

Heading	Description	Comments
Line No	Line number	Numerical listing of lines
Rec ID	Record ID	DATA, or code for voice alert: M1SK is Mode 1 Sinkrate OBPU is Look Ahead Obstacle Pullup
Flt Leg	Flight Leg	Increments when InAir goes TRUE
Oper Time	Operating Time	EGPWS system clock in hours:minutes:seconds
Lat	Latitude	Current Latitude in use by terrain alerting
Lon	Longitude	Current Longitude in use by terrain alerting
Pos Uncert	Position Uncertainty (nm)	Typically GPS HFOM
CAS	Computed Airspeed	Not present on this aircraft
TAS	True Airspeed	Not present on this aircraft
Gspd	Ground Speed	From GPS
MOS/VRef	Minimum Operating Speed	Boeing aircraft only, not valid on this aircraft
VFOM	Vertical Figure of Merit (ft)	From GPS
GPS Alt	GPS Altitude	From GPS
Uncorr Alt	Standard Altitude	From ADC
TACAlt	Terrain Awareness Corr Altitude	Internally computed, also called GeoAlt
Rad Alt	Radio Altitude	Not present on this aircraft
Terr Elev	Terrain Database Elevation	Elevation of EGPWS terrain database cell directly below aircraft
Alt Rate	Altitude Rate (feet/min)	From IRS if present
Mag Trk	Magnetic Track	Angles greater than 180 are negative (add 360)
Tru Trk	True Track	Angles greater than 180 are negative (add 360)
True Hd	True Heading	Not present on this aircraft
Pitch	Pitch Angle	Not present on this aircraft
Roll	Roll Angle B	Right bank is positive. Internally Computed.
BAOA	Body AOA	Not present on this aircraft
L. Accl	Longitudinal Acceleration	Not present on this aircraft
N. Accl	Normal Acceleration	Not present on this aircraft
I.V. Accl	Inertial Vertical Acceleration	From IRS, not valid on this aircraft
Glides	Glideslope Deviation	Dots
Loc	Localizer Deviation	Dots
Pos Src	Position Source	
SAT	Static Air Temperature (F)	Not present on this aircraft
Rng 1	Range 1 (nm)	Left side EFIS range
Rng 2	Range 2 (nm)	Not present on this aircraft
CorAlt VFOM	Corrected Altitude VFOM	Internally computed value, not valid on this a/c
GeoAlt VFOM	Geometric Altitude VFOM	Internally computed value, not valid on this a/c
GPSCal Alt	GPS Calibrated Altitude	Filtered GPS altitude
GPSCal VFOM	GPS Calibrated Altitude VFOM	Internally computed value, not valid on this a/c
RACal Alt	Radio Altitude Calibrated Alt	Internally computed value, not valid on this a/c
RACal VFOM	RA Calibrated Altitude VFOM	Internally computed value, not valid on this a/c
RnwyCal Alt	Runway Calibrated Altitude	Internally computed value, not valid on this a/c
RnwyCal VFOM	Runway Calibrated Altitude VFOM	Internally computed value, not valid on this a/c
Tot Shear	Total detected windshear	No windshear detection on this aircraft
ShearBias	Shear Bias	No windshear detection on this aircraft
HorizBias	Horizontal Shear Bias	Boeing only, not valid for this installation
PWS Data Pt	Predictive Windshear Data Points	PWS not installed on this aircraft

PWS APDet	PWS Avg Power Detection Scan	PWS not installed on this aircraft
PWS APVal	PWS Avg Power Validation Scan	PWS not installed on this aircraft
PWS AzLt	PWS Azimuth Left	PWS not installed on this aircraft
PWS AzRt	PWS Azimuth Right	PWS not installed on this aircraft
PWS RngStart	PWS Range Start	PWS not installed on this aircraft
PWS RngEnd	PWS Range End	PWS not installed on this aircraft
Gr Dn	Landing Gear Down	1 = Gear Down
FlpSel	Landing Flaps Selected	1 = Flaps in Landing configuration
InAir	In Air	1 = In Air
Apprch	Approach	1 = Approach True, Takeoff False
WSApprch	Windshear Approach	No windshear detection on this aircraft
TADInh	Terrain Awareness & TCF inhibit	1 = Terrain Inhibit switch active
Disp1 En	Terrain Display Enabled #1	1 = Left Terrain Display selected
Disp2 En	Terrain Display Enabled #2	1 = Left Terrain Display selected
Tact Sel	Tactical Mode Select	Military aircraft only, invalid for this aircraft
AudioInh	Audio Inhibit	1 = Audio Inhibited
EnvMod	Envelope Modulation	1 = Envelope Modulation in progress (later SW)
NISF1	Non-Isolatable Satellite Failure #1	From Left GPS, 1 = Failure detected
NISF2	Non-Isolatable Satellite Failure #1	From Right GPS, 1 = Failure detected

General Comments:

1. Data that is INVALID is preceded by an asterisk (*)
2. EGPWS does not record continuously, it is event driven.
3. Data is recorded for 20 seconds before and 10 seconds after a caution or warning alert
4. When an alert is issued, the warning file will create a blank line entry and write the Alert Type in the Rec ID field and may capture some information about the loaded software and database version (this varies by software version, later software captures more data).