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DAFTAR NOTASI DAN SINGKATAN

- A = Aspect ratio
 B_h = Horizontal tail span, ft
 B_w = Wing span, ft
 D_f = Diameter fuselage, ft
 F_w = Fuselage width at horizontal tail intersection, ft
 H_t/H_v = 0,0 for conventional tail; = 1,0 for "T" tail
 H_v = Vertical tail above fuselage
 I_y = Yawing moment of inertia, lb-ft²
 K_{door} = 1,0 if no cargo door; = 1,06 if no side cargo door; = 1,12 if two side cargo door; = 1,12 if aft clamshell door; = 1,25 if two side cargo door and aft clamshell cargo door
 K_{dw} = 0,768 for delta wing; = 1,0 otherwise
 K_{dwf} = 0,774 for delta wing aircraft; = 1,0 otherwise
 K_{Lg} = 1,12 if fuselage mounted main landing gear; = 1,0 otherwise
 K_{mc} = 1,45 if mission completion required after failure; = 1,0 otherwise
 K_{np} = 1,126 for kneeling gear; = 1,0 otherwise
 K_{ng} = 1,017 for pylon mounted nacelle; = 1,0 otherwise
 K_{np} = 1,15 for kneeling gear; = 1,0 otherwise
 K_r = 1,133 if reciprocating engine; = 1,0 otherwise
 K_{rht} = 1,047 for rolling tail; = 1,0 otherwise
 K_{ip} = 0,793 if turboprop; = 1,0 otherwise
 K_{uht} = 1,143 for unit (all moving) horizontal tail; = 1,0 otherwise
 K_{vg} = 1,62 for variable geometry; = 1,0 otherwise
 K_{us} = 1,19 for variable sweep wing; = 1,0 otherwise
 K_{vsh} = 1,425 for variable sweep wing; = 1,0 otherwise
 K_{ws} = $0,75 \left[\frac{1 + 2\lambda}{1 + \lambda} \right] (B_w \tan \Lambda / L)$
 K_y = Aircraft pitching radius of gyration, ft ($\approx 0,3 L_t$)
 K_g = Aircraft yawing radius of gyration, ft ($\approx L_t$)
 L_f = Fuselage structural length, ft
 L_t = Tail length; wing quarter-MAC to tail quarter MAC, ft
 M = Mach number
 N_{en} = Number of engine



N_{gen}	= Number of generators
N_l	= Ultimate landing load factor
N_{Ll}	= Nacelle length, ft
N_m	= Number of mechanical functions (typically 0-2)
N_{mss}	= Number of main gear shock struts
N_{mw}	= Number of main wheels
N_{nw}	= Number of nose wheels
N_s	= Number of flight control systems
N_t	= Number of fuel tanks
N_u	= Number of hydraulic utility function (typically 5-15)
N_w	= Nacelle width, ft
N_z	= Ultimate load factor, = 1,5 x limit load factor
Q	= Dynamic pressure at cruise, lb/ft ²
S_{cs}	= Total area of control surfaces, ft ²
S_{csw}	= Control surfaces (wing-mounted), ft ²
S_e	= Elevator area, ft
S_f	= Fuselage wetted area, ft ²
S_{fw}	= Firewall surface area, ft ²
S_{ht}	= Horizontal tail area, ft ²
S_n	= Nacelle wetted area, ft ²
S_r	= Rudder area, ft ²
S_{vt}	= Vertical tail area, ft ²
S_w	= Trapeziodal wing area, ft ²
TSFC	= Thrust Specific Fuel Consumption
T	= Total engine thrust, lb
T_e	= thrust per engine, lb
V_i	= Integral tanks volume, gal
V_p	= Self sealing "protected" tanks volume, gal
V_t	= Total fuel volume, gal
W_{dg}	= Design gross weight, lb
W_{ec}	= Weight of engine and contents (per nacelle), lb
W_{fw}	= Weight on fuel in wing, lb
W_{uav}	= Uninstalled avionics weight, lb (typically = 800 - 1400 lb)
Λ	= Wing sweep at 25 % MAC