El sistema de adquisición envía datos en palabras de 32bit en representación como un entero sin signo a la antena de transmisión. Los datos están ordenados en 4 columnas: 3 correspondientes a los datos enviados por los instrumentos de aviónica y una correspondiente a un temporizador que indica los milisegundos transcurridos desde el inicio de la adquisición. Los datos de los equipos de aviónica están codificados en el formato ARINC429 que dicta la forma de interpretar cada palabra de 32 bits. Las antenas transmiten la información a 115.2 kbps mediante protocolo serial. Los datos adquiridos por el sistema se presentan a continuación.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **LABEL** | **VARIABLE** | **UNIDADES** | **RANGO** |  |
| 14 | Magnetic Heading | Deg | 0---359.9 | GRS 77 |
| 320 | Magnetic Heading | Deg /180 | ±180 |
| 324 | Pitch Angle | Deg/180 | ±180 |
| 325 | Roll Angle | Deg/180 | ±180 |
| 326 | Body Pitch Rate | Deg/Sec | 128 |
| 327 | Body Roll Rate | Deg/Sec | 128 |
| 330 | Body Yaw Rate | Deg/Sec | 128 |
| 331 | Body Longitudinal Acceleration | g | 4 |
| 332 | Body Lateral Acceleration | g | 4 |
| 333 | Body Normal Acceleration | g | 4 |
| 336 | Inertial Pitch Rate | Deg/Sec | 128 |
| 337 | Inertial Roll Rate | Deg/Sec | 128 |
| 340 | Inertial Yaw Rate | Deg/Sec | 128 |
| 364 | Vertical Acceleration | g | 4 |
| 375 | Along Heading Acceleration | g | 4 |
| 376 | Cross Heading Acceleration | g | 4 |
| 203 | Altitude (1013.25mb) | Feet | 131072 | GDC 74A |
| 204 | Baro Corrected Altitude #1 | Feet | 131072 |
| 205 | Mach | Mach | 4.096 |
| 206 | Computed Airspeed | Knots | 1024 |
| 207 | Max. Allowable Airspeed | Knots | 1024 |
| 210 | True Airspeed | Knots | 2048 |
| 211 | Total Air Temp. | Deg C | 512 |
| 212 | Altitude Rate | Feet/min | 32768 |
| 215 | Impacted Pressure | mb | 512 |
| 217 | Static Pressure Corrected | Hg | 64 |
| 220 | Baro corrected altitude #2 | Feet | 131072 |
| 230 | True Airspeed | Knots | 100-599 |
| 231 | Total Air Temp | Deg C | -60--99 |
| 233 | Static Air Temp | Deg C | -60--99 |
| 241 | Corrected Angle of Attack | Deg/180 | ±180 |
| 242 | Total Pressure | mb | 2048 |
| 1 | Distance to go | N.M | ±3999.9 | GTN 650 |
| 2 | Time to go | Min | 0--399.9 |
| 12 | Ground Speed | Knots | 0--7000 |
| 100 | Selected Course #1 | Deg/180 | ±180 |
| 114 | Desired Track | Deg/180 | ±180 |
| 116 | Cross Track Distance/Deviation | N.M | 128 |
| 121 | Horizontal Command Signal | Deg/180 | ±180 |
| 125 | Universal Time Coordinate | Hr-Min | 0-23.59.9 |
| 251 | Distance to go | N.M | 4096 |
| 252 | Time to go | Min | 512 |
| 310 | Present Position Latitude | Deg/180 | 0--180 N/S |
| 311 | Present Position Longitude | Deg/180 | 0--180 E/W |
| 312 | Ground Speed | Knots | 4096 |
| 313 | Track Angle - True | Deg/180 | ±180 |
| 315 | Wind Speed | Knots | 256 |
| 316 | Wind Direction True | Deg/180 | ±180 |
| 321 | Drift Angle | Deg/180 | ±180 |