 0-359.9 | 4 | | 0.1 | | | | |
| | 0 A 0 | Selected Runway Heading | Deg | 0-359.9 | 4 | | 0.1 | 167 | 333 | | |
| | 0 B 0 | Selected Runway Heading | Deg | 0-359.9 | 4 | | 0.1 | 167 | 333 | | |
| 0 2 0 | 0 2 0 | Selected Vertical Speed | Ft/Min | ±6000 | 4 | | 1.0 | 100 | 200 | | 6-25 |
| | 0 4 D | Tnk-LD SEL (LB) | Lbs. | 0-79999 | 5 | | 1.0 | | | | |
| | 0 A 1 | Selected Vertical Speed | Ft/Min | ±6000 | 4 | Up | 1.0 | 100 | 200 | | |
| 0 2 1 | 0 0 2 | Selected EPR | EPR | 0-3 | 4 | | 0.001 | 100 | 200 | | |
| | 0 0 2 | Selected N1 | RPM | 0-3000 | 4 | | 1 | 100 | 200 | | |
| | 0 2 0 | Selected EPR | EPR | 0-3 | 4 | | 0.001 | 100 | 200 | | |
| | 0 2 0 | Selected N1 | RPM | 0-3000 | 4 | | 1 | 100 | 200 | | |
| | 0 A 1 | Selected EPR | EPR | 0-3 | 3 | | 0.001 | 100 | 200 | | |

Codage BCD

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|--------------------------------|--------|---------------|----------|-----------|------------|-------------------------------|-------------------------------|------------------------------|--|
| | 0 A 1 | Selected N1 | RPM | 0-3000 | 4 | | 1 | 100 | 200 | | |
| 0 2 2 | 0 2 0 | Selected Mach | Mach | 0-4 | 4 | | 0.001 | 100 | 200 | | |
| | 0 4 D | Qty-LD SEL (KG) | Kg | 0-79999 | 5 | | 1.0 | | | | |
| | 0 A 1 | Selected Mach | Mach | 0-4 | 4 | | 0.001 | 100 | 200 | | |
| 0 2 3 | 0 2 0 | Selected Heading | Deg | 0-359 | 3 | | 1.0 | 100 | 200 | | 6-25 |
| | 0 4 D | Qty-Flt Deck (KG) | Kg | 0-79999 | 5 | | 1.0 | | | | |
| | 0 A 1 | Selected Heading | Deg | 0-359 | 3 | | 1.0 | 100 | 200 | | |
| 0 2 4 | 0 1 1 | Selected Course #1 | Deg | 0-359 | 3 | | 1.0 | 167 | 333 | | 6-25 |
| | 0 2 0 | Selected Course #1 | Deg | 0-359 | 3 | | 1.0 | 167 | 333 | | |
| | 0 A 1 | Selected Course #1 | Deg | 0-359 | 3 | | 1.0 | 167 | 333 | | |
| | 0 B 1 | Selected Course #1 | Deg | 0-359 | 3 | | 1.0 | 167 | 333 | | |
| 0 2 5 | 0 2 0 | Selected Altitude | Feet | 0-50000 | 5 | | 1.0 | 100 | 200 | | 6-25 |
| | 0 A 1 | Selected Altitude | Feet | 0-50000 | 5 | | 1.0 | 100 | 200 | | |
| 0 2 6 | 0 0 3 | Selected Airspeed | Knots | 30-450 | 3 | | 1.0 | 100 | 200 | | 6-25 |
| | 0 2 0 | Selected Airspeed | Knots | 30-450 | 3 | | 1.0 | 100 | 200 | | |
| | 0 A 1 | Selected Airspeed | Knots | 30-450 | 3 | | 1.0 | 100 | 200 | | |
| 0 2 7 | 0 0 2 | TACAN Selected Course | Deg | 0-359 | 3 | | 1.0 | 167 | 333 | | |
| | 0 1 1 | Selected Course #2 | Deg | 0-359 | 3 | | 1.0 | 167 | 333 | | |
| | 0 2 0 | Selected Course #2 | Deg | 0-359 | 3 | | 1.0 | 167 | 333 | | |
| | 0 4 D | Total-Flt Deck (KG) | Kg | 0-79999 | 5 | | 1.0 | | | | |
| | 0 5 6 | TACAN Selected Course | Deg | 0-359 | 3 | | 1.0 | 167 | 333 | | |
| | 0 6 0 | TACAN Selected Course (BCD) | Deg | 0-359 | 3 | | 1.0 | 167 | 333 | | |
| | 0 A 1 | Selected Course #2 | Deg | 0-359 | 3 | | 1.0 | 167 | 333 | | |
| | 0 B 1 | Selected Course #2 | Deg | 0-359 | 3 | | 1.0 | 167 | 333 | | |
| 0 3 0 | 0 2 0 | VHF COM Frequency | | See Chapter 3 | | | | 100 | 200 | | 6-45 |
| | 0 2 4 | VHF COM Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| | 0 4 D | TNK-LD SEL (KG) | Kg | 0-79999 | 5 | | 1.0 | | | | |
| | 0 B 6 | VHF COM Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| 0 3 1 | 0 2 0 | Beacon Transponder Code | | See Chapter 3 | | | | 100 | 200 | | 6-46 |
| | 0 B 8 | Beacon Transponder Code | | See Chapter 3 | | | | 100 | 200 | | |
| 0 3 2 | 0 1 2 | ADF Frequency | | See Chapter 3 | | | | 100 | 200 | | 6-40 |
| | 0 2 0 | ADF Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| | 0 B 2 | ADF Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| 0 3 3 | 0 0 2 | ILS Frequency | | See Chapter 3 | | | | 167 | 333 | | 6-44 |
| | 0 1 0 | ILS Frequency | | See Chapter 3 | | | | 167 | 333 | | |
| | 0 2 0 | ILS Frequency | | See Chapter 3 | | | | 167 | 333 | | |
| | 0 5 6 | ILS Frequency | | See Chapter 3 | | | | 167 | 333 | | |
| | 0 6 0 | ILS Frequency | | See Chapter 3 | | | | 167 | 333 | | |
| | 0 B 0 | ILS Frequency | | See Chapter 3 | | | | 167 | 333 | | |
| 0 3 4 | 0 0 2 | VOR/ILS Frequency | | See Chapter 3 | | | | 167 | 333 | | 6-44-1 |
| | 0 0 6 | Baro Correction (mb) #3 | mb | 745-1050 | 5 | | 0.1 | 62.5 | 125 | | |
| | 0 1 1 | VOR/ILS Frequency | | See Chapter 3 | | | | 167 | 333 | | |
| | 0 2 0 | VOR/ILS Frequency | | See Chapter 3 | | | | 167 | 333 | | |
| | 0 5 6 | VOR/ILS Frequency | | See Chapter 3 | | | | 167 | 333 | | |
| | 0 6 0 | VOR/ILS Frequency #1 | | See Chapter 3 | | | | 167 | 333 | | |
| | 0 B 0 | VOR/ILS Frequency | | See Chapter 3 | | | | 167 | 333 | | |
| 0 3 5 | 0 0 2 | DME Frequency | | See Chapter 3 | | | | 100 | 200 | | 6-41 |
| | 0 0 6 | Baro Correction (ins of Hg) #3 | ins Hg | 22-31 | 5 | | 0.001 | 62.5 | 125 | | |
| | 0 0 9 | DME Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| | 0 2 0 | DME Frequency | | See Chapter 3 | | | | 100 | 200 | | |

Codage BCD

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|---------------------------|-------------|---------------|----------|-----------|------------|-------------------------------|-------------------------------|------------------------------|--|
| | 0 5 5 | Paired DME Frequency | MHz | 108-135.9 | 4 | | 0.05 | | | | |
| | 0 5 6 | DME Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| | 0 6 0 | DME Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| | 0 A 9 | DME Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| 0 3 6 | 0 0 2 | MLS Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| | 0 2 0 | MLS Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| | 0 5 5 | MLS Channel Selection | | 500-600 | 3 | | 1 | | | | |
| | 0 5 6 | MLS Frequency Channel | | See Chapter 3 | | | | 100 | 200 | | |
| | 0 6 0 | MLS Frequency Channel | | See Chapter 3 | | | | 100 | 200 | | |
| | 0 C 7 | MLS Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| 0 3 7 | 0 2 0 | HF COM Frequency | | See Chapter 3 | | | | 100 | 200 | | 6-42 |
| | 0 B 9 | HF COM Frequency | | See Chapter 3 | | | | 100 | 200 | | |
| 0 4 1 | 0 0 2 | Set Latitude | Deg/Min | 180N/180S | 6 | N | 0.1 | 250 | 500 | | |
| | 0 0 4 | Set Latitude | Deg/Min | 180N/180S | 6 | N | 0.1 | 250 | 500 | | |
| | 0 2 0 | Set Latitude | Deg/Min | 180N/180S | 6 | N | 0.1 | 250 | 500 | | |
| | 0 5 6 | Set Latitude | Deg/Min | 180N/180S | 6 | N | 0.1 | 250 | 500 | | |
| | 0 6 0 | Set Latitude | Deg/Min | 180N/180S | 6 | N | 0.1 | 250 | 500 | | |
| | 0 A 4 | Set Latitude | Deg/Min | 180N/180S | 6 | N | 0.1 | 250 | 500 | | |
| 0 4 2 | 0 0 2 | Set Longitude | Deg/Min | 180E/180W | 6 | E | 0.1 | 250 | 500 | | |
| | 0 0 4 | Set Longitude | Deg/Min | 180E/180W | 6 | E | 0.1 | 250 | 500 | | |
| | 0 2 0 | Set Longitude | Deg/Min | 180E/180W | 6 | E | 0.1 | 250 | 500 | | |
| | 0 5 6 | Set Longitude | Deg/Min | 180E/180W | 6 | E | 0.1 | 250 | 500 | | |
| | 0 6 0 | Set Longitude | Deg/Min | 180E/180W | 6 | E | 0.1 | 250 | 500 | | |
| | 0 A 4 | Set Longitude | Deg/Min | 180E/180W | 6 | E | 0.1 | 250 | 500 | | |
| 0 4 3 | 0 0 2 | Set Magnetic Heading | Deg | 0-359 | 3 | | 1.0 | 250 | 500 | | |
| | 0 0 4 | Set Magnetic Heading | Deg | 0-359 | 3 | | 1.0 | 250 | 500 | | |
| | 0 2 0 | Set Magnetic Heading | Deg | 0-359 | 3 | | 1.0 | 250 | 500 | | |
| | 0 5 6 | Set Magnetic Heading | Deg | 0-359 | 3 | | 1.0 | 250 | 500 | | |
| | 0 6 0 | Set Magnetic Heading | Deg | 0-359 | 3 | | 1.0 | 250 | 500 | | |
| | 0 A 4 | Set Magnetic Heading | Deg | 0-359 | 3 | | 1.0 | 250 | 500 | | |
| 0 4 4 | 0 0 4 | True Heading | Deg | 0-359.9 | 4 | | 0.1 | 250 | 500 | | |
| | 0 3 8 | True Heading | Deg | 0-359.9 | 4 | | 0.1 | 250 | 500 | | |
| 0 4 5 | 0 0 3 | Minimum Airspeed | Knots | 0-259.9 | 4 | | 0.1 | 62.5 | 125 | | |
| 0 4 6 | 0 3 3 | Engine Serial No. (LSDs) | | | | | | 500 | 1000 | | 6-15 |
| | 1 0 A | Engine Serial No. (LSDs) | | | | | | 500 | 1000 | | 6-15 |
| | 1 0 B | Engine Serial No. (LSDs) | | | | | | 500 | 1000 | | 6-15 |
| 0 4 7 | 0 2 0 | VHF Com Frequency | See Chap. 3 | | | | | 100 | 200 | | |
| | 0 2 4 | VHF Com Frequency | See Chap. 3 | | | | | 100 | 200 | | |
| | 0 3 3 | Engine Serial No. (MSDs) | | | | | | 500 | 1000 | | 6-16 |
| | 1 0 A | Engine Serial No. (MSDs) | | | | | | 500 | 1000 | | 6-16 |
| | 1 0 B | Engine Serial No. (MSDs) | | | | | | 500 | 1000 | | 6-17 |
| | 0 B 6 | VHF Com Frequency | See Chap. 3 | | | | | 100 | 200 | | |
| 0 5 2 | 0 3 7 | Long. Zero Fuel CG | % MAC | 0-100.00 | 5 | | 0.01 | 100 | 200 | | |
| 0 5 3 | 0 0 5 | Track Angle-Magnetic | Deg | 0-359 | 3 | | 1.0 | 250 | 500 | | |
| 0 5 6 | 0 0 2 | Estimated Time of Arrival | Hr:Min | 0-23.59.9 | 5 | | 0.1 | 250 | 500 | | |
| | 0 0 5 | Wind Direction - Magnetic | Deg | 0-359 | 3 | | 1.0 | 250 | 500 | | |
| | 0 3 7 | Gross Weight (Kilograms) | 100 kg | 0-19999 | 5 | | 1.0 | 100 | 200 | | |
| | 0 5 6 | ETA (Active Waypoint) | Hr:Min | 0-23.59.9 | 5 | | 0.1 | 250 | 500 | | |
| | 0 6 0 | ETA (Active Waypoint) | Hr:Min | 0-23.59.9 | 5 | | 0.1 | 250 | 500 | | |

Codage BCD

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|---------------------------------|---------|---------------|----------|-----------|------------|-------------------------------|-------------------------------|------------------------------|--|
| 0 6 0 | 0 2 5 | S/G Hardware Part Number | | | 4 | | | | | | 6-36 |
| | 0 3 7 | Tire Loading (Left Body Main) | % | 0-299.9 | 4 | | 0.1 | 100 | 200 | | |
| 0 6 1 | 0 2 5 | S/G Software Config. Part No. | | | 4 | | | | | | 6-37 |
| | 0 3 7 | Tire Loading (Right Body Main) | % | 0-299.9 | 4 | | 0.1 | 100 | 200 | | |
| 0 6 2 | 0 3 7 | Tire Loading (Left Wing Main) | % | 0-299.9 | 4 | | 0.1 | 100 | 200 | | |
| 0 6 3 | 0 3 7 | Tire Loading (Right Wing Main) | % | 0-299.9 | 4 | | 0.1 | 100 | 200 | | |
| 0 6 4 | 0 3 7 | Tire Loading (Nose) | % | 0-299.9 | 4 | | 0.1 | 100 | 200 | | |
| 0 6 5 | 0 0 3 | Gross Weight | 100 lb. | 0-12000 | 5 | | 1.0 | 100 | 200 | | |
| | 0 3 7 | Gross Weight | 100 lb. | 0-19999 | 5 | | 1.0 | 100 | 200 | | |
| 0 6 6 | 0 0 2 | Longitudinal Center of Gravity | % MAC | 0-100.00 | 5 | | 0.01 | 500 | 1000 | | |
| | 0 3 7 | Longitudinal Center of Gravity | % MAC | 0-100.00 | 5 | | 0.01 | 100 | 200 | | |
| 0 6 7 | 0 3 7 | Lateral Center of Gravity | % MAC | 0-100.00 | 5 | | 0.01 | 100 | 200 | | |
| 1 2 5 | 0 0 2 | Universal Time Coordinate | Hr:Min | 0-23.59.9 | 4 | | 0.1 | 100 | 200 | | 6-25 |
| | 0 0 B | UTC | Hr:Min | 0-23:59.9 | 5 | | 0.1 | 200 | 1200 | | |
| | 0 3 1 | Universal Time Coordinate | Hr:Min | 0-23.59.9 | 5 | | 0.1 | 100 | 200 | | |
| | 0 5 6 | Universal Time Coordinate | Hr:Min | 0-23.59.9 | 4 | | 0.1 | 100 | 200 | | |
| | 0 6 0 | Universal Time Coordinate (UTC) | Hr:Min | 0-23.59.9 | 4 | | 0.1 | 100 | 200 | | |
| 1 3 5 | 0 5 A | ACT 1 Fuel Quan. Display | Kg/Lb | 0-9999 | 4 | | 100 | 100 | 200 | | |
| 1 3 6 | 0 5 A | ACT 2 Fuel Quan. Display | Kg/Lb | 0-9999 | 4 | | 100 | 100 | 200 | | |
| 1 3 7 | 0 5 A | Center+Act1+Act2 FQ Display | Kg/Lb | 0-9999 | 4 | | 100 | 100 | 200 | | |
| 1 4 0 | 0 5 A | Actual Fuel Quan. Display | Kg/Lb | 0-9999 | 4 | | 100 | 100 | 200 | | |
| 1 4 1 | 0 5 A | Preselect Fuel Quan. Display | Kg/Lb | 0-9999 | 4 | | 100 | 100 | 200 | | |
| 1 4 2 | 0 5 A | Left Wing Fuel Quan. Display | Kg/Lb | 0-9999 | 4 | | 100 | 100 | 200 | | |
| 1 4 3 | 0 5 A | Center Wing Fuel Quan. Display | Kg/Lb | 0-9999 | 4 | | 100 | 100 | 200 | | |
| 1 4 4 | 0 5 A | Right Wing Fuel Quan. Display | Kg/Lb | 0-9999 | 4 | | 100 | 100 | 200 | | |
| 1 5 5 | 0 2 7 | MLS Selected GP Angle | Deg | 0-359.9 | 4 | | 0.1 | 100 | 200 | | |
| 1 5 7 | 1 1 4 | Trim Tank Probe Capacitance | pf | 0-400 | 4 | | 1.0 | | | | |
| 1 6 3 | 0 3 7 | Zero Fuel Weight (lb) | Lbs. | 0-19999 | 5 | | 1.0 | 100 | 200 | | |
| 1 6 5 | 0 0 7 | Radio Height | Feet | ±7999.9 | 5 | | 0.1 | 25 | 200 | | 6-25 |
| 1 7 0 | 0 2 5 | Decision Height Selected (EFI) | Feet | ±7000 | 4 | | 1.0 | 100 | 200 | | 6-25 |
| | 0 C 5 | Decision Height Selected (EFI) | Feet | ±7000 | 4 | | 1.0 | 100 | 200 | | 6-25 |
| 2 0 0 | 0 0 2 | Drift Angle | Deg | ±180 | 4 | | 0.1 | 100 | 200 | | |
| | 0 0 4 | Drift Angle | Deg | ±180 | 4 | | 0.1 | 100 | 200 | | |
| | 0 5 6 | Drift Angle | Deg | ±180 | 4 | | 0.1 | 100 | 200 | | |
| | 0 6 0 | Drift Angle | Deg | ±180 | 4 | | 0.1 | 100 | 200 | | |

Codage BCD

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|--------------------------------|----------|---------------|----------|-----------|------------|-------------------------------|-------------------------------|------------------------------|--|
| 2 0 1 | 0 0 9 | DME Distance | N.M. | -1-399.99 | 5 | | 0.01 | 83.3 | 167 | | 6-1-1 |
| | 1 1 2 | TACAN Distance | N.M. | 0-399.99 | 5 | | 0.01 | 190 | 210 | | |
| | 1 1 5 | DME Distance | N.M. | 0-399.99 | 5 | | 0.01 | 50 | 50 | | |
| 2 0 5 | 0 0 2 | HF COM Freq (New Format) | | | | | | | | | |
| | 0 B 9 | HF COM Freq (New Format) | | | | | | | | | |
| 2 0 7 | 0 2 5 | Operational Software Parts | | | 4 | | | | | | 6-37 |
| 2 3 0 | 0 0 6 | True Airspeed | Knots | 100-599 | 3 | | 1.0 | 250 | 500 | | 6-25 |
| | 0 3 8 | True Airspeed | Knots | 100-599 | 3 | | 1.0 | 250 | 500 | | |
| 2 3 1 | 0 0 6 | Total Air Temperature | Deg C | -060+099 | 3 | | 1.0 | 250 | 500 | | |
| | 0 3 8 | Total Air Temperature | Deg C | -060+099 | 3 | | 1.0 | 250 | 500 | | |
| | 1 1 4 | Inner 2 Tank Probe Capacitance | pf | 0-400 | 4 | | 1.0 | | | | |
| 2 3 2 | 0 0 4 | Altitude Rate | Ft/Min | ±20000 | 4 | Up | 10.0 | 31.3 | 62.5 | | 6-25 |
| | 0 0 5 | Altitude Rate | Ft/Min | ±20000 | 4 | Up | 10.0 | 31.3 | 62.5 | | |
| | 0 0 6 | Altitude Rate | Ft/Min | ±20000 | 4 | Up | 10.0 | 31.3 | 62.5 | | |
| | 1 1 4 | Inner 4 Tank Probe Capacitance | pf | 0-400 | 4 | | 1.0 | | | | |
| 2 3 3 | 0 0 6 | Static Air Temperature | Deg C | -099 to +060 | 3 | | 1.0 | 250 | 500 | | 6-25 |
| | 0 3 8 | Static Air Temperature | Deg C | -099 to +060 | 3 | | 1.0 | 250 | 500 | | |
| | 1 1 4 | Right Outer Probe Capacitance | pf | 0-400 | 4 | | 1.0 | | | | |
| 2 3 4 | 0 0 6 | Baro Correction (mb) #1 | mb | 745-1050 | 5 | | 0.1 | 62.5 | 125 | | |
| | 0 3 8 | Baro Correction (mb) #1 | mb | 745-1050 | 5 | | 0.1 | 62.5 | 125 | | |
| 2 3 5 | 0 0 6 | Baro Correction (ins of Hg) #1 | ins Hg | 22-31 | 5 | | 0.001 | 62.5 | 125 | | 6-25 |
| | 0 3 8 | Baro Correction (ins of Hg) #1 | ins Hg | 22-31 | 5 | | 0.001 | 62.5 | 125 | | 6-25 |
| 2 3 6 | 0 0 6 | Baro Correction (mb) #2 | mb | 745-1050 | 5 | | 0.1 | 62.5 | 125 | | |
| | 0 3 8 | Baro Correction (mb) #2 | mb | 745-1050 | 5 | | 0.1 | 62.5 | 125 | | |
| 2 3 7 | 0 0 6 | Baro Correction (ins of Hg) #2 | ins Hg | 22-31 | 5 | | 0.001 | 62.5 | 125 | | |
| | 0 3 8 | Baro Correction (ins of Hg) #2 | ins Hg | 22-31 | 5 | | 0.001 | 62.5 | 125 | | |
| 2 4 3 | 0 3 7 | Zero Fuel Weight (kg) | Kg | 0-19999 | 5 | | 1.0 | 100 | 200 | | |
| 2 6 0 | 0 0 2 | Date/Flight Leg | N/A | | | | | 500 | 1000 | | |
| | 0 0 B | Date | dd:mo:yr | dd:mm:yr | 6 | | 4 | | | | |
| | 0 3 1 | Date | N/A | | | | | 100 | 200 | | 6-18 |
| | 0 5 6 | Date/Flight Leg | N/A | | | | | 500 | 1000 | | |
| | 0 6 0 | Date/Flight Leg | N/A | | | | | 500 | 1000 | | |
| | 0 A 2 | Date/Flight Leg | N/A | | | | | 500 | 1000 | | |
| 2 6 1 | 0 0 2 | Flight Number | N/A | 0-9999 | 4 | | 1.0 | 500 | 1000 | | 6-9 |
| | 0 A 2 | Flight Number | N/A | 0-9999 | 4 | | 1.0 | 500 | 1000 | | |
| | 0 5 6 | Flight Number | N/A | 0-9999 | 4 | | 1.0 | 500 | 1000 | | |
| | 0 6 0 | Flight Number | N/A | 0-9999 | 4 | | 1.0 | 500 | 1000 | | |
| 2 7 2 | 0 5 A | Fuel Density | Kg/cu.m. | 0-9999 | 4 | | 0.0001 | 100 | 200 | | ARINC 429 P2 |
| 2 7 3 | 0 5 A | Sensor Values Left Wing Tank | pF | 0-100 | 3 | | 100 | 200 | | | |
| 2 7 4 | 0 5 A | Sensor Values Center Wing Tank | pF | 0-100 | 3 | | 0.1 | 100 | 200 | | |
| 2 7 5 | 0 5 A | Sensor Values Right Wing Tank | pF | 0-100 | 3 | | 0.1 | 100 | 200 | | |
| 3 4 5 | 0 0 2 | NDB Effectivity | | | | | | | 1000 | | |
| 3 5 0 | 1 1 4 | Fuel Density | kg/l | 0-.999 | 4 | | 0.01 | | | | ARINC 429 P2 |

Codage BNR

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Trans- port Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|---|-----------|---------------|----------|-----------|------------|----------------------------------|----------------------------------|--------------------------------------|--|
| 0 7 2 | 0 0 2 | Rotation Speed (VR) | Knots | 512 | 11 | | 0.25 | 500 | 1000 | 1000 | Revised by Supp 11 |
| | 0 0 B | SV Position Z | Meters | ±67108864 | 20 | | 64 | 200 | 1200 | | |
| | 0 1 C | Stator Vane Angle | Deg/180 | ±180 | 11 | | 0.1 | 100 | 200 | | |
| | 0 2 9 | AC Voltage (Engine) | Volts | 256 | 10 | | 0.25 | 100 | 200 | | |
| | 0 2 F | Stator Vane Angle | Deg/180 | ±180 | 11 | | 0.1 | 100 | 200 | | |
| | 0 3 3 | Stator Vane Angle | Deg | 64 | 12 | | 0.016 | 150 | 250 | | See Note [4] |
| | 0 C C | Brakes-Metered Hyd.Pres.R (normal) | PSIG | 4096 | 12 | | 1 | 50 | 100 | | #1 & 2 coded in SDI |
| 0 7 3 | 0 0 2 | V1 (critical engine failure speed) | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 0 B | SV Position Z Fine | Meters | 64 | 14 | | 0.0039 | 200 | 1200 | | |
| | 0 1 C | Oil Quantity | cc | 32768 | 8 | | 128 | 100 | 200 | | |
| | 0 2 9 | Oil Quantity | US Pint | 128 | 9 | | 0.25 | 100 | 200 | | |
| | 0 A 2 | V2 (critical engine failure speed) | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 C C | Brakes-Metered Hyd.Pres.R (alt.) | PSIG | 4096 | 12 | | 1 | 50 | 100 | | #1 & 2 coded in SDI |
| | 0 D 0 | Engine Oil Quantity | US Pint | 128 | 9 | | 0.25 | | | | SDI 1=L/SDI 2=R |
| 0 7 4 | 0 0 2 | Zero Fuel Weight | Lbs. | 1310720 | 15 | | 40 | 500 | 1000 | 1000 | |
| | 0 0 B | UTC Measure Time | Seconds | 10.0 | 20 | | 9.536743µs | 200 | 1200 | | |
| | 0 2 C | Zero Fuel Weight | Lbs. | 1310720 | 15 | | 40 | 100 | 400 | | |
| | 0 3 3 | LP Compressor Bleed Pos. (3.0) | Inches | 4 | 10 | | 0.004 | 100 | 200 | | See Note [5] |
| | 0 3 7 | Zero Fuel Weight (lb) | Lbs. | 1310720 | 15 | | 40 | 100 | 200 | | |
| | 0 5 6 | Zero Fuel Weight | Lbs. | 1310720 | 15 | | 40 | 500 | 1000 | 1000 | |
| | 0 6 0 | Zero Fuel Weight | Lbs. | 1310720 | 15 | | 40 | 500 | 1000 | 1000 | |
| | 1 1 4 | Zero Fuel Weight | Lbs. | 1310720 | 15 | | 40 | 100 | 400 | | |
| 0 7 5 | 0 0 2 | Gross Weight | Lbs. | 1310720 | 15 | | 40 | 100 | 200 | | |
| | 0 0 3 | Gross Weight | Lbs. | 1310720 | 15 | | 40 | 100 | 200 | | |
| | 0 0 B | Geodetic Altitude | Feet | 131072 | 17 | | 1.0 | 500 | 1000 | | |
| | 0 2 9 | AC Voltage (Alt. Sources) | Volts | 256 | 10 | | 0.25 | 100 | 200 | | |
| | 0 2 C | Gross Weight | Lbs. | 1310720 | 15 | | 40 | 100 | 200 | | |
| | 0 3 7 | Gross Weight | Lbs. | 1310720 | 15 | | 40 | 100 | 200 | | |
| | 0 3 E | Gross Weight | Lbs. | 1310720 | 15 | | 40 | 100 | 200 | | |
| | 1 1 4 | Aircraft Gross Weight | Lbs. | 1310720 | 15 | | 40 | 100 | 400 | | |
| 0 7 6 | 0 0 B | GPS Height Above Ref.Ellipsoid | Feet | 131072 | 17 | | 1.0 | 25 | 50 | | |
| | 0 0 B | GNSS Altitude (Msl) | Feet | ±131072 | 20 | | 0.125 | 200 | 1200 | | |
| | 0 2 9 | AC Voltage (Bus Bar) | Volts | 256 | 10 | | 0.25 | 100 | 200 | | |
| | 0 3 7 | Longitudinal Center of Gravity | % MAC | 163.84 | 14 | | 0.01 | 100 | 200 | | |
| | 0 3 E | Longitudinal Center of Gravity | % | 164 | 14 | | 0.01 | 100 | 200 | | |
| | 1 1 4 | Aircraft Longitudinal Center of Gravity | Percent | 163.84 | 14 | | 0.01 | 100 | 200 | | |
| 0 7 7 | 0 - - | Lateral Center of Gravity | MLb-in | 128 | 17 | | 0.001 | 100 | 200 | | |
| | 0 0 2 | Target Airspeed | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 0 B | GPS Hor/Vert Deviation | % F.S. | 128 | 8 | | 0.8 | 25 | 50 | | Revised by Supp 11 |
| | 0 2 9 | AC Load (Engine) | % | 256 | 8 | | 1.0 | 100 | 200 | | |
| | 0 3 7 | Lateral Center of Gravity | % MAC | 131.072 | 17 | | 0.01 | 100 | 200 | | |
| | 0 5 6 | Target Airspeed | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 6 0 | Target Airspeed | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 1 1 4 | Zero Fuel Center of Gravity | Percent | 163.84 | 14 | | 0.01 | 100 | 200 | | |
| 1 0 0 | 0 0 1 | Selected Course #1 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | 6-27 |
| | 0 0 2 | Selected Course #1 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 1 1 | Selected Course #1 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 2 0 | Selected Course #1 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 2 9 | AC Load (Alt. Source) | % | 128 | 8 | | 1.0 | 100 | 200 | | |
| | 0 5 6 | Selected Course #1 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 6 0 | Selected Course #1 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 3 7 | Gross Weight (Kilogram) | Kilograms | 655360 | 15 | | 20 | 100 | 200 | | |
| | 0 A 1 | Selected Course #1 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 B 1 | Selected Course #1 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 B B | Outboard Flaps - PDU | Deg/180 | ±180 | 12 | | 0.05 | 20 | 100 | | |
| 1 0 1 | 0 0 2 | Selected Heading | Deg/180 | ±180 | 12 | | 0.05 | 31.3 | 62.5 | | |

Codage BNR

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|----------------------------------|---------|---------------|----------|-----------|------------|-------------------------------|-------------------------------|------------------------------|--|
| | 0 0 B | HDOP | N/A | 1024 | 15 | | 0.031 | 200 | 1200 | | |
| | 0 2 0 | Selected Heading | Deg/180 | ±180 | 12 | | 0.05 | 31.3 | 62.5 | | |
| | 0 2 5 | Selected Heading | Deg/180 | ±180 | 12 | | 0.05 | 125 | 250 | | |
| | 0 2 9 | DC Current (TRU) | Ampere | 256 | 8 | | 1.0 | 100 | 200 | | |
| | 0 5 A | FQIC | Lbs | 4-65532 | 14 | | 4 | 900 | 1100 | | |
| | 0 A 1 | Selected Heading | Deg/180 | ±180 | 12 | | 0.05 | 31.3 | 62.5 | | |
| | 0 B B | Inboard Flaps - PDU | Deg/180 | ±180 | 12 | | 0.05 | 20 | 100 | | |
| | 1 1 4 | C/G Target | % | 164 | 8 | | 0.01 | 100 | 200 | | |
| 1 0 2 | 0 0 2 | Selected Altitude | Feet | 65536 | 16 | | 1.0 | 100 | 200 | | 6-27 |
| | 0 0 B | VDOP | N/A | 1024 | 15 | | 0.031 | 200 | 1200 | | |
| | 0 2 0 | Selected Altitude | Feet | 65536 | 16 | | 1.0 | 100 | 200 | | |
| | 0 2 9 | DC Current (Battery) | Ampere | 256 | 8 | | 1.0 | 100 | 200 | | |
| | 0 5 6 | Selected Altitude | Feet | 65536 | 16 | | 1.0 | 100 | 200 | | |
| | 0 6 0 | Selected Altitude | Feet | 65536 | 16 | | 1.0 | 100 | 200 | | |
| | 0 A 1 | Selected Altitude | Feet | 65536 | 16 | | 1.0 | 100 | 200 | | |
| 1 0 3 | 0 0 1 | Selected Airspeed | Knots | 512 | 11 | | 0.25 | 100 | 200 | | 6-27 |
| | 0 0 2 | Selected Airspeed | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 0 3 | Selected Airspeed | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 0 B | GNSS Track Angle | Deg | ±108 | 15 | | 0.0055 | 200 | 1200 | | |
| | 0 1 B | Left/PDU Flap | Deg/180 | ±180 | 18 | | 0.000687 | 100 | 200 | | |
| | 0 2 0 | Selected Airspeed | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 2 9 | DC Voltage (TRU) | Volts | 128 | 9 | | 0.25 | 100 | 200 | | |
| | 0 5 6 | Selected Airspeed | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 6 0 | Selected Airspeed | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 A 1 | Selected Airspeed | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 B B | Left Outboard Flap Position | Deg/180 | ±180 | 12 | | 0.05 | 20 | 100 | | |
| 1 0 4 | 0 0 1 | Selected Vertical Speed | Ft/Min | 16384 | 10 | UP | 16 | 100 | 200 | | 6-27 |
| | 0 0 2 | Selected Vertical Speed | Ft/Min | 16384 | 10 | UP | 16 | 100 | 200 | | |
| | 0 1 B | Right/PDU Flap | Deg/180 | ±180 | 18 | | 0.000687 | 100 | 200 | | |
| | 0 2 0 | Selected Vertical Speed | Ft/Min | 16384 | 10 | UP | 16 | 100 | 200 | | |
| | 0 2 9 | DC Voltage (Battery) | Volts | 128 | 9 | | 0.25 | 100 | 200 | | |
| | 0 2 B | Selected Vertical Speed | Ft/Min | 16384 | 14 | UP | 1 | 100 | 200 | | |
| | 0 5 6 | Selected Vertical Speed | Ft/Min | 16384 | 10 | UP | 16 | 100 | 200 | | |
| | 0 6 0 | Selected Vertical Speed | Ft/Min | 16384 | 10 | UP | 16 | 100 | 200 | | |
| | 0 A 1 | Selected Vertical Speed | Ft/Min | 16384 | 10 | UP | 16 | 100 | 200 | | |
| | 0 B B | Right Outboard Flap Position | Deg/180 | ±180 | 12 | | 0.05 | 20 | 100 | | |
| 1 0 5 | 0 0 2 | Selected Runway Heading | Deg/180 | ±180 | 11 | | 0.1 | 167 | 333 | | |
| | 0 1 0 | Selected Runway Heading | Deg/180 | ±180 | 11 | | 0.1 | 167 | 333 | | |
| | 0 1 B | Left/PDU Slat | Deg/180 | ±180 | 18 | | 0.000687 | 100 | 200 | | |
| | 0 2 0 | Selected Runway Heading | Deg/180 | ±180 | 11 | | 0.1 | 167 | 333 | | |
| | 0 2 9 | Oil Temp. Input (IDG/CSD) | Deg C | 2048 | 12 | | 0.5 | 100 | 200 | | |
| | 0 5 5 | Selected Runway Heading | Deg | ±180 | 11 | | 0.1 | | | | |
| | 0 5 6 | Selected Runway Heading | Deg/180 | ±180 | 11 | | 0.1 | 167 | 333 | | |
| | 0 6 0 | Selected Runway Heading | Deg/180 | ±180 | 11 | | 0.1 | 167 | 333 | | |
| | 0 A 1 | Selected Runway Heading | Deg/180 | ±180 | 11 | | 0.1 | 167 | 333 | | |
| | 0 B 0 | Selected Runway Heading | Deg/180 | ±180 | 11 | | 0.1 | 167 | 333 | | |
| | 0 B B | Left Inboard Flap Position | Deg/180 | ±180 | 12 | | 0.05 | 20 | 100 | | |
| 1 0 6 | 0 0 2 | Selected Mach | Mach | 4096 | 12 | | 1 | 31.3 | 200 | | 6-27 |
| | 0 1 B | Right/PDU Slat | Deg/180 | ±180 | 18 | | 0.000687 | 100 | 200 | | |
| | 0 2 0 | Selected Mach | Mach | 4096 | 12 | | 0.5 | 100 | 200 | | |
| | 0 2 9 | Oil Temp. Input (IDG/CSD) | Deg C | 2048 | 12 | | 0.5 | 100 | 200 | | |
| | 0 5 6 | Selected Mach | Mach | 4096 | 12 | | 1 | 31.3 | 200 | | |
| | 0 6 0 | Selected Mach | Mach | 4096 | 12 | | 1 | 31.3 | 200 | | |
| | 0 A 1 | Selected Mach | Mach | 4096 | 12 | | 1 | 31.3 | 62.5 | | |
| | 0 B B | Right Inboard Flap Position | Deg/180 | ±180 | 12 | | 0.05 | 20 | 100 | | |
| 1 0 7 | 0 0 2 | Selected Cruise Altitude | Feet | 65536 | 16 | UP | 1 | 100 | 200 | | |
| | 0 1 B | Flap/Slat Lever | Deg/180 | ±180 | 18 | | 0.000687 | 100 | 200 | | |
| | 0 B B | Flap Lever Position-median value | Deg/180 | ±180 | 18 | | 0.000687 | 100 | 200 | | |

Codage BNR

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|--------------------------------------|---------|---------------|----------|-----------|------------|-------------------------------|-------------------------------|------------------------------|--|
| | 0 3 7 | Long. Zero Fuel Ctr of Gravity | % MAC | 163.84 | 14 | | 0.01 | 100 | 200 | | |
| | 0 5 6 | Selected Cruise Altitude | Feet | 65536 | 16 | UP | 1 | 100 | 200 | | |
| | 0 6 0 | Selected Cruise Altitude | Feet | 65536 | 16 | UP | 1 | 100 | 200 | | |
| 1 1 0 | 0 0 1 | Selected Course #2 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 0 2 | Selected Course #2 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 0 B | GNSS Latitude | Deg | ±180 | 20 | | 0.000172 | 200 | 1200 | | |
| | 0 1 0 | Selected Course #2 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 1 1 | Selected Course #2 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 2 0 | Selected Course #2 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 A 1 | Selected Course #2 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 B 1 | Selected Course #2 | Deg/180 | ±180 | 12 | | 0.05 | 167 | 333 | | |
| | 0 B B | Flap Lever Position - Center | Deg/180 | 180 | 18 | | 0.000687 | 80 | 160 | | |
| 1 1 1 | 0 0 B | GNSS Longitude | Deg | ±180 | 20 | | 0.000172 | 200 | 1200 | | |
| 1 1 2 | 0 0 2 | Runway Length | Feet | 20480 | 11 | | 10 | 250 | 500 | | |
| | 0 0 B | GNSS Ground Speed | Knots | 4096 | 15 | | 0.125 | 200 | 1200 | | |
| | 0 A 1 | Selected EPR | | 4 | 12 | | 0.001 | 100 | 200 | | |
| | 0 A 1 | Selected NI | RPM | 4096 | 12 | | 1 | 100 | 200 | | |
| | 0 B B | Flap Lever Position - Left | Deg/180 | ±180 | 18 | | 0.000687 | 80 | 160 | | |
| 1 1 4 | 0 0 2 | Desired Track | Deg/180 | ±180 | 12 | | 0.05 | 100 | 200 | | 6-27 |
| | 0 2 9 | Brake Temp. (Left Inner L/G) | Deg C | 2048 | 11 | | 1 | 100 | 200 | | |
| | 0 2 F | Ambient Pressure | PSIA | 32 | 14 | | 0.002 | 100 | 200 | | |
| | 0 3 F | Pamb Sensor | PSIA | 32 | 14 | | 0.002 | 100 | 200 | | |
| | 0 5 6 | Desired Track | Deg/180 | ±180 | 12 | | 0.05 | 100 | 200 | | |
| | 0 6 0 | Desired Track | Deg/180 | ±180 | 12 | | 0.05 | 100 | 200 | | |
| | 0 B B | Flap Lever Position - Right | Deg/180 | ±180 | 18 | | 0.000687 | 80 | 160 | | |
| | 0 C C | Wheel Torque Output | Lb./Ft. | 16384 | 12 | | 4 | 50 | 100 | | No. 5 to 8 in SDI |
| | 1 0 A | Selected Ambient Static Pressure | PSIA | 1.5-20.0 | 11 | | 0.016 | 100 | 500 | | |
| | 1 0 B | Selected Ambient Static Pressure | PSIA | 1.5-20.0 | 11 | | 0.016 | 100 | 500 | | |
| | 1 3 A | Ambient Pressure | PSIA | 32 | 14 | | 0.002 | 100 | 200 | | |
| 1 1 5 | 0 0 2 | Waypoint Bearing | Deg/180 | ±180 | 12 | | 0.05 | 31.3 | 62.5 | | |
| | 0 2 9 | Brake Temp. (Left Outer L/G) | Deg C | 2048 | 11 | | 1 | 100 | 200 | | |
| | 0 2 F | Fuel Temperature | Deg C | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 3 F | Fuel Temperature | Deg C | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 5 6 | Waypoint Bearing | Deg/180 | ±180 | 12 | | 0.05 | 31.3 | 62.5 | | |
| | 0 6 0 | Waypoint Bearing | Deg/180 | ±180 | 12 | | 0.05 | 31.3 | 62.5 | | |
| | 0 B C | Fuel Temperature | Deg C | 256 | 8 | | 1 | 500 | 1000 | | |
| | 0 C C | Wheel Torque Output | Lb./Ft. | 16384 | 12 | | 4 | 50 | 100 | | No. 1 to 4 in SDI – 6-26 |
| 1 1 6 | 0 0 2 | Cross Track Distance | N.M. | 128 | 15 | | 0.004 | 31.3 | 62.5 | | 6-27 |
| | 0 0 B | Horizontal GLS Deviation Rectilinear | Feet | 24000 | 18 | | 0.00915 | | 100 | | |
| | 0 2 9 | Brake Temp. (Right Inner L/G) | Deg C | 2048 | 11 | | 1 | 100 | 200 | | |
| | 0 5 5 | Horizontal GLS Deviation Rectilinear | Feet | 24000 | 18 | | 0.00915 | | 100 | | |
| | 0 5 6 | Cross Track Deviation | N.M. | 128 | 15 | | 0.004 | 31.3 | 62.5 | | |
| | 0 6 0 | Cross Track Deviation | N.M. | 128 | 15 | | 0.004 | 31.3 | 62.5 | | |
| | 0 C C | Wheel Torque Output | Lb./Ft. | 16384 | 12 | | 4 | 50 | 100 | | No. 9 to 12 in SDI – 6-26 |
| 1 1 7 | 0 0 2 | Vertical Deviation | Feet | 2048 | 11 | | 1.0 | 31.3 | 62.5 | | 6-27 |
| | 0 0 B | Vertical GLS Deviation Rectilinear | Feet | 1024 | 14 | | 0.0625 | | 100 | | |
| | 0 2 9 | Brake Temp. (Right Outer L/G) | Deg C | 2048 | 11 | | 1 | 100 | 200 | | |
| | 0 5 5 | Vertical GLS Deviation Rectilinear | Feet | 1024 | 14 | | 0.0625 | | 100 | | |
| | 0 5 6 | Vertical Deviation | Feet | 2048 | 11 | | 1.0 | 31.3 | 62.5 | | |
| | 0 6 0 | Vertical Deviation | Feet | 2048 | 11 | | 1.0 | 31.3 | 62.5 | | |
| | 0 C C | Wheel Torque Output | Lb./Ft. | 16384 | 12 | | 4 | 50 | 100 | | No. 13 to 16 in SDI – 6-26 |
| 1 2 0 | 0 0 2 | Range to Altitude | N.M. | 512 | 15 | | 0.016 | 25 | 50 | | |
| | 0 0 B | GNSS Latitude Fine | Deg | 0.000172 | 11 | | 8.38-E-8 | 200 | 1200 | | |
| | 0 5 6 | Range to Altitude | N.M. | 512 | 15 | | 0.016 | 25 | 50 | | |
| | 0 6 0 | Range to Altitude | N.M. | 512 | 15 | | 0.016 | 25 | 50 | | |

Codage BNR

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|-----------------------------------|----------------|---------------|----------|---------------|------------|----------------------------------|----------------------------------|---------------------------------|--|
| 1 3 5 | 0 1 C | Engine Vibration #1 | in/sec % | 8 | 12 | | 0.002 | 100 | 200 | | |
| | 0 2 9 | Engine Fan Vibration | FS | 128 | 7 | | 1 | 100 | 200 | | |
| 1 3 6 | 0 0 B | Vertical Figure of Merit | Feet | 32,768 | 18 | | 0.125 | 200 | 1200 | | |
| | 0 1 C | Engine Vibration #2 | in/sec | 8 | 12 | | 0.002 | 100 | 200 | | |
| 1 3 7 | 0 1 B | Flap Angle | Deg/180 | ±180 | 12 | | 0.05 | 100 | 200 | | 6-11 |
| | 0 2 A | Flap Angle | Deg/180 | ±180 | 12 | | 0.05 | 100 | 200 | | 6-11 |
| | 0 2 F | Thrust Reverser Position Feedback | % | 128 | 12 | | 0.03 | 100 | 200 | | |
| | 0 3 F | Thrust Reverser Position Feedback | % | 128 | 12 | | 0.03 | 100 | 200 | | |
| | 1 0 A | Selected Thrust Reverser Position | % | -5 to 105 | 11 | | 0.063 | 62.5 | 250 | | |
| | 1 0 B | Selected Thrust Reverser Position | % | -5 to 105 | 11 | | 0.063 | 62.5 | 250 | | |
| | 1 4 0 | Flap Angle | Deg | 180 | 12 | | 0.05 | 62.5 | 200 | | 6-11 |
| 1 4 0 | 0 0 1 | Flight Director - Roll | Deg/180 | ±180 | 12 | | 0.05 | 50 | 100 | | 6-27 |
| | 0 0 B | UTC Fine | Seconds | 1 | 20 | | 0.953674µs | 200 | 1200 | | |
| | 0 2 5 | Flight Director - Roll | Deg/180 | ±180 | 10 | | 0.02 | 125 | 250 | | |
| 1 4 1 | 0 0 1 | Flight Director - Pitch | Deg/180 | ±180 | 12 | | 0.05 | 50 | 100 | | |
| | 0 0 B | UTC Fine Fractions | Seconds | 0.9536743µs | 10 | | 0.931225ns | 200 | 1200 | | |
| | 0 2 5 | Flight Director - Pitch | Deg/180 | ±180 | 10 | | 0.02 | 125 | 250 | | |
| 1 4 2 | 0 0 2 | Flight Director - Fast/Slow | Knots | 32 | 12 | | 0.008 | 31.3 | 62.5 | | 6-27 |
| | 0 0 3 | Flight Director - Fast/Slow | Knots | 32 | 12 | | 0.008 | 31.3 | 62.5 | | |
| | 0 2 5 | Flight Director - Fast/Slow | Knots | 32 | 8 | | 0.125 | 125 | 250 | | |
| 1 4 3 | 0 0 1 | Flight Director - Yaw | Deg/180 | ±180 | 12 | | 0.05 | 50 | 100 | | |
| | 0 4 1 | HPA Command Word | | | | | | | | | See ARINC 741 |
| | 2 4 1 | HPA Response Word | | | | | | | | | See ARINC 741 |
| 1 4 4 | 0 2 B | Altitude Error | Feet | 8192 | 14 | Above Cmd Alt | 1.0 | 25 | 50 | | |
| | 0 4 1 | ACU/BSU Control Word | | | | | | | | | See ARINC 741 |
| | 3 4 1 | ACU/BSU Response Word | | | | | | | | | See ARINC 741 |
| 1 4 5 | 0 0 2 | TACAN Control | See Sec. 3.1.4 | | | | | 180 | 220 | | 6-30 |
| 1 4 6 | 1 1 2 | TACAN Control | See Sec. 3.1.4 | | | | | 180 | 220 | | |
| 1 4 7 | X X X | TACAN Control Word | | | | | | 100 | 200 | | |
| 1 5 0 | 0 0 2 | Universal Time Coordinate | | | | | | | | | 6-12 |
| | 0 0 B | UTC | Hr:Min:S | ±23:59:59 | 17 | | 1.0sec | 200 | 1200 | | |
| | 0 3 1 | Universal Time Coordinate | | | | | | 100 | 200 | | 6-12 |
| | 0 5 6 | Universal Time Coordinate | | | | | | | | | 6-12 |
| | 0 6 0 | Universal Time Coordinate | | | | | | | | | 6-12 |
| 1 5 1 | 0 0 2 | Localizer Bearing (True) | Deg/180 | ±180 | 11 | | 0.1 | 167 | 333 | | |
| | 0 2 7 | MLS Azimuth Deviation | | | | | | | | | |
| | 0 5 5 | MLS AZ Deviation | mV | ± 2400 | 15 | | 0.0732 | | | | |
| | 0 5 6 | Localizer Bearing (True) | Deg/180 | ±180 | 11 | | 0.1 | 167 | 333 | | |
| | 0 6 0 | Localizer Bearing (True) | Deg/180 | ±180 | 11 | | 0.1 | 167 | 333 | | |
| 1 5 2 | 0 2 7 | MLS Elevation Deviation | | | | | | | | | |
| | 0 3 8 | Cabin Pressure | mB | 2048 | 16 | | 0.03125 | 62.5 | 125 | | |
| | 0 4 1 | Open Loop Steering | | | | | | | | | See ARINC 741 |
| | 0 5 5 | MLS GP Deviation | mV | ± 2400 | 15 | | 0.0732 | | | | |
| | 0 A D | Cabin Pressure | mB | 2048 | 18 | | 0.008 | 20 | 200 | | |

Codage BNR

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) ² | Max Transit Interval (msec) ² | Max Transport Delay (msec) ³ | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|---|----------|---------------|----------|------------|------------|--|--|---|--|
| 1 5 3 | 0 0 2 | Maximum Altitude | Feet | 65536 | 16 | Above S.L. | 1 | 500 | 1000 | 100 | |
| | 0 4 1 | Closed Loop Steering | | | | | | | | | See ARINC 741 |
| | 0 5 5 | MLS Selected Azimuth | Deg | 0-359 | 9 | | 1 | | | | |
| 1 5 4 | 0 0 2 | Runway Heading (True) | N.M. | 512 | 16 | | 0.008 | 83.3 | 167 | | |
| | 0 2 7 | MLS Auxiliary Data | | | | | | | | | |
| | 0 5 5 | MLS Max Selectable GP | Deg | ± 51.1 | 9 | | 1 | | | | |
| | 0 5 6 | Runway Heading (True) | N.M. | 512 | 16 | | 0.008 | 83.3 | 167 | | |
| | 0 6 0 | Runway Heading (True) | N.M. | 512 | 16 | | 0.008 | 83.3 | 167 | | |
| 1 5 5 | 0 5 5 | MLS Selected Glide Path | Deg | ± 51.1 | 9 | | 0.01 | | | | |
| 1 6 2 | 0 1 2 | ADF Bearing | Deg/180 | ±180 | 12 | | 0.05 | 31.3 | 62.5 | | |
| | 0 2 5 | ADF brg left/right | Deg/180 | ±180 | 12 | | 0.05 | 125 | 250 | | SDI-01=left/SDI-10=right |
| | 0 2 9 | Crew Oxygen Pressure | PSI | 4096 | 12 | | 1 | 100 | 200 | | |
| | 0 5 5 | MLS Basic Data Word 5 | N/A | N/A | N/A | | N/A | | | | |
| | 1 4 0 | Density Altitude | Feet | 1131072 | 16 | | 2 | 250 | 500 | | |
| 1 6 4 | 0 0 2 | Minimum Descent Altitude (MDA) | Feet | 8192 | 16 | | 0.125 | 500 | 1000 | | |
| | 0 0 3 | Target Height | Feet | 8192 | 16 | | 0.125 | 500 | 1000 | | |
| | 0 0 7 | Radio Height | Feet | 8192 | 16 | | 0.125 | 25 | 50 | | 6-13/6-27 |
| | 0 2 5 | Radio Height | Feet | 8192 | 12 | | 2.0 | 125 | 250 | | |
| | 0 3 B | Radio Height | VDC | 32 | 11 | | 0.015 | 150 | 250 | | Per ARINC 522A |
| | 0 5 5 | MLS ABS GP Angle | Deg | ± 41 | 15 | | 0.00125 | | | | |
| 1 6 5 | 0 0 B | Vertical Velocity | Feet/Min | ± 32768 | 15 | | 1.0 | 200 | 1200 | | |
| | 0 5 5 | MLS ABS Azimuth Angle | Deg | ± 82 | 16 | | 0.00125 | | | | |
| 1 6 6 | 0 0 7 | RALT Check Point Dev | Feet | 512 | 10 | | 0.5 | * | * | | |
| | 0 0 B | North/South Velocity | Knots | ± 4096 | 15 | | 0.125 | 200 | | | |
| 1 6 7 | 0 0 2 | EPU Estimate Position Uncertainty (ANP) Actual Navigation Perf. | N.M. | 0-128 | 16 | | 0.00195 | | | | |
| 1 7 1 | 0 0 2 | Required Navigation Performance (RNP) | N.M. | 0-128 | 16 | | 0.001953 | | | | |
| | 0 A 5 | Vertical Alarm Limit (VAL) and SBAS System Identifier | Meters | 256 | 8 | | 1 | | 200 | | |
| | X X X | Manu. Specific Status Word | | | | | | | | | See Attachment 10 |
| 1 7 3 | 0 1 0 | Localizer Deviation | DDM | 0.4 | 12 | | 0.0001 | 33.3 | 66.6 | | 6-6/6-27 |
| | 0 2 5 | Localizer Deviation | DDM | 0.4 | 10 | | 0.0004 | 125 | 250 | | |
| | 0 2 9 | Hydraulic Quantity | % | 128 | 7 | | 1 | 100 | 200 | | |
| | 0 3 B | Localizer Deviation | Dots | 4 | 11 | | 0.002 | 150 | 250 | | |
| | 0 5 5 | Localizer Deviation | DDM | ± 0.4 | 12 | | 0.0001 | | | | |
| | 0 B D | Hydraulic Quantity | % | 128 | 7 | | 1 | 500 | 1000 | | |
| | 0 D 0 | Hydraulic Oil Quantity | US Pint | 128 | 9 | | 0.25 | | | | SDI 1= A/SDI 2= B |
| 1 7 4 | 0 0 3 | Delayed Flap Approach Speed (DFA) | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 0 B | East/West Velocity | Knots | ± 4096 | 15 | | 0.125 | 200 | 1200 | | |
| | 0 1 0 | Glideslope Deviation | DDM | 0.8 | 12 | | 0.0002 | 33.3 | 66.6 | | 6-6/6-27 |
| | 0 2 9 | Hydraulic Pressure | PSI | 4096 | 12 | | 1 | 100 | 200 | | |
| | 0 3 B | Glideslope Deviation | Dots | 4 | 11 | | 0.0002 | 150 | 250 | | 6-6/6-27 |
| | 0 5 5 | Glide Slope Deviation | DDM | ± 0.8 | 12 | | 0.0002 | | | | |
| | 0 D 0 | Hydraulic Oil Pressure | PSI | 4096 | 12 | | 1.0 | | | | SDI 1= A/SDI 2= B |
| 1 7 5 | 0 0 3 | Economical Speed | Knots | 1024 | 14 | | 0.06 | 62.5 | 125 | | |
| | 0 2 9 | EGT (APU) | Deg C | 2048 | 11 | | 1 | 100 | 200 | | |
| | 0 3 3 | Hydraulic Pump Case Drain Temp | Deg C | 256 | 12 | | 0.06 | 100 | 200 | | |
| 1 7 6 | 0 0 3 | Economical Mach | Mach | 4096 | 13 | | 0.5 | 62.5 | 125 | | |
| | 0 2 9 | RPM (APU) | % RPM | 256 | 9 | | 0.5 | 100 | 200 | | |

Codage BNR

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) ² | Max Transit Interval (msec) ² | Max Transport Delay (msec) ³ | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|---|----------|---------------|----------|-----------|------------|--|--|---|--|
| | 0 3 8 | Left Static Pressure Uncorrected, mb | mb | 2048 | 18 | | 0.008 | 20 | 200 | | |
| | 0 5 A | Fuel Temperature - Set to Zero | Deg. C | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 A D | Static Pressure Left, Uncorrected, mb | mb | 2048 | 18 | | 0.008 | 20 | 200 | | |
| | 1 1 4 | Left Outer Tank Fuel Temp & Advisory Warning | Deg | ± 512 | 11 | | 0.25 | | | | |
| 1 7 7 | 0 0 3 | Economical Flight Level | Feet | 131072 | 17 | | 1.0 | 31.3 | 62.5 | | |
| | 0 2 9 | Oil Quantity (APU) | US Pint | 128 | 9 | | 0.25 | 100 | 200 | | |
| | 0 3 8 | Right Static Pressure, Uncorrected, mb | mb | 2048 | 18 | | 0.008 | 20 | 200 | | |
| | 0 5 5 | Distance to LTP/FTP | Nmiles | ± 512 | 16 | | 0.007812 | | | | |
| | 0 5 A | Fuel Temp. Left Wing Tank | Deg C | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 A D | Static Pressure Right, Uncorrected, mb | mb | 2048 | 18 | | 0.008 | 20 | 200 | | |
| | 1 1 4 | Inner Tank 1 Fuel Temp & Advisory Warning | Deg C | ± 512 | 11 | | 0.25 | | | | |
| 2 0 0 | 1 1 4 | Inner Tank 2 Fuel Temp & Advisory Warning | Deg C | ± 512 | 11 | | 0.25 | | | | |
| 2 0 1 | 0 5 A | Fuel Temp. Right Wing Tank | Deg C | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 1 1 4 | Inner Tank 3 Fuel Temp & Advisory Warning | Deg C | ± 512 | 11 | | 0.25 | | | | |
| | 1 4 0 | Mach Maximum Operation (Mmo) | Mach | 4.096 | 12 | | 0.001 | 62.5 | 125 | | |
| | 1 4 2 | Projected Future Latitude | Deg | ± 180 | 20 | | 0.000172 | 150 | 400 | | |
| 2 0 2 | 0 0 2 | Energy Management (clean) | N.M. | 512 | 15 | | 0.016 | 100 | 200 | | |
| | 0 0 9 | DME Distance | N.M. | 512 | 16 | | 0.008 | 83.3 | 167 | | 6-7/6-27 |
| | 0 5 A | Fuel Temperature - Set to Zero | Deg C | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 1 1 4 | Inner Tank 4 Fuel Temp & Advisory Warning | Deg C | ± 512 | 11 | | 0.025 | | | | |
| | 1 4 0 | Mach Rate | M/minute | 4.096 | 12 | | 0.001 | 62.5 | 125 | | |
| | 1 4 2 | Projected Future Latitude Fine | Deg | 0.000172 | 11 | | 2-E-32 | 150 | 400 | | |
| 2 0 3 | 0 0 2 | Energy Management Speed Brakes | N.M. | 512 | 15 | | 0.016 | 100 | 200 | | |
| | 0 0 6 | Altitude (1013.25 mb) | Feet | 131072 | 17 | | 1.0 | 31.3 | 62.5 | | 6-24/6-27 |
| | 0 1 8 | Altitude | Feet | 131072 | 17 | | 1.0 | 20 | 40 | | |
| | 0 3 5 | Own A/C Altitude | Feet | 131072 | 17 | | 1.0 | 20 | 500 | | |
| | 0 3 8 | Altitude (1013.25 mb) | Feet | 131072 | 17 | | 1.0 | 31.3 | 62.5 | | |
| | 0 5 A | Fuel Tank #6 Temperature | Deg C | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 1 0 A | Ambient Static Pressure | PSIA | 1.5 to 20.0 | 11 | | 0.016 | 500 | 1000 | | |
| | 1 0 B | Ambient Static Pressure | PSIA | 1.5 to 20.0 | 11 | | 0.016 | 500 | 1000 | | |
| | 1 1 4 | Trim Tank Fuel Temp & Advisory Warning | Deg C | ± 512 | 11 | | 0.25 | | | | |
| | 1 4 0 | Altitude | Feet | 131072 | 17 | | 1 | 31.25 | 62.5 | | |
| 2 0 4 | 0 0 2 | Utility Airspeed | Knots | 512 | 11 | | 0.25 | 500 | 1000 | 50 | |
| | 0 0 6 | Baro Corrected Altitude #1 | Feet | 131072 | 17 | | 1.0 | 31.3 | 62.5 | | |
| | 0 3 8 | Baro Corrected Altitude #1 | Feet | 131072 | 17 | | 1.0 | 31.3 | 62.5 | | |
| | 0 5 6 | Baro Altitude | Knots | 512 | 11 | | 0.25 | 500 | 1000 | 50 | |
| | 0 5 A | Fuel Tank #7 Temperature | Deg C | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 6 0 | Baro Altitude | Knots | 512 | 11 | | 0.25 | 500 | 1000 | 50 | |
| | 1 1 4 | Right Outer Tank Fuel Temp & Advisory Warning | Deg C | ± 512 | 11 | | 0.25 | | | | |
| | 1 4 0 | Baro Corrected Altitude | Feet | 131072 | 17 | | 1 | 31.25 | 62.5 | | |
| 2 0 5 | 0 0 6 | Mach | Mach | 4.096 | 16 | | 0.0000625 | 62.5 | 125 | | 6-27 |
| | 0 1 A | Mach | Mach | 4.096 | 16 | | 0.0000625 | 62.5 | 125 | | 6-27 |
| | 0 3 8 | Mach | Mach | 4.096 | 16 | | 0.0000625 | 62.5 | 125 | | 6-27 |
| | 0 5 A | Fuel Tank #8 Temperature | Deg C | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 1 0 A | Mach Number | Mach | 1 | 11 | | 0.002 | 100 | 500 | | |
| | 1 0 B | Mach Number | Mach | 1 | 11 | | 0.002 | 100 | 500 | | |
| | 1 4 0 | Mach | Mach | 4.096 | 16 | | 0.00000625 | 62.5 | 125 | | |

Codage BNR

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|---|---------|---------------|----------|-----------|------------|-------------------------------|-------------------------------|------------------------------|--|
| 2 0 6 | 0 0 6 | Computed Airspeed | Knots | 1024 | 14 | | 0.0625 | 62.5 | 125 | | 6-27 |
| | 0 1 8 | Altitude (Variable Resolution) | Feet | Variable | 15 | | Variable | 31.3 | 62.5 | | 6-20 |
| | 0 3 8 | Computed Airspeed | Knots | 1024 | 14 | | 0.0625 | 62.5 | 125 | | |
| | 0 C C | Taxi Speed | Knots | 512 | 11 | | 0.25 | 50 | 100 | | |
| | 1 4 0 | Computed Airspeed (CAS) | Knots | 1024 | 14 | | 0.0625 | 62.5 | 125 | | |
| 2 0 7 | 0 0 6 | Maximum Allowable Airspeed | Knots | 1024 | 12 | | 0.25 | 62.5 | 125 | | |
| | 0 0 A | Maximum Allowable Airspeed | Knots | 512 | 11 | | 0.25 | 100 | 200 | | |
| | 0 3 8 | Maximum Allowable Airspeed | Knots | 1024 | 12 | | 0.25 | 62.5 | 125 | | |
| | 1 4 0 | Airspeed Maximum Operating (VMO) | Knots | 1024 | 12 | | 0.25 | 62.56 | 125 | | |
| 2 1 0 | 0 0 6 | True Airspeed | Knots | 2048 | 15 | | 0.0625 | 62.5 | 125 | | 6-27 |
| | 0 3 8 | True Airspeed | Knots | 2048 | 15 | | 0.0625 | 62.5 | 125 | | |
| | 1 4 0 | True Airspeed | Knots | 2048 | 15 | | 0.0625 | 62.5 | 125 | | |
| 2 1 1 | 0 0 2 | Total Air Temperature | Deg C | 512 | 11 | | 0.25 | 250 | 500 | | 6-27 |
| | 0 0 3 | Total Air Temperature | Deg C | 512 | 11 | | 0.25 | 250 | 500 | | |
| | 0 0 6 | Total Air Temperature | Deg C | 512 | 11 | | 0.25 | 250 | 500 | | |
| | 0 1 A | Total Air Temperature | Deg C | 512 | 11 | | 0.25 | 250 | 500 | | |
| | 0 3 8 | Total Air Temperature | Deg C | 512 | 11 | | 0.25 | 250 | 500 | | |
| | 0 A D | Total Air Temperature Indicated | Deg C | 512 | 12 | | 0.125 | 250 | 500 | | |
| | 1 0 A | Total Fan Inlet Temperature | Deg C | -80 to 90 | 10 | | 0.125 | 500 | 1000 | | |
| | 1 0 B | Total Fan Inlet Temperature | Deg C | -80 to 90 | 10 | | 0.125 | 500 | 1000 | | |
| | 1 4 0 | Total Air Temperature (TAT) | Deg C | 512 | 12 | | 0.125 | 250 | 500 | | |
| | 1 4 2 | Projected Future Longitude | Deg | ± 180 | 20 | | 0.000172 | 250 | 500 | | |
| 2 1 2 | 0 0 4 | Altitude Rate | Ft/Min | 32768 | 11 | | 16 | 31.3 | 62.5 | | 6-27 |
| | 0 0 5 | Altitude Rate | Ft/Min | 32768 | 11 | | 16 | 31.3 | 62.5 | | |
| | 0 0 6 | Altitude Rate | Ft/Min | 32768 | 11 | | 16 | 31.3 | 62.5 | | |
| | 0 3 8 | Altitude Rate | Ft/Min | 32768 | 11 | | 16 | 31.3 | 62.5 | | |
| | 0 3 B | Altitude Rate | Ft/Min | 32768 | 11 | | 16 | 150 | 250 | | |
| | 1 4 0 | Altitude Rate | Ft/Min | 32768 | 11 | | 16 | 31.25 | 62.5 | | |
| | 1 4 2 | Projected Future Longitude Fine | Deg | 0.000172 | 11 | | 2E-32 Cir | 150 | 400 | | |
| 2 1 3 | 0 0 2 | Static Air Temperature | Deg C | 512 | 11 | | 0.25 | 250 | 500 | | 6-27 |
| | 0 0 6 | Static Air Temperature | Deg C | 512 | 11 | | 0.25 | 250 | 500 | | |
| | 0 3 8 | Static Air Temperature | Deg C | 512 | 11 | | 0.25 | 250 | 500 | | |
| | 0 8 D | Fuel Used | Lbs. | 262144 | 18 | | 1 | 75 | 125 | | |
| | 1 4 0 | Static Air Temperature (SAT) | Deg C | 512 | 11 | | 0.25 | 250 | 500 | | |
| | 1 4 2 | Vertical Time Interval | Minute | 265 min | 10 | | 0.25 min | 500 | 2000 | | |
| 2 1 5 | 0 0 6 | Impacted Pressure | mb | 512 | 14 | | 0.03125 | 62.5 | 125 | | |
| | 0 1 A | Impact Pressure | mb | 512 | 14 | | 0.03125 | 62.5 | 125 | | |
| | 0 2 9 | N1 Actual (EEC) | % RPM | 256 | 14 | | 0.015 | 50 | 100 | | |
| | 0 2 9 | EPR Actual (EEC) | | 4 | 12 | | 0.001 | 50 | 100 | | |
| | 0 3 8 | Impacted Pressure, Uncorrected, mb | mb | 512 | 14 | | 0.03125 | 62.5 | 125 | | |
| | 0 A D | Impacted Pressure, Uncorrected, mb | mb | 512 | 16 | | 0.008 | 20 | 40 | | |
| | 1 4 0 | Impact Pressure Subsonic | mb | 512 | 14 | | 0.03125 | 62.5 | 125 | | |
| 2 1 7 | 0 0 2 | Geometric Vertical Rate | Ft/Min | 20000 | 11 | | 16 | | | | |
| | 0 0 6 | Static Pressure, Corrected (In.Hg.) | in. Hg. | 64 | 16 | | 0.001 | 62.5 | 125 | | |
| | 0 2 9 | N1 Limit (EEC) | % RPM | 256 | 14 | | 0.015 | 100 | 200 | | |
| | 0 2 9 | EPR Limit (EEC) | | 4 | 12 | | 0.001 | 100 | 200 | | |
| | 0 3 8 | Static Pressure, Average, Corrected (In. Hg.) | in. Hg. | 64 | 16 | | 0.001 | 62.5 | 125 | | |
| | 1 4 0 | Static Pressure Corrected (In. Hg.) | in. Hg. | 64 | 16 | | 0.001 | 62.5 | 125 | | |
| 2 2 0 | 0 0 6 | Baro Corrected Altitude #2 | Feet | 131072 | 17 | | 1.0 | 31.3 | 62.5 | | |
| | 0 3 8 | Baro Corrected Altitude #2 | Feet | 131072 | 17 | | 1.0 | 31.3 | 62.5 | | |
| | 1 4 0 | Baro Corrected Altitude #2 | Feet | 131072 | 17 | | 1 | 31.25 | 62.5 | | |

Codage BNR

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|-----------------------------------|---------|-------------------|----------|-----------|------------|----------------------------------|----------------------------------|---------------------------------|--|
| 2 7 1 | 0 4 D | T/U Cap-A Tank 1-4 | PF | 655.35 | 16 | | 0.01 | TBD | TBD | | |
| 2 7 2 | 0 4 D | T/U Cap Tank 5-8 | PF | 655.35 | 16 | | 0.01 | TBD | TBD | | |
| 2 7 3 | 0 4 D | T/U Cap-A Tank 9-11 | PF | 655.35 | 16 | | 0.01 | TBD | TBD | | |
| 2 7 4 | 0 4 D | T/U Cap-R Tank 1-4 | PF | 655.35 | 16 | | 0.01 | TBD | TBD | | |
| 2 7 5 | 0 4 D | T/U Cap-R Tank 5-8 | PF | 655.35 | 16 | | 0.01 | TBD | TBD | | |
| 2 7 6 | 0 0 1 | FCC to Simulator Control Word | | | | | | 50 | 150 | | Used only in simulator |
| | 0 0 2 | FMC to Simulator Control Word | | | | | | 33 | 100 | | Used only in simulator |
| | 0 0 3 | TCC to Simulator Control Word | | | | | | 50 | 150 | | Used only in simulator |
| | 0 4 D | T/U Cap-R Tank 9-12 | PF | 655.35 | 16 | | 0.01 | TBD | TBD | | |
| 2 7 7 | 0 4 D | T/U Cap-R Tank 13-14 | PF | 655.35 | 16 | | 0.01 | TBD | TBD | | |
| 3 0 0 | 1 0 A | ECU Internal Temperature | Deg C | -55 to 125 | 11 | | 0.125 | 500 | 1000 | | |
| | 1 0 B | ECU Internal Temperature | Deg C | -55 to 125 | 11 | | 0.125 | 500 | 1000 | | |
| 3 0 1 | 1 0 A | Demanded Fuel Metering Valve Pos | % | 100 | 11 | | 0.063 | 62.5 | 250 | | |
| | 1 0 B | Demanded Fuel Metering Valve Pos | % | 100 | 11 | | 0.063 | 62.5 | 250 | | |
| 3 0 2 | 1 0 A | Demanded Variable Stator Vane Pos | % | 100 | 11 | | 0.063 | 100 | 500 | | |
| | 1 0 B | Demanded Variable Stator Vane Pos | % | 100 | 11 | | 0.063 | 100 | 500 | | |
| 3 0 3 | 1 0 A | Demanded Variable Bleed Valve Pos | % | 100 | 11 | | 0.063 | 100 | 500 | | |
| | 1 0 B | Demanded Variable Bleed Valve Pos | % | 100 | 11 | | 0.063 | 100 | 500 | | |
| 3 0 4 | 1 0 A | Demanded HPT Clearance Valve Pos | % | 100 | 11 | | 0.063 | 250 | 1000 | | |
| | 1 0 B | Demanded HPT Clearance Valve Pos | % | 100 | 11 | | 0.063 | 250 | 1000 | | |
| 3 0 5 | 1 0 A | Demanded LPT Clearance Valve Pos | % | 100 | 11 | | 0.063 | 250 | 1000 | | |
| | 1 0 B | Demanded LPT Clearance Valve Pos | % | 100 | 11 | | 0.063 | 250 | 1000 | | |
| 3 1 0 | 0 0 2 | Present Position - Latitude | Deg/180 | 0-180N/ 0-180S | 20 | | 0.000172 | 100 | 200 | | 6-27 |
| | 0 0 4 | Present Position - Latitude | Deg/180 | 0-180N/ 0-180S | 20 | | 0.000172 | 100 | 200 | | |
| | 0 2 9 | Aileron Position | Deg/180 | ±180 | 11 | | 0.088 | 50 | 100 | | |
| | 0 3 8 | Present Position - Latitude | Deg/180 | 0-180N/ 0-180S | 20 | | 0.000172 | 100 | 200 | | |
| | 0 4 D | Comp Cap-Tank | PF | 327.67 | 15 | | 0.01 | TBD | TBD | | |
| | 0 5 6 | Present Position Latitude | Deg/180 | 0-180N/ 0-180S | 20 | | 0.000172 | 100 | 200 | | |
| | 0 6 0 | Present Position Latitude | Deg/180 | 0-180N/ 0-180S | 20 | | 0.000172 | 100 | 200 | | |
| | 1 1 4 | Right Outer Tank Fuel Quantity | Lbs. | 131068 | 15 | | 4 | | | | |
| 3 1 1 | 0 0 2 | Present Position - Longitude | Deg/180 | 0-180E/ 0-180W | 20 | | 0.000172 | 100 | 200 | | |
| | 0 0 4 | Present Position - Longitude | Deg/180 | 0-180E/ 0-180W | 20 | | 0.000172 | 100 | 200 | | |
| | 0 2 9 | Aileron Trim | Deg/180 | ±180 | 11 | | 0.088 | 50 | 100 | | |
| | 0 3 8 | Present Position - Longitude | Deg/180 | 0-180E/ 0-180W | 20 | | 0.000172 | 100 | 200 | | |
| | 0 3 B | Control Wheel Roll Force | Lbs. | 64 | 10 | | 0.0625 | 150 | 250 | | |

Codage BNR

| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|--|---------|-------------------|----------|---------------|------------|----------------------------------|----------------------------------|---------------------------------|--|
| | 0 5 6 | Present Position Longitude | Deg/180 | 0-180E/ 0-180W | 20 | | 0.000172 | 100 | 200 | | |
| | 0 6 0 | Present Position Longitude | Deg/180 | 0-180E/ 0-180W | 20 | | 0.000172 | 100 | 200 | | |
| | 1 1 4 | Trim Tank Fuel Quantity | Lbs. | 131072 | 15 | | 4 | | | | |
| 3 1 2 | 0 0 2 | Ground Speed | Knots | 4096 | 15 | | 0.125 | 25 | 50 | | |
| | 0 0 4 | Ground Speed | Knots | 4096 | 15 | | 0.125 | 25 | 50 | | |
| | 0 0 5 | Ground Speed | Knots | 4096 | 15 | | 0.125 | 25 | 50 | | |
| | 0 2 9 | Rudder Position | Deg/180 | ±180 | 11 | | 0.088 | 50 | 100 | | |
| | 0 3 8 | Ground Speed | Knots | 4096 | 15 | | 0.125 | 25 | 50 | | |
| | 0 5 6 | Ground Speed | Knots | 4096 | 15 | | 0.125 | 25 | 50 | | |
| | 0 5 A | Fuel Quantity ACT 1 | Lbs. | 131072 | 15 | | 4 | 100 | 200 | | |
| | 0 6 0 | Ground Speed | Knots | 4096 | 15 | | 0.125 | 25 | 50 | | |
| | 1 1 4 | Additional Center Tank (Act 1) Fuel Quantity | Lbs. | 131072 | 15 | | 4 | | | | |
| 3 1 3 | 0 0 2 | Track Angle - True | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 0 4 | Track Angle - True | Deg/180 | ±180 | 15 | | 0.0055 | 25 | 50 | | |
| | 0 2 5 | Track Angle - True | Deg/180 | ±180 | 10 | | 0.2 | 125 | 250 | | |
| | 0 2 9 | Rudder Trim | Deg/180 | ±180 | 11 | | 0.088 | 50 | 100 | | |
| | 0 3 8 | Track Angle - True | Deg/180 | ±180 | 15 | | 0.0055 | 25 | 50 | | |
| | 0 5 6 | Track Angle - True | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 5 A | Fuel Quantity ACT 2 | Lbs. | 131072 | 15 | | 4 | 100 | 200 | | |
| | 0 6 0 | Track Angle - True | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 1 1 4 | Additional Center Tank (Act 2) Fuel Quantity | Lbs. | 131072 | 15 | | 4 | | | | |
| 3 1 4 | 0 0 2 | Stabilizer Pos Indication (B747-400) | Deg/180 | ±180 | 12 | TE Down | 0.05 | 25 | 50 | 50 | |
| | 0 0 4 | True Heading | Deg/180 | ±180 | 15 | | 0.0055 | 25 | 50 | | |
| | 0 2 5 | True Heading | Deg/180 | ±180 | 10 | | 0.2 | 125 | 250 | | |
| | 0 2 9 | Elevator Position | Deg/180 | ±180 | 11 | | 0.088 | 50 | 100 | | |
| | 0 3 8 | True Heading | Deg/180 | ±180 | 15 | | 0.0055 | 25 | 50 | | |
| | 0 3 B | Control Wheel Pitch Force | Lbs. | 64 | 10 | | 0.0625 | 150 | 250 | | |
| | 1 1 4 | Rear Center tank (RCT) Fuel Quantity | Lbs. | 131072 | 15 | | 4 | | | | |
| 3 1 5 | 0 0 1 | Stabilizer Position | Deg/180 | ±180 | 12 | TE Down | 0.05 | 25 | 50 | | |
| | 0 0 2 | Wind Speed | Knots | 256 | 8 | | 1.0 | 50 | 100 | | |
| | 0 0 4 | Wind Speed | Knots | 256 | 8 | | 1.0 | 50 | 100 | | |
| | 0 0 5 | Wind Speed | Knots | 256 | 8 | | 1.0 | 50 | 100 | | |
| | 0 2 9 | Stabilizer Position | Deg/180 | ±180 | 11 | TE Down | 0.088 | 50 | 100 | | |
| | 0 3 8 | Wind Speed | Knots | 256 | 8 | | 1.0 | 50 | 100 | | |
| | 0 5 6 | Wind Speed | Knots | 256 | 8 | | 1.0 | 50 | 100 | | |
| | 0 6 0 | Wind Speed | Knots | 256 | 8 | | 1.0 | 50 | 100 | | |
| | 0 A 1 | Stabilizer Position | Deg/180 | ±180 | 12 | TE Down | 0.05 | 25 | 50 | | |
| 3 1 6 | 0 0 2 | Wind Direction (True) | Deg/180 | +180 | 12 | CW from north | 0.05 | 25 | 50 | 50 | |
| | 0 0 4 | Wind Angle | Deg/180 | ±180 | 8 | | 0.7 | 50 | 100 | | |
| | 0 2 9 | Oil Temperature (Engine) | Deg C | 2048 | 12 | | 0.5 | 100 | 200 | | |
| | 0 3 8 | Wind Angle | Deg/180 | ±180 | 8 | | 0.7 | 50 | 100 | | |
| | 0 5 6 | Wind Direction (True) | Deg/180 | +180 | 12 | CW from north | 0.05 | 25 | 50 | 50 | |

Codage BNR

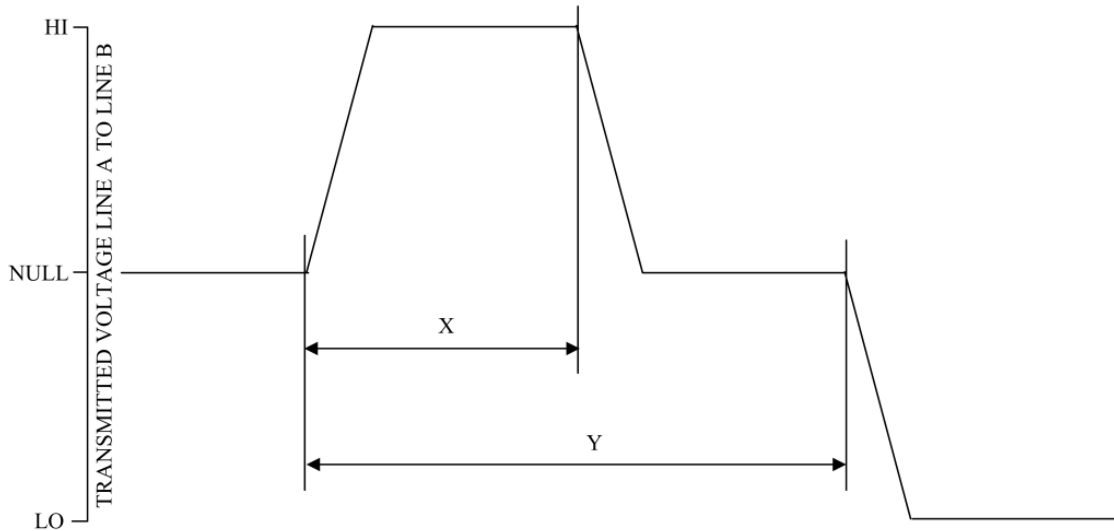
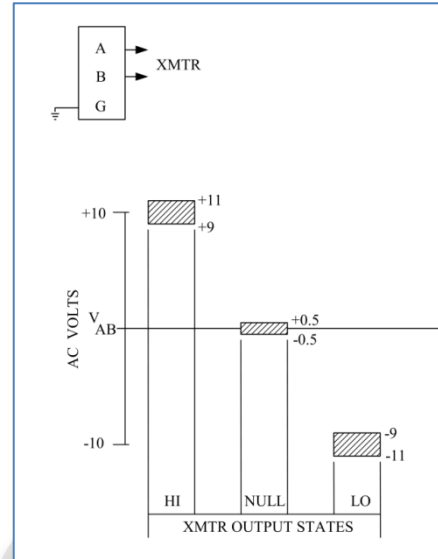
| Label | Eqpt ID (Hex) | Parameter Name | Units | Range (Scale) | Sig Bits | Pos Sense | Resolution | Min Transit Interval (msec) 2 | Max Transit Interval (msec) 2 | Max Transport Delay (msec) 3 | Notes & Cross Ref. to Tables and Attachments |
|-------|---------------|----------------------------------|----------|---------------|----------|---------------|------------|-------------------------------|-------------------------------|------------------------------|--|
| | 0 6 0 | Wind Direction (True) | Deg/180 | +180 | 12 | CW from north | 0.05 | 25 | 50 | 50 | |
| | 1 0 A | Engine Oil Temperature | Deg C | -55 to 170 | 11 | | 1.00 | 250 | 1000 | | |
| | 1 0 B | Engine Oil Temperature | Deg C | -55 to 170 | 11 | | 1.00 | 250 | 1000 | | |
| | 0 D 0 | Engine Oil Temperature | Deg C | 2048 | 12 | | 0.5 | | | | SDI 1=L SDI 2=R |
| 3 1 7 | 0 0 2 | Track Angle - Magnetic | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 0 4 | Track Angle - Magnetic | Deg/180 | ±180 | 15 | | 0.0055 | 25 | 50 | | |
| | 0 0 5 | Track Angle - Magnetic | Deg/180 | ±180 | 15 | | 0.0055 | 25 | 50 | | |
| | 0 2 5 | Track Angle - Magnetic | Deg/180 | ±180 | 10 | | 0.2 | 125 | 250 | | |
| | 0 2 9 | Oil Pressure (Engine) | PSI | 4096 | 12 | | 1 | 50 | 100 | | |
| | 0 3 8 | Track Angle - Magnetic | Deg/180 | ±180 | 15 | | 0.0055 | 25 | 50 | | |
| | 0 5 6 | Track Angle Magnetic | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 6 0 | Track Angle Magnetic | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 D 0 | Engine Oil Pressure | PSI | 4096 | 14 | | 0.25 | | | | SDI 1 = L/SDI 2 = R |
| 3 2 0 | 0 0 4 | Magnetic Heading | Deg/180 | ±180 | 15 | | 0.0055 | 25 | 50 | | |
| | 0 0 5 | Magnetic Heading | Deg/180 | ±180 | 15 | | 0.0055 | 25 | 50 | | |
| | 0 2 5 | Magnetic Heading | Deg/180 | ±180 | 10 | | 0.2 | 125 | 250 | | |
| | 0 3 5 | Own A/C Magnetic Heading | Deg/180 | ±180 | 15 | | 0.0055 | 25 | 500 | | See ARINC 735 |
| | 0 3 8 | Magnetic Heading | Deg/180 | ±180 | 15 | | 0.0055 | 25 | 50 | | |
| | 0 4 D | Density-Tank | Lb/Gal | 8.191 | 13 | | 0.001 | TBD | TBD | | |
| 3 2 1 | 0 0 2 | Drift Angle | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 0 4 | Drift Angle | Deg/180 | ±180 | 11 | | 0.09 | 25 | 50 | | |
| | 0 0 5 | Drift Angle | Deg/180 | ±180 | 11 | | 0.09 | 25 | 50 | | |
| | 0 3 8 | Drift Angle | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 5 6 | Drift Angle | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 6 0 | Drift Angle | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 1 0 A | Exhaust Gas Temperature (Total) | Deg C | -55 to 1100 | 11 | | 1.00 | 500 | 1000 | | |
| | 1 0 B | Exhaust Gas Temperature (Total) | Deg C | -55 to 1100 | 11 | | 1.00 | 500 | 1000 | | |
| 3 2 2 | 0 0 2 | Flight Path Angle | Deg/180 | +180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 0 4 | Flight Path Angle | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 0 5 | Flight Path Angle | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 3 8 | Flight Path Angle | Deg/180 | ±180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 5 6 | Flight Path Angle | Deg/180 | +180 | 12 | | 0.05 | 25 | 50 | | |
| | 0 6 0 | Flight Path Angle | Deg/180 | +180 | 12 | | 0.05 | 25 | 50 | | |
| | 1 0 A | Total Compressor Discharge Temp | Deg C | -55 to 650 | 11 | | 0.50 | 500 | 1000 | | |
| | 1 0 B | Total Compressor Discharge Temp | Deg C | -55 to 650 | 11 | | 0.50 | 500 | 1000 | | |
| 3 2 3 | 0 0 2 | Geometric Altitude | Feet | 50000 | 17 | | 1 | | | | |
| | 0 0 4 | Flight Path Acceleration | g | 4 | 12 | | 0.001 | 10 | 20 | | 6-27 |
| | 0 0 5 | Flight Path Acceleration | g | 4 | 12 | | 0.001 | 10 | 20 | | |
| | 0 3 8 | Flight Path Acceleration | g | 4 | 12 | | 0.001 | 10 | 20 | | |
| | 0 5 6 | Geometric Altitude | Feet | 50000 | 17 | | 1 | | | | |
| | 0 6 0 | Geometric Altitude | Feet | 50000 | 17 | | 1 | | | | |
| | 1 0 A | Variable Stator Vane Position | % | -5 to 105 | 11 | | 0.063 | 500 | 1000 | | |
| | 1 0 B | Variable Stator Vane Position | % | -5 to 105 | 11 | | 0.063 | 500 | 1000 | | |
| 3 2 4 | 0 0 4 | Pitch Angle | Deg/180 | ±180 | 14 | | 0.01 | 10 | 20 | | |
| | 0 0 5 | Pitch Angle | Deg/180 | ±180 | 14 | | 0.01 | 10 | 20 | | |
| | 0 2 5 | Pitch Angle | Deg/180 | ±180 | 10 | | 0.2 | 125 | 250 | | |
| | 0 3 8 | Pitch Angle | Deg/180 | ±180 | 14 | | 0.01 | 10 | 20 | | |
| | 0 4 D | Tank VSO Quantity | Gal. | 32768 | 15 | | 1.0 | TBD | TBD | | See Att. 6 for SDI encoding |
| | 0 5 A | Effective Pitch Angle | Deg./180 | ±180 | 14 | | 0.01 | | | | |
| | 1 0 A | Selected Fuel Metering Valve Pos | % | -5 to 105 | 11 | | 0.063 | 62.5 | 250 | | |
| | 1 0 B | Selected Fuel Metering Valve Pos | % | -5 to 105 | 11 | | 0.063 | 62.5 | 250 | | |

Couche Physique

La couche physique définie dans la norme impose des niveaux de tension et des durées à respecter

| | HI (V) | NULL (V) | LO (V) |
|------------------|---------------|--------------|---------------|
| Line A to Line B | +10 \pm 1.0 | 0 \pm 0.5 | -10 \pm 1.0 |
| Line A to Ground | +5 \pm 0.5 | 0 \pm 0.25 | -5 \pm 0.5 |
| Line B to Ground | -5 \pm 0.5 | 0 \pm 0.25 | +5 \pm 0.5 |

c-4



| PARAMETER | HIGH SPEED OPERATION | LOW SPEED OPERATION |
|-------------------|-------------------------|-------------------------|
| Bit Rate | 100k bps \pm 1% | 12 – 14.5kbps |
| Time Y | 10 μ sec \pm 2.5% | Z* μ sec \pm 2.5% |
| Time X | 5 μ sec \pm 5% | Y/2 \pm 5% |
| Pulse Rise Time** | 1.5 \pm 0.5 μ sec | 10 \pm 5 μ sec |
| Pulse Fall Time** | 1.5 \pm 0.5 μ sec | 10 \pm 5 μ sec |

* Z = 1 where R = bit rate selected from 12 – 14.5kbps range

** Pulse rise and fall times are measured between the 10% and 90% voltage amplitude points on the leading and trailing edges of the pulse and include permitted time skew between the transmitter output voltages A-to-ground and B-to-ground. These rise and fall times are for open circuit output measurements – Appendix 1 provides waveforms for typical test performance.

c-16