

AD-A036 055

FEDERAL AVIATION ADMINISTRATION OKLAHOMA CITY OKLA AE--ETC F/G 1/3
EMERGENCY EVACUATION COMPUTER SIMULATION - PROGRAM DESCRIPTION --ETC(U)
OCT 76 J GILLESPIE

UNCLASSIFIED

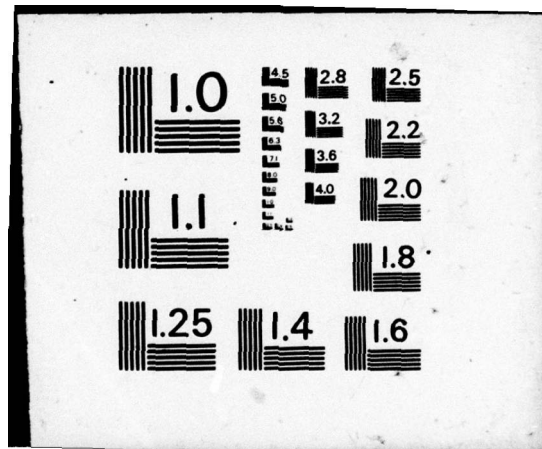
FAA-216-76A

NL

1 of 1
ADA036055



END
DATE
FILMED
3-77



Report No. FAA-216-76A

3
J

ADA 036055

EMERGENCY EVACUATION COMPUTER
SIMULATION - PROGRAM DESCRIPTION
AND USER'S GUIDE

JAMES GILLESPIE



DDC
RECEIVED
FEB 25 1977
JAC

OCTOBER 1976

INTERIM REPORT

Document is available to the public through the
National Technical Information Service,
Springfield, Virginia 22151

Prepared by

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FAA AERONAUTICAL CENTER
Engineering and Manufacturing Branch
Oklahoma City, Oklahoma 73125

Copy available to DDC does not
permit fully legible reproduction

**COPY AVAILABLE TO DDC DOES NOT
PERMIT FULLY LEGIBLE PRODUCTION**

128

NOTICE

The contents of this report reflect the views of the Engineering and Manufacturing Branch which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the Department of Transportation, Federal Aviation Administration or Flight Standards Service. This report does not constitute a standard, specification, or regulation.

ADDITION for	
HTS	White Section <input checked="" type="checkbox"/>
DTC	Buff Section <input type="checkbox"/>
UNANNOUNCED	<input type="checkbox"/>
JUSTIFICATION	
BY	
DISTRIBUTION/AVAILABILITY CODES	
Dist.	AVAIL. and/or SPECIAL
A	

1. Report No. FAA-216-76A	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle EMERGENCY EVACUATION COMPUTER SIMULATION - PROGRAM DESCRIPTION and User's Guide.		11. Report Date October 1976	6. Performing Organization Code 80p.
7. Author(s) James Gillespie		8. Performing Organization Report No.	
9. Performing Organization Name and Address DOT, Federal Aviation Administration FAA Aeronautical Center Engineering and Manufacturing Branch Oklahoma City, Oklahoma 73125		10. Work Unit No. (TRAIS)	
12. Sponsoring Agency Name and Address Federal Aviation Administration Flight Standards Service Washington, D.C. 20590		11. Contract or Grant No.	
15. Supplementary Notes Airframe and Propulsion Section		13. Type of Report and Period Covered Interim Report - June 74 - August 76	
16. Abstract A computer model has been developed that simulates emergency evacuation in transport category aircraft. Two computer programs are available that model wide and narrow body aircraft. The computer model is statistical in that a gamma function is assumed to obtain a probability distribution for time path segments of a passenger during evacuation. The program has been successfully run on an IBM 370/155 computer. Running time is dependent on the number of passengers and number of simulations run. Running time is approximately one minute for five evacuations of a 80 passenger narrow body aircraft. For 100 evacuations of a 389 passenger wide body aircraft running time is approximately 90 minutes.		14. Sponsoring Agency Code	
17. Key Words Emergency Evacuation, Transport Category Aircraft, Computer Model		18. Distribution Statement Document is available to the public through the National Technical Information Service, Springfield, Virginia 22151	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 77	22. Price 135.210 6pg

FAA-216-76A

EMERGENCY EVACUATION COMPUTER
SIMULATION - PROGRAM DESCRIPTION
AND USER'S GUIDE

October 1976

Interim Report

PREPARED BY:

James Gillespie
JAMES GILLESPIE
Aerospace Engineer

REVIEWED BY:

Richard D. McMurray
RICHARD D. McMURRAY
Chief, Airframe & Propulsion Section

APPROVED BY:

Gary E. Wullenwaber
GARY E. WULLENWABER
Assistant Chief, Engineering and Manufacturing
Branch

INTRODUCTION

High costs and injuries to test subjects during emergency evacuation demonstrations have led to the development of computer simulation models of emergency evacuations with a long-range goal of eventually replacing the certification demonstrations. Besides the obvious advantages of low cost and no human injury, a computer model can be used to simulate a wide range of emergencies rather than those done under the restrictive criteria established for a certification demonstration.

An emergency evacuation computer model described in Reference 1 has been developed by FAA Aeronautical Center personnel. This computer program is based on the assumption that the door is a bottleneck and passenger movement in the interior of the aircraft is not considered except as a queue at the exit door. The computer model in Reference 1 is written in GPSS. The present computer model is written in FORTRAN and traces a passenger from his seat to the exit he selects during evacuation. Separate programs have been developed for wide and narrow body aircraft.

MODEL DESCRIPTION

AIRCRAFT INTERIOR REPRESENTATION - The interior of the aircraft is treated as a matrix of I, J values that identify passenger seating, aisle, and exit locations. A general representation of wide and narrow body aircraft is shown in figures 1 and 2. The I denotes row number and the J denotes column number. Thus, I = 1, J = 1 represents the seat of the upper left hand passenger in figures 1 and 2. Figures 1 and 2 show input parameters, which will be discussed in detail in the program input section, that allow the program user to specify the seating arrangement and passenger assigned to a particular exit. Further flexibility is added to the model by allowing the user to identify empty seats in the aircraft. In the narrow body program the user can identify seats in exit rows that are common in overwing exits.

EXIT PATH TIME COMPONENTS - Referring to figures 1 and 2, in evacuating a passenger must get out of his seat and move through boxes where seats are present, move through aisle boxes, and then move through boxes which may or may not contain seats, to reach the exit door. Let T_1 be the time required for a passenger to move through a box without seats and T_2 the time required for a passenger to move through a box with seats.

As a passenger moves toward the exit door he may encounter a delay due to a line at the door. This delay will be dependent on the movement of the passengers in front of him and the door opening time. Let T_3 be the time required for door opening and exit equipment deployment.

When a door exit is free, the passenger goes through the door and down a slide or off a wing to reach the ground. Let T_4 be the time required for a passenger to go through the exit door and T_5 the time required for a passenger to reach the ground.

The total evacuation time of a passenger can be represented as a function of T_1 , T_2 , T_3 , T_4 , and T_5 . First the individual time components must be determined and then be combined in a suitable manner to determine passenger evacuation time. The computer programs have been written to accept time component input for each open exit. All times except T_3 are passenger related.

DETERMINATION OF EXIT PATH TIMES - The same mathematical model is used for all five time components. Each passenger is given a unique T_1 , T_2 , T_4 and T_5 . Each open exit is given a unique T_3 . For each time component, evacuation test data suitable to that segment of the evacuation path are required. The mean, standard deviation, minimum, and maximum component times are required for a group of passengers or exit doors as program input. A gamma function is fitted to this data by the Method of Moments (2). From the gamma function a table of probability versus time is generated. A random probability between 0 and 1 is then determined. The random probability is then used to generate a time from the table of probability versus time.

Factors influencing the time components are:

1. T_1 - aisle width, aircraft attitude, aisle blockage, visibility, passenger physical condition
2. T_2 - seat configuration, seat belt removal time, aircraft attitude, passenger physical condition
3. T_3 - door and equipment configuration, passenger or crewmember opening door
4. T_4 - door configuration, crew effort
5. T_5 - type of path followed to ground, passenger physical condition.

This list is not necessarily complete. Passenger mental attitude is certainly an important factor. A systematic small scale test program will probably be required to generate suitable input data for these functions. The factors cited above must be considered in obtaining ranges of data.

Because the data used to generate the time components are statistical, provision is made in the program to allow the user to generate a desired number of emergency evacuations. Average data obtained from a series of runs is probably more representative of evacuation tests. Generally, similar evacuation tests will produce different results.

CALCULATION OF EVACUATION TIME - Consider the movement of the first passenger to a given open exit door. Referring to figures 1 and 2, the passenger time to the door (T_D) is:

$$T_D = N_1 \cdot T_1 + N_2 \cdot T_2 \quad 1$$

where N_1 = number of boxes without seats passenger must move through to reach exit

N_2 = number of boxes with seats passenger must move through to reach exit

Upon reaching the door the passenger is either delayed by the time it takes the door to open or he goes through the door. The time spent inside the aircraft (T_A) is taken as the greater of T_3 or T_D . The total evacuation time (T) is:

$$T = T_A + T_4 + T_5 \quad 2$$

If there is no delay, the second passenger to exit reaches the door in the time determined from equation 1. Note that N_1 , T_1 , N_2 , and T_2 are different for the second passenger. If the second passenger is delayed, his time to the door is given by:

$$T_D = T_A + T_4 \quad 3$$

where T_A and T_4 are values for the first passenger preceding him. The T_A for the second passenger is taken as the greater T_D computed by equations 1 and 3. The total evacuation time for the second passenger is given by equation 2 using T_4 and T_5 appropriate to the second passenger. For each passenger, T_A is used to keep a record of the delays encountered by that passenger or is the time determined by equation 1 depending on which is greater. Equation 2 is used to compute evacuation time for each passenger. Thus, the door may not necessarily be a bottleneck throughout the evacuation process in this computer model.

INITIAL PASSENGER EXIT SELECTION - Two options are available in the computer programs. In the first option, a passenger evacuates through the nearest open exit. The nearest exit is determined by counting the total number of boxes the passenger must move through to reach each open exit and selecting the exit with the smallest total of boxes. In the second option, passengers assigned to a given exit must evacuate through it if it is open. Passengers assigned to blocked exits evacuate through the nearest open exit in both options. The second option has been included in the computer model because passengers may not necessarily evacuate through the exit nearest them. This gives the program user some flexibility in selecting an exit for a passenger if this has been observed in evacuation tests. In both options, the passenger exit selection is an initial one and passengers at the ends of lines of exits with long evacuation times are redistributed to exits with shorter evacuation times. The redistribution is based on exit flow rates determined from the initial passenger exit selection.

UPPER DECK WIDE BODY MODEL - Since wide body aircraft may have upper or lower decks in addition to the main deck, provision has been added in the wide body program to handle this situation. The upper deck model is shown in figure 3. It consists of a passenger seating configuration with one

aisle only, a staircase to the main deck, and one exit to the outside. By using I, J notation, the location of the staircase and exit may be varied. It should be noted that the same I, J values can be used for upper and main deck passengers since the program handles the decks separately. The program user can assign any combination of passengers to the exit to the outside and staircase. For passengers assigned to the staircase, the user must also select their escape exit on the main deck. The escape path and time segments for passengers exiting directly are handled the same as lower deck exits using time segment data appropriate to the upper deck exit. However, for passengers using the staircase, a new model is needed.

The time it takes a passenger to move to the stair entrance is similar to equation 1 using T_1 and T_2 appropriate to the upper deck and the boxes a passenger must move through to reach the stair entrance. A new time function T_6 must be defined for passenger movement on the staircase. This function is the same mathematically as the five time functions previously discussed. Upon reaching the main deck a passenger moves through a number of boxes to reach the exit. This time segment is T_2 appropriate to the main deck exit times the number of boxes the passenger moves through. The passenger time to the exit is thus composed of his time to the staircase entrance, time on the staircase, and time from staircase to exit door.

PASSENGER EXIT REDISTRIBUTION - The aircraft exits must be numbered as shown in figure 4 in order for the exit redistribution logic to work properly. After the initial evacuation, the exit with the greatest evacuation time is determined. Passengers at the end of this exit line are redistributed to another exit in the following manner:

1. The exit with the shortest evacuation time in the vicinity of the exit with the longest time is determined.
2. Vicinity of an exit is defined as any exit one exit away on either side of the aircraft. For example, referring to figure 4, exits in the vicinity of exit 1 are exits 2, 3, and 4. Exits in the vicinity of exit 3 are exits 1, 2, 4, 5 and 6.
3. The flow rates for the longest exit time and shortest exit time in the vicinity are computed by:

$$R_L = (T_L - T_{3L})/N_L \quad 4$$

$$R_S = (T_S - T_{3S})/N_S \quad 5$$

where R_L = flow rate for exit with longest time

R_S = flow rate for exit with shortest time

T_L = longest evacuation time

- T_{3L} = exit preparation time for exit with longest time
- T_{3S} = exit preparation time for exit with shortest time
- T_S = shortest evacuation time
- N_L = number of passengers evacuating through exit with longest time
- N_S = number of passengers evacuating through exit with shortest time

4. The following values are determined by:

$$T_{AV} = (T_L + T_S)/2 \quad 6$$

$$\Delta N_L = (T_L - T_{AV})/R_L \quad 7$$

$$\Delta N_S = (T_{AV} - T_S)/R_S \quad 8$$

It should be noted that ΔN_L and ΔN_S are truncated to integer values in the computer program. The smallest of ΔN_L and ΔN_S is taken as the net change in passengers between exits (ΔN).

5. The evacuation time for the longest time exit is reduced by $\Delta N \cdot R_L$ and the total amount of passengers is reduced by ΔN .
6. The evacuation time for the shortest time exit is increased by $\Delta N \cdot R_S$ and the total amount of passengers is increased by ΔN .

The same procedure is again repeated reducing evacuation time and passengers for the exit now having the greatest evacuation time. The procedure is repeated until ΔN_L or ΔN_S equals 0. Experience to date indicates that a maximum of five iterations is required.

PROGRAM DESCRIPTION

Both wide and narrow body programs use the same names for subroutines. The wide body program has one more subroutine (UDECK) than the narrow body program. The main program and subroutine PATH contain slightly different logic between the two programs. A complete FORTRAN listing of the wide body program is given in Appendix I. A listing of the main program and subroutine PATH for the narrow body program is given in Appendix II. A description of each subroutine is given below:

1. Main program - The main program reads in all the input data. It determines initial passenger exit selection using two options described in the paragraph entitled INITIAL PASSENGER EXIT SELECTION. The main program calls subroutines GAMF, PATH, and OPTIM.
2. Subroutine GAMF - This subroutine is called by the main program. It acts as a controlling program to establish the gamma function fit to input time segment data. It returns tables of time versus probability to the main program. Subroutine GAMF calls subroutine CDTR.
3. Subroutine CDTR - This subroutine is called by subroutine GAMF. It computes tables of time versus probability based on a gamma function fit and returns them to GAMF. Subroutine CDTR calls subroutines NDTR and DLGAM.
4. Subroutine NDTR - This subroutine is called by subroutine CDTR. It is used by subroutine CDTR in the calculation of tables of probability versus time.
5. Subroutine DLGAM - This subroutine is called by subroutine CDTR. It computes the double precision natural logarithm of the gamma function and is used by subroutine CDTR in the calculation of tables of probability versus time.
6. Subroutine PATH - This subroutine is called by the main program. It calculates the evacuation time for each individual passenger as described in the paragraph entitled CALCULATION OF EVACUATION TIME. Subroutine PATH calls subroutines RANDU and LININ.
7. Subroutine RANDU - This subroutine is called by subroutine PATH. It generates a random probability between 0 and 1 for each passenger and open exit door which is returned to subroutine PATH.
8. Subroutine LININ - This subroutine is called by subroutine PATH. It uses the random probability generated by subroutine RANDU to linearly interpolate the tables of probability versus time generated by subroutine GAMF. It returns times T_1 , T_2 , T_3 , T_4 , and T_5 to subroutine PATH.
9. Subroutine OPTIM - This subroutine is called by the main program. It changes the exit route of certain passengers as described in the paragraph entitled PASSENGER EXIT REDISTRIBUTION.
10. Subroutine UDECK - This subroutine is only in the wide body program. It is called by the main program if the aircraft has an upper deck. This subroutine simulates evacuation from an upper or lower deck using the procedure described in the paragraph entitled upper deck wide body model.

PROGRAM INPUT

WIDE BODY PROGRAM

CARD A FORMAT (4I5)

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
NRUN	1-5	No. of simulations desired
NEXIT	6-10	No. of main deck aircraft exits ≤ 10
NOPT	11-15	= 0 Passenger evacuates through nearest open exit
		= 1 Passenger evacuates through assigned exit
(See paragraph entitled initial passenger exit selection)		
NDECK	16-20	= 0 No upper or lower deck
		= 1 Upper or lower deck

CARDS B FORMAT (9I5)

These cards must be repeated NEXIT times. The cards must be in the exit number order shown in Figure 4. The aircraft seats must be numbered for each exit as shown in Figure 1.

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
IROWE	1-5	Exit row No. (See Figure 1)
NRF	6-10	First row No. of passenger seats assigned to exit (See Figure 1)
NRL	11-15	Last row No. of passenger seats assigned to exit (See Figure 1)
NCOL1	16-20	Column number of passenger seats nearest aisle assigned to left side exit. Lowest column number of passenger seats assigned to right side exit (See Figure 1)
NCOL2	21-25	Last column number of passenger seats assigned to left side exit. Column number of passenger seats nearest aisle assigned to right side exit (See Figure 1)
NSIDE	26-30	= 0 Left side exit = 1 Right side exit
NCOL3	31-35	Last column number of passenger seats assigned to right side exit (See Figure 1)
NOPEN	36-40	= 0 Exit is open = 1 Exit is closed
NEMP	41-45	No. of empty passenger seats in exit section.

CARDS C FORMAT (16I5)

The I, J values of empty seats are input 8 pairs to a card. If there are more than 8 empty seats to an exit continue on the next card. A new card must be started for each exit with empty seats. Do not input any cards for exits where NEMP = 0.

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
IV	1-5, 11-15, 21, 25, ...	I or row number of empty seat in section
JV	6-10, 16-20, 26-30, ...	J or column number of empty seat in section

CARDS D FORMAT (5F 10.0)

Five sets of cards are input for each open exit following the order of Figure 4.

CARD D1

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
XMN1	1-10	Mean value of time data for time T1.
SD1	11-20	Standard deviation of time data for time T1.
XU1	21-30	Maximum value of time data for time T1.
XINT1	31-40	Table interval. No. of points in time versus probability table is XU1/XINT1. No. of points ≤ 50 .
XL1	41-50	Minimum value of time data for time T1.

CARD D2

XMN2	1-10	Mean value of time data for time T2.
SD2	11-20	Standard deviation of time data for time T2.
XU2	21-30	Maximum value of time data for time T2.
XINT2	31-40	Table interval. No. of points in time versus probability table is XU2/XINT2. No. of points ≤ 50 .
XL2	41-50	Minimum value of time data for time T2.

CARD D3

XMN3	1-10	Mean value of time data for time T3.
SD3	11-20	Standard deviation of time data for time T3.
XU3	21-30	Maximum value of time data for time T3.

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
CARD D3 (Continued)		
XINT3	31-40	Table interval. No. of points in time versus probability table is XU3/XINT3. No. of points \leq 50.
XL3	41-50	Minimum value of time data for time T3.
CARD D4		
XMN4	1-10	Mean value of time data for time T4.
SD4	11-20	Standard deviation of time data for time T4.
XU4	21-30	Maximum value of time data for time T4.
XINT4	31-40	Table interval. No. of points in time versus probability table is XU4/XINT4. No. of points \leq 50.
XL4	41-50	Minimum value of time data for time T4.
CARD D5		
XMN5	1-10	Mean value of time data for time T5.
SD5	11-20	Standard deviation of time data for time T5.
XU5	21-30	Maximum value of time data for time T5.
XINT5	31-40	Table interval. No. of points in time versus probability table is XU5/XINT5. No. of points \leq 50.
XL5	41-50	Minimum value of time data for time T5.

CARDS E

Input only if NDECK = 1.

CARD E1 FORMAT (7I5)

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
IROWE	1-5	Exit row No. (See Figure 3)
NRF	6-10	First row of passengers in upper deck (See Figure 3)
NRL	11-15	Last row of passengers in upper deck (See Figure 3)
NCOL1	16-20	Column No. of seats on left of aisle (See Figure 3)
NCOL2	21-25	Largest column No. of seats in upper deck (See Figure 3)
NOPEX	26-30	= 0 Upper deck exit open = 1 Upper deck exit closed
NEMP	31-35	No. of empty seats in upper deck

CARD E2 FORMAT (7I5)

IU	1-5	Row No. of entrance to staircase in upper deck
JU	6-10	Column No. of entrance to staircase in upper deck
IL	11-15	Row No. of staircase exit on main deck
JL	16-20	Column No. of staircase exit on main deck
NOUT	21-25	Exit No. on main deck that upper deck passengers evacuate through
NNOUT	26-30	No. of passengers on upper deck that use staircase
NUOUT	31-35	No. of passengers on upper deck that use upper deck exit

CARD E3 FORMAT (16I5)

The I,J values of passengers that use the upper deck exit are input eight pairs to a card. If there are more than eight passengers assigned to the upper deck exit continue on the next card. Do not input if NUOUT = 0.

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
IUD	1-5, 11-15, 21-25, ...	I or row number of passenger assigned to upper deck exit
JUD	6-10, 16-20, 26-30, ...	J or column number of passenger assigned to upper deck exit

CARD E4 FORMAT (16I5)

The I,J values of empty seats are input eight pairs to a card. If there are more than eight empty seats in the upper deck continue on the next card. Do not input if NEMP = 0.

IV	1-5, 11-15, 21-25, ...	I or row number of empty seat in upper deck
JV	6-10, 16-20, 26-30, ...	J or column number of empty seat in upper deck

CARDS E5 FORMAT (5F10.0)

CARD E5.1

XMN1	1-10	Mean value of time data for time T1
SD1	11-20	Standard deviation of time data for time T1
XU1	21-30	Maximum value of time data for time T1
XINT1	31-40	Table interval. No. of points in time versus probability table is XU1/XINT1. No. of points \leq 50.
XL1	41-50	Minimum value of time data for time T1

CARD E5.2

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
XMN2	1-10	Mean value of time data for time T2 on upper deck
SD2	11-20	Standard deviation of time data for time T2
XU2	21-30	Maximum value of time data for time T2
XINT2	31-40	Table interval. No. of points in time versus probability table is XU2/XINT2. No. of points ≤ 50 .
XL2	41-50	Minimum value of time data for time T2

Do not input cards E5.3-5.5 if NOPEN = 1.

CARD E5.3

XMN3	1-10	Mean value of time data for time T3 of upper deck exit
SD3	11-20	Standard deviation of time data for time T3
XU3	21-30	Maximum value of time data for time T3
XINT3	31-40	Table interval. No. of points in time versus probability table is XU3/XINT3. No. of points ≤ 50 .
XL3	41-50	Minimum value of time data for time T3

CARD E5.4

XMN4	1-10	Mean value of time data for time T4 of upper deck
SD4	11-20	Standard deviation of time data for time T4
XU4	21-30	Maximum value of time data for time T4
XINT4	31-40	Table interval. No. of points in time versus probability table is XU4/XINT4. No. of points ≤ 50 .
XL4	41-50	Minimum value of time data for time T4

CARD E5.5

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
XMN5	1-10	Mean value of time data for time T5 of upper deck
SD5	11-20	Standard deviation of time data for time T5
XU5	21-30	Maximum value of time data for time T5
XINT5	31-40	Table interval. No. of points in time versus probability table is XU5/XINT5. No. of points ≤ 50 .
XL5	41-50	Minimum value of time data for time T5

CARD E5.6

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
XMN6	1-10	Mean value of time data for time T6 of staircase
SD6	11-20	Standard deviation of time data for time T6
XU6	21-30	Maximum value of time data for time T6
XINT6	31-40	Table interval. No. of points in time versus probability table is XU6/XINT6. No. of points ≤ 50 .
XL6	41-50	Minimum value of time data for time T6

PROGRAM INPUT

NARROW BODY PROGRAM

CARD A FORMAT (415)

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
NRUN	1-5	No. of simulations desired
NEXIT	6-10	No. of aircraft exits ≤ 10
NOPT	11-15	= 0 Passenger evacuates through nearest open exit = 1 Passenger evacuates through assigned exit
		(See paragraph entitled initial passenger exit selection)
JEMP	16-20	Column number of aisle (See Figure 2)

CARDS B FORMAT (815)

These cards must be repeated NEXIT times. The cards must be in the exit number order shown in Figure 4. The aircraft seats must be numbered for each exit as shown in Figure 2.

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
IROWE	1-5	Exit row No. (See Figure 2)
NRF	6-10	First row No. of passenger seats assigned to exit (See Figure 2)
NRL	11-15	Last row No. of passenger seats assigned to exit (See Figure 2)
NCOL1	16-20	Column number of passenger seats nearest aisle assigned to left side exit. Last column number of passenger seats assigned to right side exit (See Figure 2)
NSIDE	21-25	= 0 Left side exit = 1 Right side exit
NSEAT	26-30	= 0 No seats in exit row = 1 Seats in exit row
NOPEN	31-35	= 0 Exit is open = 1 Exit is closed
NEMP	41-45	No. of empty passenger seats in exit section

CARDS C

(Same as Wide Body Program)

These cards must be reported in the order shown in Figure 4. The aircraft seats must be numbered for each exit as shown in Figure 3.

DESCRIPTION	CARD COLUMN NUMBERS	INITIAL QUANTITY
Exit row No. (See Figure 3)	1-3	INITIAL QUANTITY
First row No. of passenger seats assigned to exit (See Figure 3)	4-10	INITIAL QUANTITY
Last row No. of passenger seats assigned to exit (See Figure 3)	11-15	INITIAL QUANTITY
Column number of passenger seats near exit aisle assigned to left side exit (Last column number of passenger seats assigned to right side exit (See Figure 3))	16-20	INITIAL QUANTITY
0 Left side exit	21-25	INITIAL QUANTITY
1 Right side exit	26-30	INITIAL QUANTITY
0 No seats in exit row	31-35	INITIAL QUANTITY
1 Seats in exit row	36-40	INITIAL QUANTITY
0 Exit is open	41-45	INITIAL QUANTITY
1 Exit is closed	46-50	INITIAL QUANTITY
No. of empty passenger seats in exit section	51-55	INITIAL QUANTITY

WIDE BODY PROGRAM

CARDS D

(Same as Wide Body Program)

WIDE BODY PROGRAM - Assume an aircraft has 20 seats on the left side and 20 seats on the right side. The program is to determine the number of seats that are empty for a given flight. For the program of this type the test option 1 will be used in the program. For the program of this type we will do only one run although a number such as ten might be better if we wished to actually compare test and program data. For card A:

HEMP = 0 WCOL = 1 WROW = 1 WCOL = 0

We wish now to assign the passengers who used exit 1 to that exit. For card B:

TRWE = 1 WCOL = 0 WROW = 1 WCOL = 0
WCOL = 12 WROW = 0 WCOL = 0 WROW = 0
HEMP = 21

The only quantity that needs explanation is HEMP = 21, which is the number of empty seats. Since we have assigned the passengers on the right side of the aircraft to a left hand exit, the program logic cannot determine where the right hand side is. However, if we make column 9 empty, we will have simulated an aisle. This point might seem strange since row 1 is assumed empty by program logic since it is a row exit. For row 2 we wish to ignore any passengers who use an exit different from 1. If a number value exit 1 is 2, similarly for row 3 the number value exit 1 is 2. This gives a total of 21 empty seats for exit 1.

Although no passengers are assigned to exit 2, we have logic routines input values. We will input one empty seat for exit 2. For card C:

TRWE = 1 WCOL = 1 WROW = 1 WCOL = 0
WCOL = 7 WROW = 0 WCOL = 1 WROW = 1
HEMP = 1

We will later specify 1 empty seat in row 1, column 7 for exit 1.

For exit 3, card D:

TRWE = 14 WCOL = 0 WROW = 0 WCOL = 0
WCOL = 12 WROW = 0 WCOL = 0 WROW = 0
HEMP = 28

HEMP = 28 is composed of 12 seats for the left hand side, 2 seats for row 2, 7 seats for row 3, 2 seats for row 12, and 7 seats for row 20.

SAMPLE CASE INPUT

WIDE BODY PROGRAM - Assume an evacuation test has occurred on the hypothetical wide body configuration shown in Figure 5. The numbers in the seats indicate the exit that passengers used in the test. Since we wish to duplicate the test option 1 will be used in the program. For the purpose of this sample case, we will do only one run although a number such as ten might be better if we wished to actually compare test and program data. For card A:

NRUN = 1 NEXIT = 6 NOPT = 1 NDECK = 0

We wish now to assign the passengers who used exit 1 to that exit. For card B1:

IROWE = 3 NRF = 1 NRL = 9 NCOL1 = 3
NCOL1 = 12 NSIDE = 0 NCOL 3 (blank) NOPEN = 0
NEMP = 21

The only quantity that needs explanation is NEMP = 21, which is the number of empty seats. Since we have assigned the passengers on the right side of the aircraft to a left hand exit, the program logic cannot determine where the right hand aisle is. However, if we make column 9 empty, we will have simulated an aisle. This totals eight empty seats since row 3 is assumed empty by program logic since it is a row exit. For row 8 we wish to ignore any passengers who use an exit different from 1. The number using exit 3 is 5. Similarly for row 9 the number using exit 3 is 8. This gives a total of 21 empty seats for exit 1.

Although no passengers are assigned to exit 2, program logic requires input values. We will input one empty seat for exit 2. For card B2:

IROWE = 3 NRF = 1 NRL = 1 NCOL1 = 7
NCOL2 = 7 NSIDE = 1 NCOL3 = 7 NOPEN = 1
NEMP = 1

We will later specify 1 empty seat in row 1, column 7 for exit 2.

For exit 3, card B3:

IROWE = 14 NRF = 8 NRL = 20 NCOL1 = 3
NCOL2 = 12 NSIDE = 0 NCOL3 (blank) NOPEN = 0
NEMP = 28

NEMP = 28 is composed of 12 seats for the right hand aisle, 5 seats for row 8, 2 seats for row 9, 2 seats for row 19, and 7 seats for row 20.

For exit 4, card B4:

IROWE = 14 NRF = 10 NRL = 10 NCOL1 = 7
NCOL2 = 7 NSIDE = 1 NCOL3 = 7 NOPEN = 1
NEMP = 1

We will later specify 1 empty seat in row 10, column 7 for exit 4.

For exit 5, card B5:

IROWE = 25 NRF = 19 NRL = 30 NCOL1 = 3
NCOL2 = 12 NSIDE = 0 NCOL3 (Blank) NOPEN = 0
NEMP = 22

NEMP = 22 is composed of 11 seats for the right hand aisle, 8 seats for row 19, and 3 seats for row 20.

For exit 6, card B6:

IROWE = 25 NRF = 20 NRL = 20 NCOL1 = 7
NCOL2 = 7 NSIDE = 1 NCOL3 = 7 NOPEN = 1
NEMP = 1

We will later specify 1 empty seat in row 20, column 7 for exit 6.

For exit 1, NEMP = 21. There are 3 cards C1:

IV = 1, 2, 4, 5, 6, 7, 8, 9 JV = 9, 9, 9, 9, 9, 9, 9, 9
IV = 8, 8, 8, 8, 8, 9, 9, 9 JV = 1, 5, 8, 11, 12, 1, 2, 5
IV = 9, 9, 9, 9, 9 JV = 6, 7, 8, 11, 12

For exit 2, NEMP = 1. There is 1 card C2:

IV = 1 JV = 7

For exit 3, NEMP = 28. There are 4 cards C3:

IV = 8, 9, 10, 11, 12, 13, 15, 16 JV = 9, 9, 9, 9, 9, 9, 9, 9
IV = 17, 18, 19, 20, 8, 8, 8, 8 JV = 9, 9, 9, 9, 2, 3, 6, 7

IV = 8, 9, 9, 19, 19, 20, 20, 20 JV = 10, 3, 10, 6, 10, 1, 2, 6

IV = 20, 20, 20, 20 JV = 7, 8, 11, 12

For exit 4, NEMP = 1. There is 1 card C4:

IV = 10 JV = 7

For exit 5, NEMP = 22. There are 3 cards C5:

IV = 19, 20, 21, 22, 23, 24, 26, 27 JV = 9, 9, 9, 9, 9, 9, 9, 9

IV = 28, 29, 30, 19, 19, 19, 19, 19 JV = 9, 9, 9, 1, 2, 3, 5, 7

IV = 19, 19, 19, 20, 20, 20 JV = 8, 11, 12, 3, 5, 10

For exit 6, NEMP = 1. There is 1 card C6:

IV = 20 JV = 7

Assume that the following data have been obtained for each exit from the evacuation test or from similar small scale tests. Note that input are required only for each open exit. All times are in seconds.

EXIT 1

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	8.	2.	18.	6.
T4	.75	.5	2.	.5
T5	3.	1.	5.	1.

EXIT 3

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	8.	2.	18.	6.

EXIT 3 (Cont'd.)

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T4	.75	.5	2.	.5
T5	4.5	2.	7.	1.5

EXIT 5

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	8.	2.	18.	6.
T4	.75	.5	2.	.5
T5	3.	1.	5.	1.

Let us use the following intervals for the time tables for each exit:

EXIT 1	.1, .1, 1., .1, .2
EXIT 3	.1, .1, 1., .1, .5
EXIT 5	.1, .1, 1., .1, .2

For cards D1:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD1 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 8.	SD3 = 2.	XU3 = 18.	XINT3 = 1.	XL3 = 6.
XMN4 = .75	SD4 = .5	XU4 = 2.	XINT4 = .1	XL4 = .5
XMN5 = 3.	SD5 = 1.	XU5 = 5.	XINT5 = .2	XL5 = 1.

For cards D2:

XMN1 = .6	SD1 = .6	XU1 = .3	XINT1 = .1	XL1 = .3
XMN2 = .1	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 8.	SD3 = 2.	XU3 = 18.	XINT3 = 1.	XL3 = 6.
XMN4 = .75	SD4 = .5	XU4 = 2.	XINT4 = .1	XL4 = .5
XMN5 = 4.5	SD5 = 2.	XU5 = 7.	XINT5 = .5	XL5 = 1.5

(Continued) EXIT 3

For cards D3:				
XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 8.	SD3 = 2.	XU3 = 18.	XINT3 = 1.	XL3 = 6.
XMN4 = .75	SD4 = .5	XU4 = 2.	XINT4 = .1	XL4 = .5
XMN5 = 3.	SD5 = 1.	XU5 = 5.	XINT5 = .2	XL5 = 1.

A copy of the FORTRAN coding sheet for this case is shown in Figure 6.

UPPER DECK OPTION - Assume now that we wish to add an upper deck to the wide body case previously discussed. Assume that the upper deck configuration is given by Figure 3. Let us assign the eight passengers at the rear of the upper deck to the upper deck exit and the remaining eight passengers to the staircase. When they reach the main deck they will be assigned to exit No. 1 to evacuate through. Card A must be changed. Cards E are then inserted after cards D for the main deck.

For card A:

NRUN = 1 NEXIT = 6 NOPT = 1 NDECK = 1

For card E1:

IROWE = 6 NRF = 2 NRL = 5 NCOL1 = 2 NCOL2 = 5
 NOPEN = 0 NEMP = 0

Assume the staircase is at I = 3, J = 6 on the main deck. For card E2:

IU = 1 JU = 3 IL = 3 JL = 6 NOUT = 1
 NNOUT = 8 NUOUT = 8

For card E3:

IUD = 4, 4, 4, 4, 5, 5, 5, 5 IUX = 8 IUY = 6 IUZ = 1
 JUD = 1, 2, 4, 5, 1, 2, 4, 5 JUX = 1 JUY = 1 JUZ = 1

Since NEMP = 0, there is no card E4.

Assume the following data has been obtained from evacuation tests:

UPPER DECK EXIT

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	12.	4.	20.	6.
T4	1.5	.5	4.	.75
T5	5.	1.	10.	2.

STAIRCASE

T6	4.	1.	8.	1.
----	----	----	----	----

Let us use the following intervals for the time tables: .1, .1, .2, .2, .5, .2

For cards E5:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 12.	SD3 = 4.	XU3 = 20.	XINT3 = 2.	XL3 = 6.
XMN4 = 1.5	SD4 = .5	XU4 = 4.	XINT4 = .2	XL4 = .75
XMN5 = 5.	SD5 = 1.	XU5 = 10.	XINT5 = .5	XL5 = 2.
XMN6 = 4.	SD6 = 1.	XU6 = 8.	XINT6 = .2	XL6 = 1.

The FORTRAN coding for this case is shown in Figure 6 after the coding for the main deck only case.

NARROW BODY PROGRAM - Assume we wish to simulate an emergency evacuation in the narrow body aircraft shown in Figure 7. In this case we will let passengers evacuate through the nearest open exit. Seating assignment to an exit is not important except that all the seats in the aircraft must be assigned to exits.

Let us simulate ten evacuations.

For card A:

NRUN = 10 NEXIT = 8 NOPT = 0 JEMP = 4

Let us assign the first class passengers to exits 1 and 2. For card B1:

IROWE = 1 NRF = 2 NRL = 8 NCOL1 = 3
NSIDE = 0 NSEAT = 0 NOPEN = 0 NEMP = 7

NEMP = 7 will be used to delete passengers in column 1 thus simulating the first class seating.

For card B2:

IROWE = 1 NRF = 2 NRL = 8 NCOL1 = 6
NSIDE = 1 NSEAT = 0 NOPEN = 1 NEMP = 0

It is not necessary to delete any passengers on this side of the aircraft since program logic will take columns 5 and 6 only because NCOL1 = 6. For the left side exit NCOL1 = 3 and the program logic will take columns 1, 2, and 3. If NCOL1 = 2 had been input there would have been a mismatch with the aisle column which is input as JEMP = 4.

For card B3:

IROWE = 12 NRF = 9 NRL = 14 NCOL1 = 3
NSIDE = 0 NSEAT = 1 NOPEN = 1 NEMP = 0

Notice there are seats in the exit row for this exit so NSEAT = 1.

For card B4:

IROWE = 12 NRF = 9 NRL = 14 NCOL1 = 7
NSIDE = 1 NSEAT = 1 NOPEN = 0 NEMP = 0

For card B5:

IROWE = 15 NRF = 15 NRL = 20 NCOL1 = 3
NSIDE = 0 NSEAT = 1 NOPEN = 1 NEMP = 0

For card B6:

IROWE = 15 NRF = 15 NRL = 20 NCOL1 = 7
NSIDE = 1 NSEAT = 1 NOPEN = 0 NEMP = 0

For card B7:

IROWE = 27 NRF = 21 NRL = 26 NCOL1 = 3
NSIDE = 0 NSEAT = 0 NOPEN = 0 NEMP = 0

For card B8:

IROWE = 27 NRF = 21 NRL = 26 NCOL1 = 7
NSIDE = 1 NSEAT = 0 NOPEN = 1 NEMP = 0

For card C1:

IV = 2, 3, 4, 5, 6, 7, 8 JV = 1, 1, 1, 1, 1, 1, 1

There are no more C cards.

Assume that the following data are available from previous testing. There are four sets of this data, one set for each open exit. All times are in seconds.

EXIT 1

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	10.	2.	20.	6.
T4	1.	1.	3.	.5
T5	2.5	1.	4.	1.

EXIT 4

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	6.	2.	12.	6.
T4	1.5	1.5	4.	.5

EXIT 4 Cont'd.

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T5	4.	1.	6.	3.

EXIT 6

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	6.	2.	12.	6.
T4	1.5	1.5	4.	.5
T5	4.	1.	6.	3.

EXIT 7

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	10.	2.	20.	6.
T4	1.	1.	3.	.5
T5	2.5	1.	4.	1.

Let us use the following intervals for the time tables for each exit:

- EXIT 1 .1, .1, 2., .1, .2
- EXIT 3 .1, .1, 1., .1, .2
- EXIT 6 .1, .1, 1., .1, .2
- EXIT 7 .1, .1, 2., .1, .2

PROGRAM OUTPUT

For cards D1:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 10.	SD3 = 2.	XU3 = 20.	XINT3 = 2.	XL3 = 6.
XMN4 = 1.	SD4 = 1.	XU4 = 3.	XINT4 = .1	XL4 = .5
XMN5 = 2.5	SD5 = 1.	XU5 = 4.	XINT5 = .2	XL5 = 1.

For cards D2:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 6.	SD3 = 2.	XU3 = 12.	XINT3 = 1.	XL3 = 6.
XMN4 = 1.5	SD4 = 1.5	XU4 = 4.	XINT4 = .1	XL4 = .5
XMN5 = 4.	SD5 = 1.	XU5 = 6.	XINT5 = .2	XL5 = 3.

For cards D3:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT2 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 6.	SD3 = 2.	XU3 = 12.	XINT3 = 1.	XL3 = 6.
XMN4 = 1.5	SD4 = 1.5	XU4 = 4.	XINT4 = .1	XL4 = .5

For cards D4:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 10.	SD3 = 2.	XU3 = 20.	XINT3 = 2.	XL3 = 6.
XMN4 = 1.	SD4 = 1.	XU4 = 3.	XINT4 = .1	XL4 = .5
XMN5 = 2.5	SD5 = 1.	XU5 = 4.	XINT5 = .2	XL5 = 1.

A copy of the FORTRAN coding sheet for this case is shown in Figure 8.

PROGRAM OUTPUT

A copy of the program output for the wide body sample case with upper deck is shown in Figure 9. The first page of output consists of a print out of the input aircraft configuration data in the same format as the input. This allows the user an easy check to make sure input data is correct. The aircraft configuration data are followed by the time segment input data. The exit appropriate to the time data is identified in the last column of this output. Next are the input data for the upper deck if this option is used in the program.

The first output consists of a list of passengers identifying seat row, seat column, exit assigned, and exit out. For each passenger his time to the exit door, door delay time, and evacuation time are given. By comparing time to the exit door and door delay time the user can determine if a bottleneck is occurring at the door. If time to the exit door is greater than door delay time for any passenger, this indicates that the door is not always a bottleneck. A new page is started for each exit that is used in the evacuation. The first exit listed is the upper deck exit if the upper deck option is used. This exit number is set equal to NEXIT + 1. This, passengers on the upper deck that use a main deck exit may be identified by looking for NEXIT + 1 in their exit assigned column. The remaining exit data is in the order of main deck exit numbers.

The next page of output starts out with a summary of the total number of passengers that used an exit, the total evacuation time for that exit, and the exit's number for the initial evacuation. Passengers are then redistributed to exits with shorter lines and the next line of output indicates where passengers were taken from and where they went. The new passenger totals and evacuation times for all the exits are then listed. This is repeated until logic is not able to redistribute any more passengers between exits.

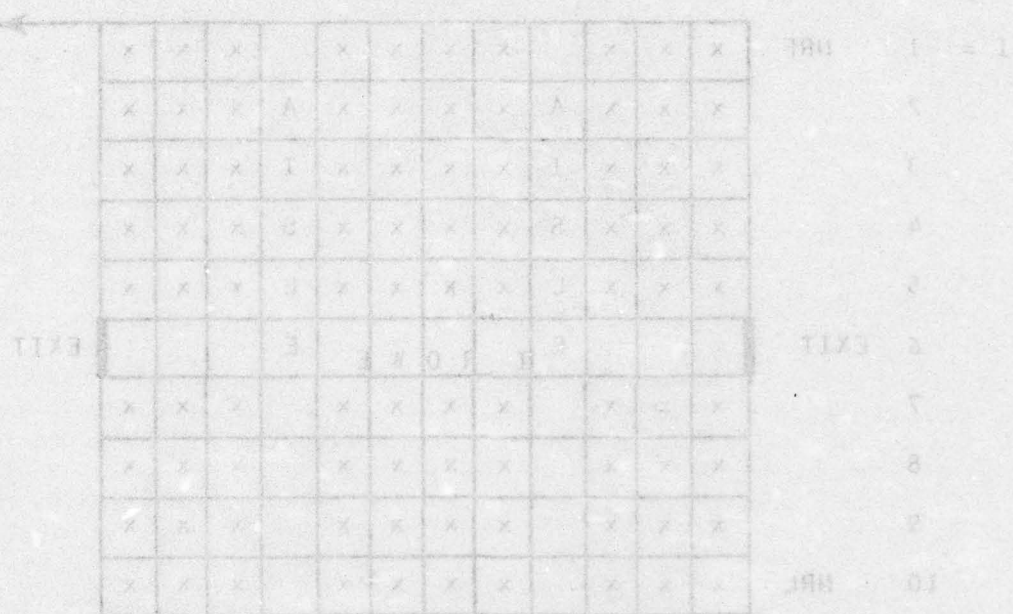
The narrow body program has the same output as the wide body program except there is no upper deck output for the narrow body program. A copy of the program output for one of the ten simulations of the narrow body sample case is shown in Figure 10. All times are in seconds in these programs. The CPU time for five evacuations is approximately one minute on the IMB 370/155 for this case. CPU time has ranged up to 90 minutes for 100 evacuations of a 389 passenger wide body aircraft.

REFERENCES

1. Earl D. Folk, et al., GPSS/360 COMPUTER MODELS TO SIMULATE AIRCRAFT PASSENGER EMERGENCY EVACUATION, FAA-AM-72-30, FAA Office of Aviation Medicine, Washington, D.C., September 1972.
2. M.G. Kendall and A. Stuart, THE ADVANCED THEORY OF STATISTICS, Volume I, Charles Griffin and Company, Limited, 1958.

SUMMARY

Mathematical models for wide and narrow body aircraft emergency evacuations have been developed. Fortran computer programs have been developed from the mathematical models. Several cases have been run using all program options producing reasonable results for the wide and narrow body programs. The programs require evacuation path time segment input data. Some small scale testing will be required to generate a valid range of appropriate time segment input data. Correlation between full scale evacuation tests and program output should then be performed to provide program validation.



SUMMARY

Mathematical models for wide and narrow body aircraft emergency evacuations have been developed. Fortran computer programs have been developed from the mathematical models. Several cases have been run using all program options producing reasonable results. The program is available for use on any computer system. The program requires a valid range of appropriate time dependent input data. For example, the program requires the program output to be provided for program validation.

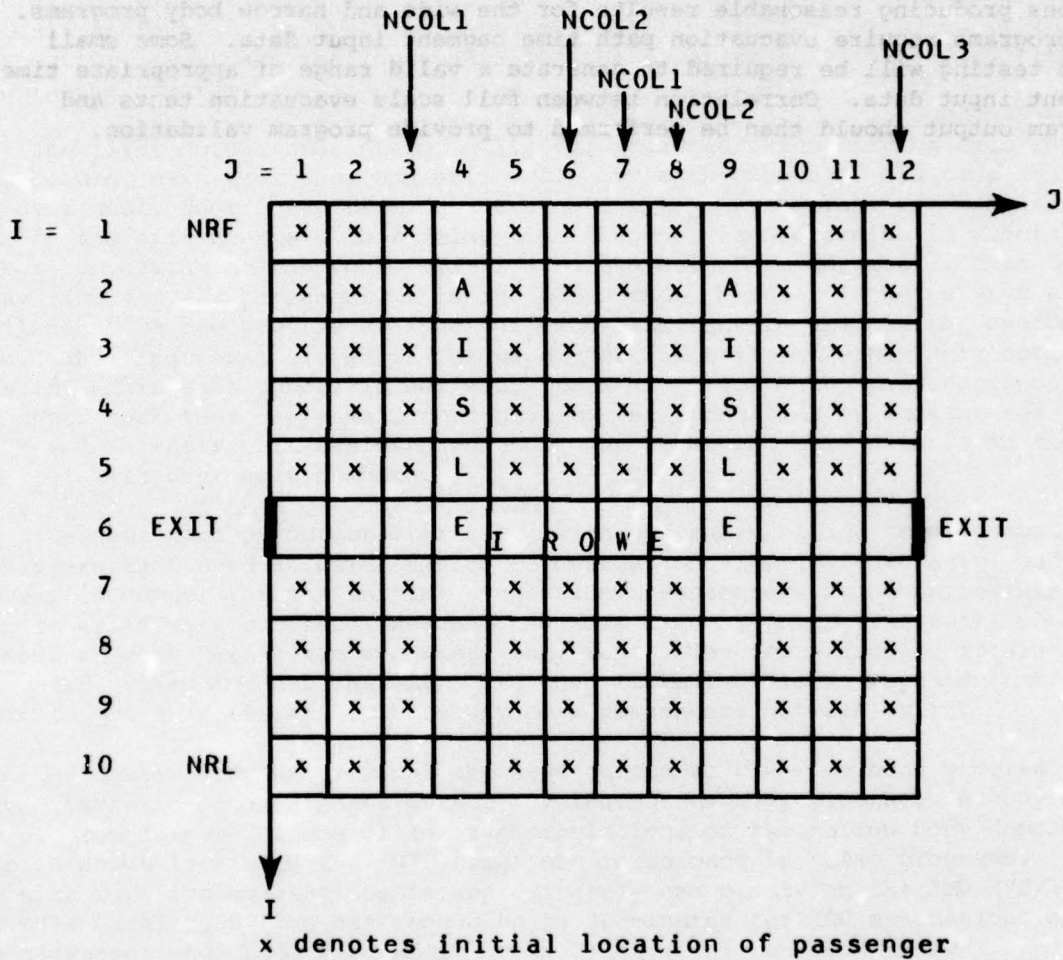
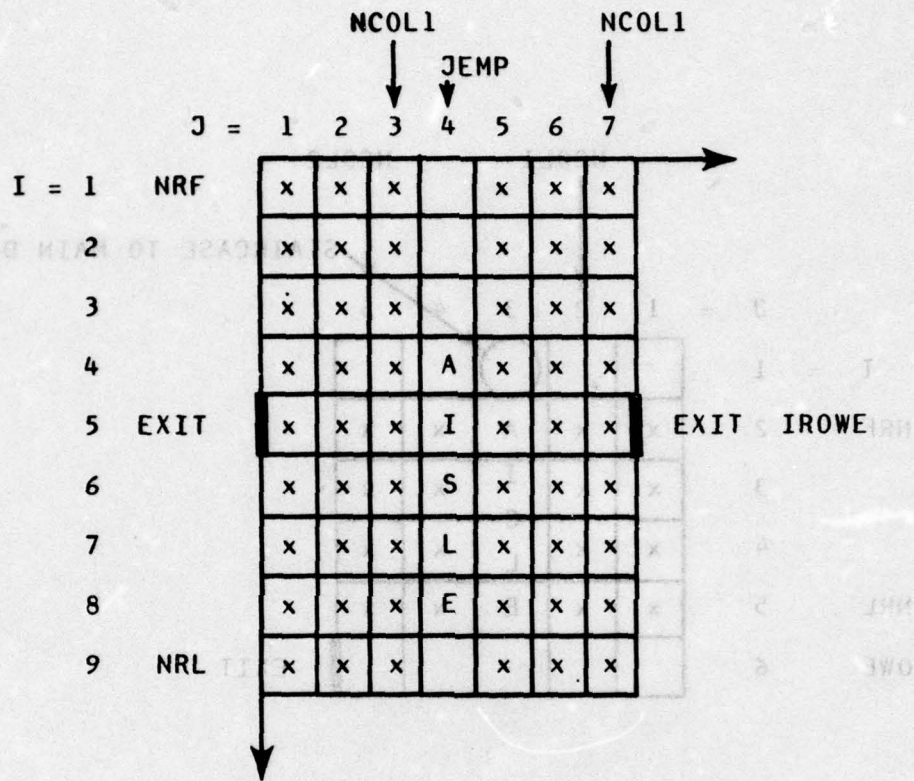
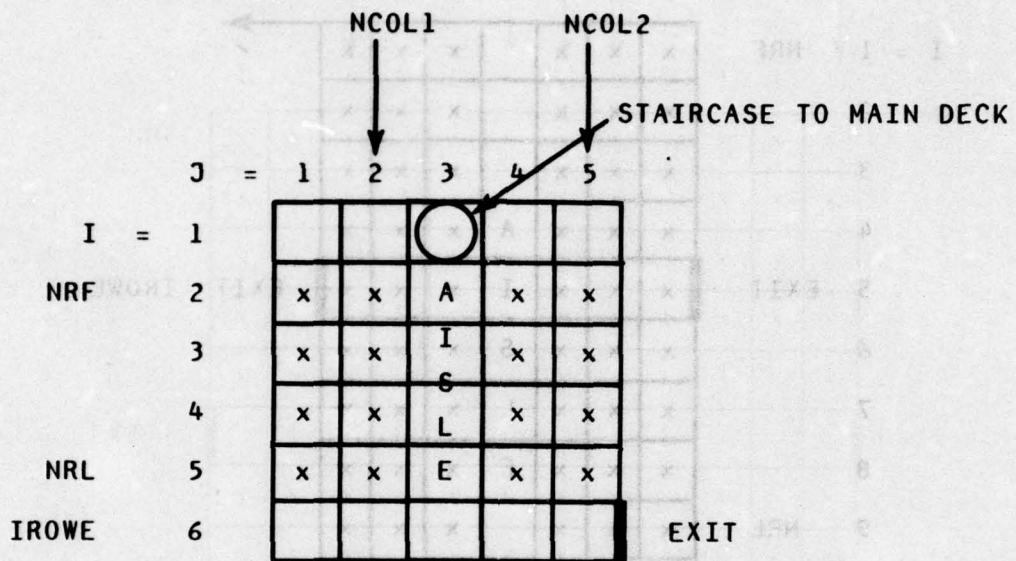


Fig. 1 - Wide body jet model



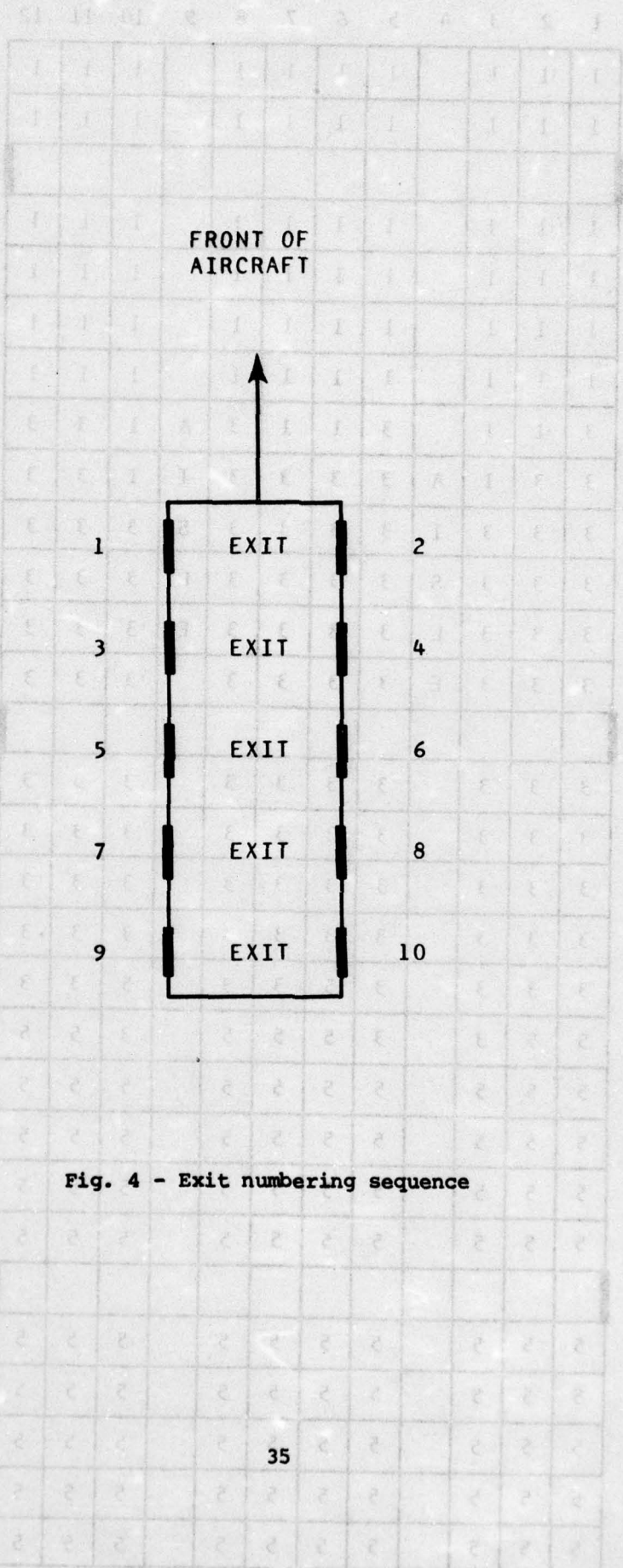
x denotes initial location of passenger

Fig. 2 - Narrow body model



x Denotes Passenger

Fig. 3 - Upper deck model



FRONT OF AIRCRAFT

1

EXIT

2

3

EXIT

4

5

EXIT

6

7

EXIT

8

9

EXIT

10

Fig. 4 - Exit numbering sequence

	1	2	3	4	5	6	7	8	9	10	11	12
1	1	1	1		1	1	1	1		1	1	1
2	1	1	1		1	1	1	1		1	1	1
3	EXIT 1 OPEN											
4	1	1	1		1	1	1	1		1	1	1
5	1	1	1		1	1	1	1		1	1	1
6	1	1	1		1	1	1	1		1	1	1
7	1	1	1		1	1	1	1		1	1	1
8	3	1	1		3	1	1	3	A	1	3	3
9	3	3	1	A	3	3	3	3	I	1	3	3
10	3	3	3	I	3	3	3	3	S	3	3	3
11	3	3	3	S	3	3	3	3	L	3	3	3
12	3	3	3	L	3	3	3	3	E	3	3	3
13	3	3	3	E	3	3	3	3		3	3	3
14	EXIT 3 OPEN											
15	3	3	3		3	3	3	3		3	3	3
16	3	3	3		3	3	3	3		3	3	3
17	3	3	3		3	3	3	3		3	3	3
18	3	3	3		3	3	3	3		3	3	3
19	3	3	3		3	5	3	3		5	3	3
20	5	5	3		3	5	5	5		3	5	5
21	5	5	5		5	5	5	5		5	5	5
22	5	5	5		5	5	5	5		5	5	5
23	5	5	5		5	5	5	5		5	5	5
24	5	5	5		5	5	5	5		5	5	5
25	EXIT 5 OPEN											
26	5	5	5		5	5	5	5		5	5	5
27	5	5	5		5	5	5	5		5	5	5
28	5	5	5		5	5	5	5		5	5	5
29	5	5	5		5	5	5	5		5	5	5
30	5	5	5		5	5	5	5		5	5	5

EXIT 2
CLOSED

EXIT 4
CLOSED

EXIT 6
CLOSED

Fig. 5 - Wide body sample case

PROGRAM		FORTRAN		PROGRAMMED BY		DATE		Page 1 of 2	
STATEMENT NUMBER		FORTRAN STATEMENT		FORTRAN STATEMENT		IDENTIFICATION			
1	0	8	0	4					
2	1	2	8	3	0	7			
3	1	2	8	6	0	0			
4	1	2	8	3	0	0			
5	1	2	8	3	0	0			
6	1	2	8	3	0	0			
7	1	2	8	3	0	0			
8	1	2	8	3	0	0			
9	1	2	8	3	0	0			
10	1	2	8	3	0	0			
11	1	2	8	3	0	0			
12	1	2	8	3	0	0			
13	1	2	8	3	0	0			
14	1	2	8	3	0	0			
15	1	2	8	3	0	0			
16	1	2	8	3	0	0			
17	1	2	8	3	0	0			
18	1	2	8	3	0	0			
19	1	2	8	3	0	0			
20	1	2	8	3	0	0			
21	1	2	8	3	0	0			
22	1	2	8	3	0	0			
23	1	2	8	3	0	0			
24	1	2	8	3	0	0			
25	1	2	8	3	0	0			
26	1	2	8	3	0	0			
27	1	2	8	3	0	0			
28	1	2	8	3	0	0			
29	1	2	8	3	0	0			
30	1	2	8	3	0	0			
31	1	2	8	3	0	0			
32	1	2	8	3	0	0			
33	1	2	8	3	0	0			
34	1	2	8	3	0	0			
35	1	2	8	3	0	0			
36	1	2	8	3	0	0			
37	1	2	8	3	0	0			
38	1	2	8	3	0	0			
39	1	2	8	3	0	0			
40	1	2	8	3	0	0			
41	1	2	8	3	0	0			
42	1	2	8	3	0	0			
43	1	2	8	3	0	0			
44	1	2	8	3	0	0			
45	1	2	8	3	0	0			
46	1	2	8	3	0	0			
47	1	2	8	3	0	0			
48	1	2	8	3	0	0			
49	1	2	8	3	0	0			
50	1	2	8	3	0	0			
51	1	2	8	3	0	0			
52	1	2	8	3	0	0			
53	1	2	8	3	0	0			
54	1	2	8	3	0	0			
55	1	2	8	3	0	0			
56	1	2	8	3	0	0			
57	1	2	8	3	0	0			
58	1	2	8	3	0	0			
59	1	2	8	3	0	0			
60	1	2	8	3	0	0			
61	1	2	8	3	0	0			
62	1	2	8	3	0	0			
63	1	2	8	3	0	0			
64	1	2	8	3	0	0			
65	1	2	8	3	0	0			
66	1	2	8	3	0	0			
67	1	2	8	3	0	0			
68	1	2	8	3	0	0			
69	1	2	8	3	0	0			
70	1	2	8	3	0	0			
71	1	2	8	3	0	0			
72	1	2	8	3	0	0			
73	1	2	8	3	0	0			
74	1	2	8	3	0	0			
75	1	2	8	3	0	0			
76	1	2	8	3	0	0			
77	1	2	8	3	0	0			
78	1	2	8	3	0	0			
79	1	2	8	3	0	0			
80	1	2	8	3	0	0			

Fig. 6 - Input for wide body sample case

	1	2	3	4	5	6	7		
1	EXIT 1 OPEN		x	x		x	x	EXIT 2 CLOSED	
2	x	x			x	x			
3	x	x			x	x			
4	x	x			x	x			
5	x	x			x	x			
6	x	x			x	x			
7	x	x			x	x			
8	x	x		A	x	x			
9	x	x	x	I	x	x	x		
10	x	x	x	S	x	x	x		
11	x	x	x	L	x	x	x		
12	EXIT 3 CLOSED		x	x	x	E	x	x	EXIT 4 OPEN
13	x	x	x		x	x	x		
14	x	x	x		x	x	x		
15	EXIT 5 CLOSED		x	x	x		x	x	EXIT 6 OPEN
16	x	x	x		x	x	x		
17	x	x	x		x	x	x		
18	x	x	x		x	x	x		
19	x	x	x		x	x	x		
20	x	x	x		x	x	x		
21	x	x	x		x	x	x		
22	x	x	x		x	x	x		
23	x	x	x		x	x	x		
24	x	x	x		x	x	x		
25	x	x	x		x	x	x		
26	x	x	x		x	x	x		
27	EXIT 7 OPEN							EXIT 8 CLOSED	

x Denotes Passenger

Fig. 7 - Narrow body sample case

STATEMENT NUMBER	FORTRAN STATEMENT	IDENTIFICATION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

AC Form 8070-88 (8-68) C
FAA AC 89-2887

Fig. 8 - Cont.

TIME OUT
19:49
20:49
25:50
27:48
31:06

THE DELAY
12:07
14:49
15:03
18:27
23:40

TIME TO DOOR
3:154
2:198
13:057
5:729
8:431
3:229

EXIT OUT
7
7
7
7
7
7

COLUMN EXIT ASSIGNED
7
7
7
7
7
7

4
5
5
4

Fig. 9 - Cont.

SECURITY

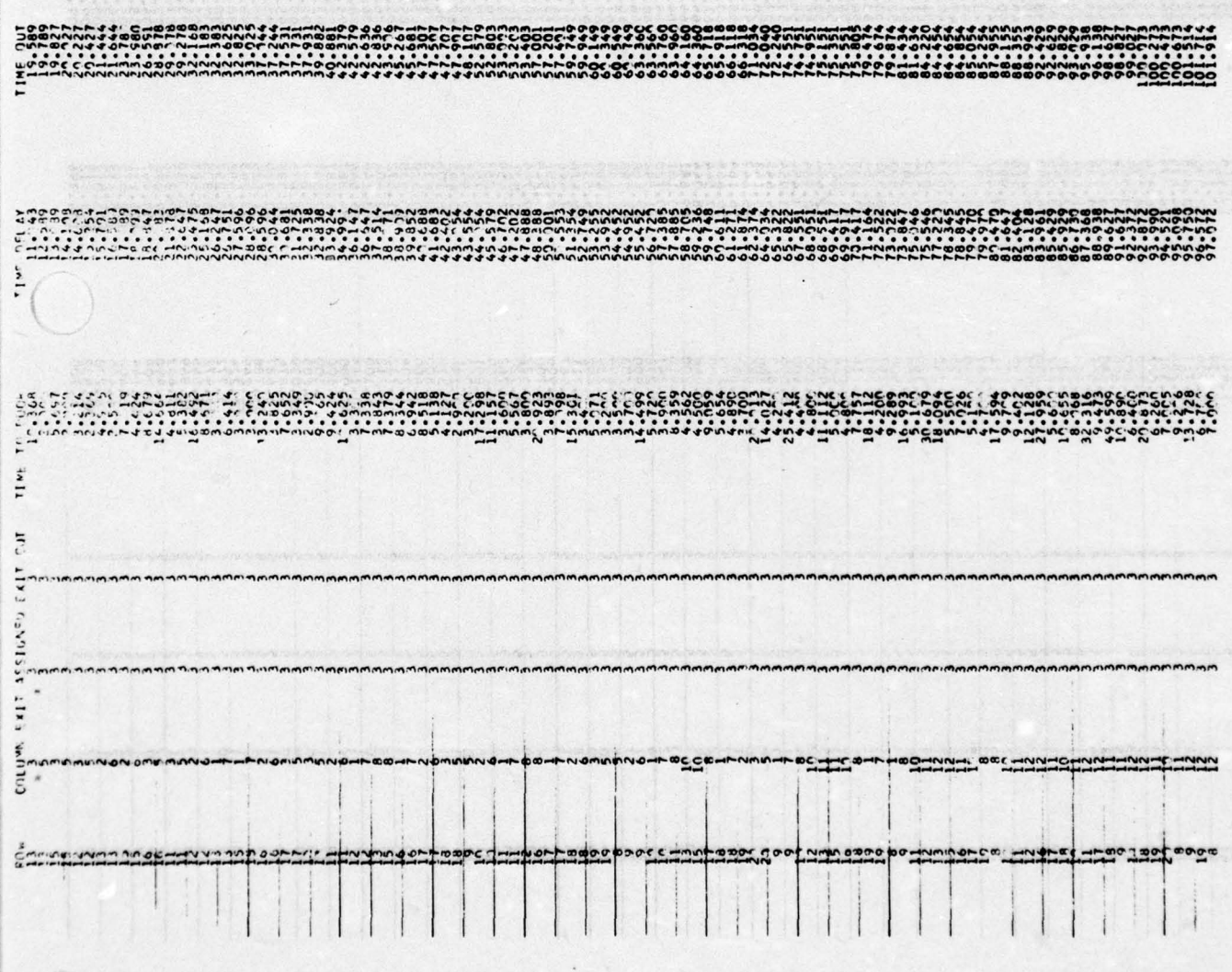
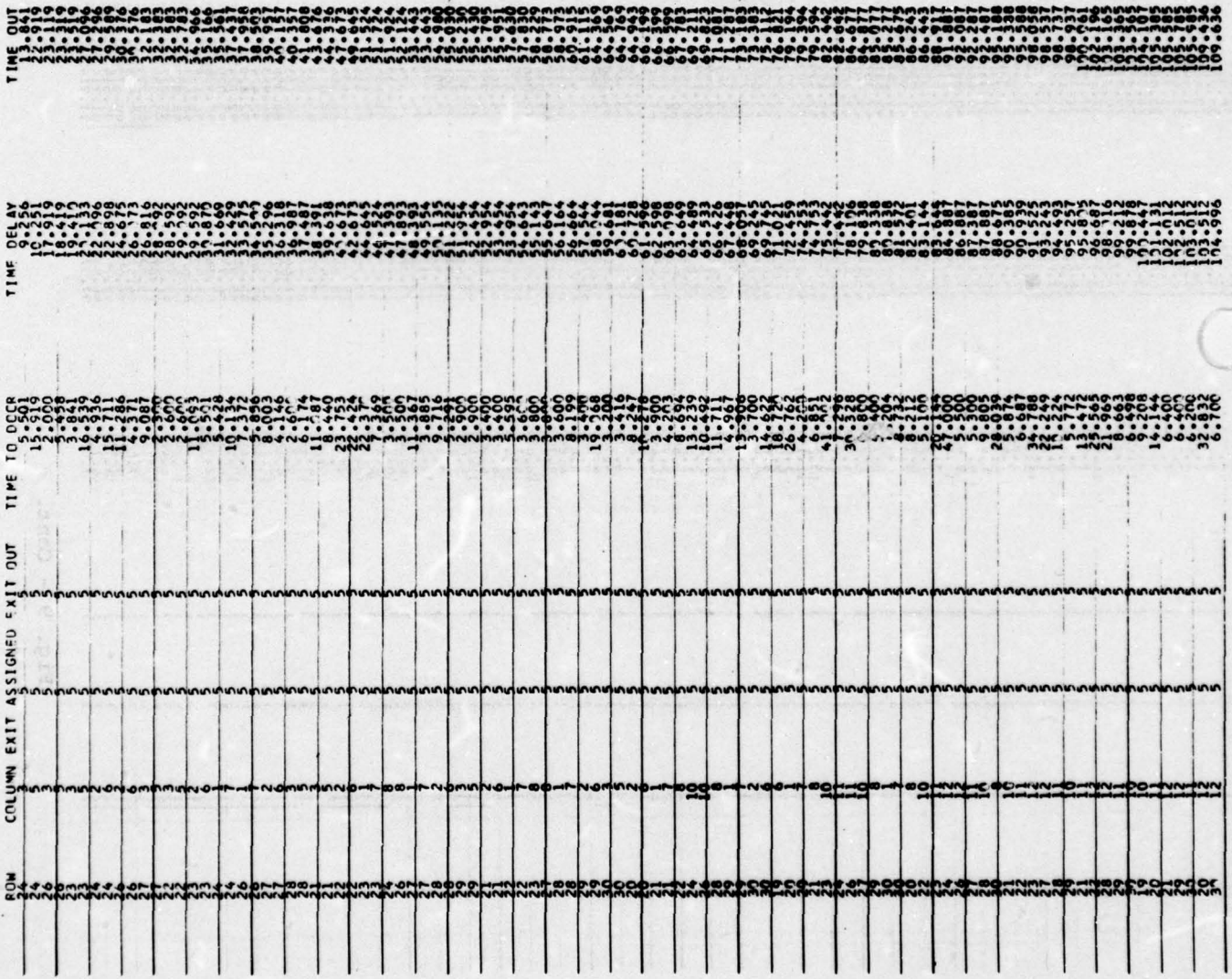


Fig. 9 - Cont.



NO.	PASS.	TIME	EXIT NC.
1	75	81:49	1
1	74	81:50	2
3	73	81:51	5 GO TO EXIT 3
1	72	81:52	2
1	71	81:53	3
1	70	81:54	5 GO TO EXIT 3
1	69	81:55	2
1	68	81:56	3
1	67	81:57	5 GO TO EXIT 3

Fig. 9 - Cont.

ROW	COLUMN	EXIT	ASSIGNED	EXIT	CUT	TIME	TO	CCCH	TIME	DELAY	TIME	CUT
1	1	1	1	1	1	1.748						
2	1	1	1	1	1	1.834						
3	1	1	1	1	1	1.920						
4	1	1	1	1	1	2.006						
5	1	1	1	1	1	2.092						
6	1	1	1	1	1	2.178						
7	1	1	1	1	1	2.264						
8	1	1	1	1	1	2.350						
9	1	1	1	1	1	2.436						
10	1	1	1	1	1	2.522						
11	1	1	1	1	1	2.608						
12	1	1	1	1	1	2.694						
13	1	1	1	1	1	2.780						
14	1	1	1	1	1	2.866						
15	1	1	1	1	1	2.952						
16	1	1	1	1	1	3.038						
17	1	1	1	1	1	3.124						
18	1	1	1	1	1	3.210						
19	1	1	1	1	1	3.296						
20	1	1	1	1	1	3.382						
21	1	1	1	1	1	3.468						
22	1	1	1	1	1	3.554						
23	1	1	1	1	1	3.640						
24	1	1	1	1	1	3.726						
25	1	1	1	1	1	3.812						
26	1	1	1	1	1	3.898						
27	1	1	1	1	1	3.984						
28	1	1	1	1	1	4.070						
29	1	1	1	1	1	4.156						
30	1	1	1	1	1	4.242						
31	1	1	1	1	1	4.328						
32	1	1	1	1	1	4.414						
33	1	1	1	1	1	4.500						
34	1	1	1	1	1	4.586						
35	1	1	1	1	1	4.672						
36	1	1	1	1	1	4.758						
37	1	1	1	1	1	4.844						
38	1	1	1	1	1	4.930						
39	1	1	1	1	1	5.016						
40	1	1	1	1	1	5.102						
41	1	1	1	1	1	5.188						
42	1	1	1	1	1	5.274						
43	1	1	1	1	1	5.360						
44	1	1	1	1	1	5.446						
45	1	1	1	1	1	5.532						
46	1	1	1	1	1	5.618						
47	1	1	1	1	1	5.704						
48	1	1	1	1	1	5.790						
49	1	1	1	1	1	5.876						
50	1	1	1	1	1	5.962						
51	1	1	1	1	1	6.048						
52	1	1	1	1	1	6.134						
53	1	1	1	1	1	6.220						
54	1	1	1	1	1	6.306						
55	1	1	1	1	1	6.392						
56	1	1	1	1	1	6.478						
57	1	1	1	1	1	6.564						
58	1	1	1	1	1	6.650						
59	1	1	1	1	1	6.736						
60	1	1	1	1	1	6.822						
61	1	1	1	1	1	6.908						
62	1	1	1	1	1	6.994						
63	1	1	1	1	1	7.080						
64	1	1	1	1	1	7.166						
65	1	1	1	1	1	7.252						
66	1	1	1	1	1	7.338						
67	1	1	1	1	1	7.424						
68	1	1	1	1	1	7.510						
69	1	1	1	1	1	7.596						
70	1	1	1	1	1	7.682						
71	1	1	1	1	1	7.768						
72	1	1	1	1	1	7.854						
73	1	1	1	1	1	7.940						
74	1	1	1	1	1	8.026						
75	1	1	1	1	1	8.112						
76	1	1	1	1	1	8.198						
77	1	1	1	1	1	8.284						
78	1	1	1	1	1	8.370						
79	1	1	1	1	1	8.456						
80	1	1	1	1	1	8.542						
81	1	1	1	1	1	8.628						
82	1	1	1	1	1	8.714						
83	1	1	1	1	1	8.800						
84	1	1	1	1	1	8.886						
85	1	1	1	1	1	8.972						
86	1	1	1	1	1	9.058						
87	1	1	1	1	1	9.144						
88	1	1	1	1	1	9.230						
89	1	1	1	1	1	9.316						
90	1	1	1	1	1	9.402						
91	1	1	1	1	1	9.488						
92	1	1	1	1	1	9.574						
93	1	1	1	1	1	9.660						
94	1	1	1	1	1	9.746						
95	1	1	1	1	1	9.832						
96	1	1	1	1	1	9.918						
97	1	1	1	1	1	10.004						
98	1	1	1	1	1	10.090						
99	1	1	1	1	1	10.176						
100	1	1	1	1	1	10.262						

Fig. 10 - Cont.

TIME OUT	TIME DELAY	TIME TO CORR	COLUMN EXIT	ASSIGNED EXIT	CUT	TIME TO CUT	COOR
11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12
13	13	13	13	13	13	13	13
14	14	14	14	14	14	14	14
15	15	15	15	15	15	15	15
16	16	16	16	16	16	16	16
17	17	17	17	17	17	17	17
18	18	18	18	18	18	18	18
19	19	19	19	19	19	19	19
20	20	20	20	20	20	20	20
21	21	21	21	21	21	21	21
22	22	22	22	22	22	22	22
23	23	23	23	23	23	23	23
24	24	24	24	24	24	24	24
25	25	25	25	25	25	25	25
26	26	26	26	26	26	26	26
27	27	27	27	27	27	27	27
28	28	28	28	28	28	28	28
29	29	29	29	29	29	29	29
30	30	30	30	30	30	30	30
31	31	31	31	31	31	31	31
32	32	32	32	32	32	32	32
33	33	33	33	33	33	33	33
34	34	34	34	34	34	34	34
35	35	35	35	35	35	35	35
36	36	36	36	36	36	36	36
37	37	37	37	37	37	37	37
38	38	38	38	38	38	38	38
39	39	39	39	39	39	39	39
40	40	40	40	40	40	40	40
41	41	41	41	41	41	41	41
42	42	42	42	42	42	42	42
43	43	43	43	43	43	43	43
44	44	44	44	44	44	44	44
45	45	45	45	45	45	45	45
46	46	46	46	46	46	46	46
47	47	47	47	47	47	47	47
48	48	48	48	48	48	48	48
49	49	49	49	49	49	49	49
50	50	50	50	50	50	50	50
51	51	51	51	51	51	51	51
52	52	52	52	52	52	52	52
53	53	53	53	53	53	53	53
54	54	54	54	54	54	54	54
55	55	55	55	55	55	55	55
56	56	56	56	56	56	56	56
57	57	57	57	57	57	57	57
58	58	58	58	58	58	58	58
59	59	59	59	59	59	59	59
60	60	60	60	60	60	60	60
61	61	61	61	61	61	61	61
62	62	62	62	62	62	62	62
63	63	63	63	63	63	63	63
64	64	64	64	64	64	64	64
65	65	65	65	65	65	65	65
66	66	66	66	66	66	66	66
67	67	67	67	67	67	67	67
68	68	68	68	68	68	68	68
69	69	69	69	69	69	69	69
70	70	70	70	70	70	70	70
71	71	71	71	71	71	71	71
72	72	72	72	72	72	72	72
73	73	73	73	73	73	73	73
74	74	74	74	74	74	74	74
75	75	75	75	75	75	75	75
76	76	76	76	76	76	76	76
77	77	77	77	77	77	77	77
78	78	78	78	78	78	78	78
79	79	79	79	79	79	79	79
80	80	80	80	80	80	80	80
81	81	81	81	81	81	81	81
82	82	82	82	82	82	82	82
83	83	83	83	83	83	83	83
84	84	84	84	84	84	84	84
85	85	85	85	85	85	85	85
86	86	86	86	86	86	86	86
87	87	87	87	87	87	87	87
88	88	88	88	88	88	88	88
89	89	89	89	89	89	89	89
90	90	90	90	90	90	90	90
91	91	91	91	91	91	91	91
92	92	92	92	92	92	92	92
93	93	93	93	93	93	93	93
94	94	94	94	94	94	94	94
95	95	95	95	95	95	95	95
96	96	96	96	96	96	96	96
97	97	97	97	97	97	97	97
98	98	98	98	98	98	98	98
99	99	99	99	99	99	99	99
100	100	100	100	100	100	100	100

Fig. 10 - Cont.

APPENDIX I

WIDE BODY PROGRAM LISTING

NO.	PASS.	TIME	EXIT	NC.
47		40.148	1	4
48		43.923	4	6
49		51.562	7	7
12	PASS.		TC	EXIT 7
20		48.148	1	4
38		73.923	4	6
42		70.172	7	7
7	PASS.		TC	EXIT 1
27		63.346	4	6
28		54.029	1	4
31		61.409	4	6
32		73.172	7	7
44		63.346	6	6
2	PASS.		GD	TC EXIT 4
27		58.983	1	4
33		64.983	4	6
34		66.617	6	6
44		63.346	6	6
6	PASS.		TC	EXIT 7

Fig. 10 - Cont.

APPENDIX I

WIDE BODY PROGRAM LISTING

1. 100 - 100

1. 100 - 100
2. 100 - 100
3. 100 - 100
4. 100 - 100
5. 100 - 100
6. 100 - 100
7. 100 - 100
8. 100 - 100
9. 100 - 100
10. 100 - 100
11. 100 - 100
12. 100 - 100
13. 100 - 100
14. 100 - 100
15. 100 - 100
16. 100 - 100
17. 100 - 100
18. 100 - 100
19. 100 - 100
20. 100 - 100

```

JMPILER OPTIONS - NAME= MAIN,OPT=30,LINECNT=74,SIZE=00
SOURCE= ERDC,IC,NOLIST,NODECK,NOAD,NO MAP,NOEDIT,NOXREF
COMMON X(1,5),XX(1,5),XX2(50),XX3(50),XX4(50),XX5(50)
COMMON NV1,NV2,NV3,NV4,NV5
COMMON NCOL(10),ACUNT(10),LOLD,TOLD,MEX IT
DIMENSION N(130),S(130),NSAV(10),NSAVZ(10),RONE(10),NRF(10)
DIMENSION NRI(10),NCCL2(10),NSIDE(10),MOPEN(10),NEMP(10)
DIMENSION T(10),T0(10),T1(10),T2(10),T3(10),T4(10),T5(10)
1) DIMENSION XNM1(10),SDI(10),XU(10),XINT(10)
DIMENSION XNM2(10),SD(10),XU2(10),XINT2(10)
DIMENSION XNM3(10),SD3(10),XU3(10),XINT3(10)
DIMENSION XNM4(10),SD4(10),XU4(10),XINT4(10)
DIMENSION XNM5(10),SD5(10),XU5(10),XINT5(10)
DO 90 I=1,10
CONTINUE
LOLD=0
TOLD=0
NCL=1
DO 100 I=1,10
CONTINUE
15) READ(5,20) N(1),N(2),N(3),N(4),N(5),N(6),N(7),N(8),N(9),N(10)
READ(5,30) N(11),N(12),N(13),N(14),N(15),N(16),N(17),N(18),N(19),N(20)
WRITE(6,20) N(1),N(2),N(3),N(4),N(5),N(6),N(7),N(8),N(9),N(10)
WRITE(6,30) N(11),N(12),N(13),N(14),N(15),N(16),N(17),N(18),N(19),N(20)
1) I=1,N(1)
DO 100 I=1,10
CONTINUE
LOLD=0
TOLD=0
NCL=1
DO 100 I=1,10
CONTINUE
15) READ(5,20) N(1),N(2),N(3),N(4),N(5),N(6),N(7),N(8),N(9),N(10)
READ(5,30) N(11),N(12),N(13),N(14),N(15),N(16),N(17),N(18),N(19),N(20)
WRITE(6,20) N(1),N(2),N(3),N(4),N(5),N(6),N(7),N(8),N(9),N(10)
WRITE(6,30) N(11),N(12),N(13),N(14),N(15),N(16),N(17),N(18),N(19),N(20)
4) DO 100 I=1,10
CONTINUE
LOLD=0
TOLD=0
NCL=1
DO 100 I=1,10
CONTINUE
15) READ(5,20) N(1),N(2),N(3),N(4),N(5),N(6),N(7),N(8),N(9),N(10)
READ(5,30) N(11),N(12),N(13),N(14),N(15),N(16),N(17),N(18),N(19),N(20)
WRITE(6,20) N(1),N(2),N(3),N(4),N(5),N(6),N(7),N(8),N(9),N(10)
WRITE(6,30) N(11),N(12),N(13),N(14),N(15),N(16),N(17),N(18),N(19),N(20)
5) MCOL(10)=NCCL(10)-NSAVZ(10)
2) DO 80 I=1,10
CONTINUE
N(1)=NCL
IF(N(1) .GT. 10) GO TO 87
N(2)=NCL
IF(N(2) .GT. 10) GO TO 87
N(3)=NCL
IF(N(3) .GT. 10) GO TO 87
N(4)=NCL
IF(N(4) .GT. 10) GO TO 87
N(5)=NCL
IF(N(5) .GT. 10) GO TO 87
N(6)=NCL
IF(N(6) .GT. 10) GO TO 87
N(7)=NCL
IF(N(7) .GT. 10) GO TO 87
N(8)=NCL
IF(N(8) .GT. 10) GO TO 87
N(9)=NCL
IF(N(9) .GT. 10) GO TO 87
N(10)=NCL
IF(N(10) .GT. 10) GO TO 87
N(11)=NCL
IF(N(11) .GT. 10) GO TO 87
N(12)=NCL
IF(N(12) .GT. 10) GO TO 87
N(13)=NCL
IF(N(13) .GT. 10) GO TO 87
N(14)=NCL
IF(N(14) .GT. 10) GO TO 87
N(15)=NCL
IF(N(15) .GT. 10) GO TO 87
N(16)=NCL
IF(N(16) .GT. 10) GO TO 87
N(17)=NCL
IF(N(17) .GT. 10) GO TO 87
N(18)=NCL
IF(N(18) .GT. 10) GO TO 87
N(19)=NCL
IF(N(19) .GT. 10) GO TO 87
N(20)=NCL
IF(N(20) .GT. 10) GO TO 87

```



```

0075 N3=NCCL2(KJ,N2
0076 DO 10 I=N1,N2
0077 IF(I=1)KOWE(KJ)GO TO 17
0078 IEMP=NCOL(KJ)+1
0079 IF(I=IEMP)GO TO 17
0080 IF(I=IEMP)GO TO 17
0081 IF(I=IEMP)GO TO 17
0082 IF(I=IEMP)GO TO 17
0083 IF(I=IEMP)GO TO 17
0084 IF(I=IEMP)GO TO 17
0085 IF(I=IEMP)GO TO 17
0086 IF(I=IEMP)GO TO 17
0087 IF(I=IEMP)GO TO 17
0088 IF(I=IEMP)GO TO 17
0089 IF(I=IEMP)GO TO 17
0090 IF(I=IEMP)GO TO 17
0091 IF(I=IEMP)GO TO 17
0092 IF(I=IEMP)GO TO 17
0093 IF(I=IEMP)GO TO 17
0094 IF(I=IEMP)GO TO 17
0095 IF(I=IEMP)GO TO 17
0096 IF(I=IEMP)GO TO 17
0097 IF(I=IEMP)GO TO 17
0098 IF(I=IEMP)GO TO 17
0099 IF(I=IEMP)GO TO 17
0100 IF(I=IEMP)GO TO 17
0101 IF(I=IEMP)GO TO 17
0102 IF(I=IEMP)GO TO 17
0103 IF(I=IEMP)GO TO 17
0104 IF(I=IEMP)GO TO 17
0105 IF(I=IEMP)GO TO 17
0106 IF(I=IEMP)GO TO 17
0107 IF(I=IEMP)GO TO 17
0108 IF(I=IEMP)GO TO 17
0109 IF(I=IEMP)GO TO 17
0110 IF(I=IEMP)GO TO 17
0111 IF(I=IEMP)GO TO 17
0112 IF(I=IEMP)GO TO 17
0113 IF(I=IEMP)GO TO 17
0114 IF(I=IEMP)GO TO 17
0115 IF(I=IEMP)GO TO 17
0116 IF(I=IEMP)GO TO 17
0117 IF(I=IEMP)GO TO 17
0118 IF(I=IEMP)GO TO 17
0119 IF(I=IEMP)GO TO 17
0120 IF(I=IEMP)GO TO 17
0121 IF(I=IEMP)GO TO 17
0122 IF(I=IEMP)GO TO 17
0123 IF(I=IEMP)GO TO 17
0124 IF(I=IEMP)GO TO 17
0125 IF(I=IEMP)GO TO 17
0126 IF(I=IEMP)GO TO 17
0127 IF(I=IEMP)GO TO 17
0128 IF(I=IEMP)GO TO 17
0129 IF(I=IEMP)GO TO 17
0130 IF(I=IEMP)GO TO 17
0131 IF(I=IEMP)GO TO 17
0132 IF(I=IEMP)GO TO 17
0133 IF(I=IEMP)GO TO 17
0134 IF(I=IEMP)GO TO 17
0135 IF(I=IEMP)GO TO 17
0136 IF(I=IEMP)GO TO 17
0137 IF(I=IEMP)GO TO 17
0138 IF(I=IEMP)GO TO 17
0139 IF(I=IEMP)GO TO 17
0140 IF(I=IEMP)GO TO 17
0141 IF(I=IEMP)GO TO 17
0142 IF(I=IEMP)GO TO 17
0143 IF(I=IEMP)GO TO 17
0144 IF(I=IEMP)GO TO 17
0145 IF(I=IEMP)GO TO 17
0146 IF(I=IEMP)GO TO 17
0147 IF(I=IEMP)GO TO 17
0148 IF(I=IEMP)GO TO 17
0149 IF(I=IEMP)GO TO 17
0150 IF(I=IEMP)GO TO 17
0151 IF(I=IEMP)GO TO 17
0152 IF(I=IEMP)GO TO 17
0153 IF(I=IEMP)GO TO 17
0154 IF(I=IEMP)GO TO 17
0155 IF(I=IEMP)GO TO 17
0156 IF(I=IEMP)GO TO 17
0157 IF(I=IEMP)GO TO 17
0158 IF(I=IEMP)GO TO 17
0159 IF(I=IEMP)GO TO 17
0160 IF(I=IEMP)GO TO 17
0161 IF(I=IEMP)GO TO 17
0162 IF(I=IEMP)GO TO 17
0163 IF(I=IEMP)GO TO 17

```

```

ISN 0169 IF(NSIDE(L),EQ,0)KK=IABS(IRCHE(L)-IL)←NCOLI .←IABS(JL-NCOLI(L)←
11)←NSIDE(L)←EQ:1)KK=IABS(IROWFL)-IL)←NCOLI(L)←1)←IABS(JL-NSAVZ(L)←
ISN 0170 NL←NEXT+1
ISN 0171 NC 95 I←I+1 NNOUT
ISN 0172 95 CALL PATH(KK,IIU(I),JUI(I),AL,L,O,T,T3,TIU(I),I)
ISN 0173 GO TO 53
ISN 0174 51 NX←NX+1
ISN 0175 CALL OPTIMT,ACCUNT,NE XIT,NCPEN,ASIDE,T3)
ISN 0176 I←I+1 N←N+1 GO TO 79
ISN 0177 200 FORMAT(I10,0)
ISN 0178 201 FORMAT(I10,0)
ISN 0179 202 FORMAT(I10,0)
ISN 0180 203 FORMAT(I10,0)
ISN 0181 204 FORMAT(I10,0)
ISN 0182 205 FORMAT(I10,0)
ISN 0183 206 FORMAT(I10,0)
ISN 0184 207 FORMAT(I10,0)
ISN 0185 208 FORMAT(I10,0)
ISN 0186 209 FORMAT(I10,0)
ISN 0187 12X,12HTIME TO DOOR,IJK,13HTIME DELAY,12X,8HTIME OUT,
ISN 0188 END

```

```

*OPTIONS IN EFFECT* NAME= MAIN,OPT=0,LINECNT=74,SIZE=000K,
*OPTIONS IN EFFECT* SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NOMAP,NODEIT,IO,NOKREF
*STATISTICS* SOURCE STATEMENTS = 187 ,PROGRAM SIZE = 19130
*STATISTICS* NO DIAGNOSTICS GENERATED
***** END OF COMPILATION *****

```

55K BYTES OF CORE NOT USED

COMPILER OPTIONS - NAME= MAIN,OPT=0,LINECAT=74,SIZE=0000K,
SOURCE=EBCDIC,NOLIST,NODECK,LOAD,NOMAP,NCEEDIT,LD,NORREF

```

SUBROUTINE PATTIN(I,K)
COMMON XL(50),XX2(50),XX3(50),XX4(50),XX5(50)
COMMON NN1,NN2,NN3,NN4,NN5
COMMON NCOL(11),NCOL3(10),XL2(11),XL3(11),XL4(11),XL5(11)
DIMENSION T(10),T3(10)
CALL RANDUI(YEL)
CALL LINIMP1,XX1,YEL,T1,NN1,XL1(11)
CALL LINIMP2,XX2,YEL,T2,NN2,XL2(11)
CALL LINIMP3,XX3,YEL,T3(11),NN3,XL3(11)
CALL LINIMP4,XX4,YEL,T4,NN4,XL4(11)
CALL LINIMP5,XX5,YEL,T5,NN5,XL5(11)
IF(NFLAG.EQ.1)GO TO 10
IF(J.LE.NCOL(I,K))NJ=NCOL(I,K)+1-J
NN=NCOL(I,K)+2
IF(J.GE.NN)NJ=J-MCALL(K)-1
TOD=1*(IN-NJ)+T2*NNJ
GO TO 5
10 TOD=T1+U*NI
5 IF(LOD.EQ.1)GO TO 1
2 IF(NCOUNT(I.EQ.))TSUM=T3(L)
TSAVE=TSUM
T(T)=TSUM+TOD
IF(TOLD.GE.T(I))T(I)=TOLD+.2
IF(N.EQ.1)NJ=NCOL3(K)+1
WRITE(6,1)X(I),K,TOD,TSAVE,T(L)
NCOUNT(I)=NCOUNT(I)+1
YSUM=TSUM+T4
LCO=L
LCO=L+1
GO TO 3
1 TOD=1
IF(LOD.EQ.1)GO TO 2
NCOUNT(I)=0
GC TO 2
2 CONTINUE
103 FORMAT(4I10,3I10X,F10.3)
RETURN
END

```

OPTIONS IN EFFECT NAME= MAIN,OPT=0,LINECAT=74,SIZE=0000K,
OPTIONS IN EFFECT SOURCE=EBCDIC,NOLIST,NODECK,LOAD,NOMAP,NCEEDIT,LD,NORREF
STATISTICS SOURCE STATEMENTS = 52 ,PROGRAM SIZE = 1676
STATISTICS NO DIAGNOSTICS GENERATED
***** END OF COMPILATION *****

95K BYTES OF CORE NOT USED


```

184 N(11,JJJ)=1
185 GC CALL PATH(KK,T1,JJ,LL,LL,T,13,C,0)
186 IF (NOUT,EM,1) GO TO 95
187 DO 71 I=NR,NR
188 DC 71 J=NR,NR
189 IF (1,EM,1) GO TO 72
190 IF (J,EM,1) GO TO 72
191 IF (NMP,EM,1) GO TO 72
192 DC 81 L=1,NMP
193 IF (1,EM,1) AND (J,EM,1) GO TO 72
194 CONTINUE
195 DO 85 L=1,NOUT
196 IF (1,EM,1) AND (J,EM,1) GO TO 72
197 CONTINUE
198 IF (1,EM,1) AND (J,EM,1) GO TO 72
199 IF (1,EM,1) AND (J,EM,1) GO TO 72
200 CONTINUE
201 ME=1
202 KK=1,CCY=NR,NR
203 DC 6 J=1,NR
204 IF (1,EM,1) AND (J,EM,1) GO TO 91
205 GO TO 194
206 KK=NR+1
207 IF (1,EM,1) AND (J,EM,1) GO TO 91
208 CONTINUE
209 IF (1,EM,1) AND (J,EM,1) GO TO 95
210 IF (1,EM,1) AND (J,EM,1) GO TO 95
211 J=NR
212 IF (1,EM,1) AND (J,EM,1) GO TO 95
213 CALL RANDU(YE)
214 CALL LININ(P1,XX1,YEL,T1,NN1,XL1(LL))
215 CALL LININ(P2,XX2,YEL,T2,NN2,XL2(LL))
216 CALL LININ(P6,XX6,YEL,T6,NN6,XL6)
217 IF (1,EM,1) AND (J,EM,1) GO TO 95
218 IF (1,EM,1) AND (J,EM,1) GO TO 95
219 M=91
220 GO TO 75
221 NG=1
222 FORMAT(7I5)
223 I=1
224 FORMAT(5I5)
225 I=2
226 FORMAT(5I5)
227 I=3
228 FORMAT(5I5)
229 I=4
230 FORMAT(5I5)
231 I=5
232 FORMAT(5I5)
233 I=6
234 FORMAT(5I5)
235 I=7
236 FORMAT(5I5)
237 I=8
238 FORMAT(5I5)
239 I=9
240 FORMAT(5I5)
241 I=10
242 FORMAT(5I5)
243 I=11
244 FORMAT(5I5)
245 I=12
246 FORMAT(5I5)
247 I=13
248 FORMAT(5I5)
249 I=14
250 FORMAT(5I5)
251 I=15
252 FORMAT(5I5)
253 I=16
254 FORMAT(5I5)
255 I=17
256 FORMAT(5I5)
257 I=18
258 FORMAT(5I5)
259 I=19
260 FORMAT(5I5)
261 I=20
262 FORMAT(5I5)
263 I=21
264 FORMAT(5I5)
265 I=22
266 FORMAT(5I5)
267 I=23
268 FORMAT(5I5)
269 I=24
270 FORMAT(5I5)
271 I=25
272 FORMAT(5I5)
273 I=26
274 FORMAT(5I5)
275 I=27
276 FORMAT(5I5)
277 I=28
278 FORMAT(5I5)
279 I=29
280 FORMAT(5I5)
281 I=30
282 FORMAT(5I5)
283 I=31
284 FORMAT(5I5)
285 I=32
286 FORMAT(5I5)
287 I=33
288 FORMAT(5I5)
289 I=34
290 FORMAT(5I5)
291 I=35
292 FORMAT(5I5)
293 I=36
294 FORMAT(5I5)
295 I=37
296 FORMAT(5I5)
297 I=38
298 FORMAT(5I5)
299 I=39
300 FORMAT(5I5)
301 I=40
302 FORMAT(5I5)
303 I=41
304 FORMAT(5I5)
305 I=42
306 FORMAT(5I5)
307 I=43
308 FORMAT(5I5)
309 I=44
310 FORMAT(5I5)
311 I=45
312 FORMAT(5I5)
313 I=46
314 FORMAT(5I5)
315 I=47
316 FORMAT(5I5)
317 I=48
318 FORMAT(5I5)
319 I=49
320 FORMAT(5I5)
321 I=50
322 FORMAT(5I5)
323 I=51
324 FORMAT(5I5)
325 I=52
326 FORMAT(5I5)
327 I=53
328 FORMAT(5I5)
329 I=54
330 FORMAT(5I5)
331 I=55
332 FORMAT(5I5)
333 I=56
334 FORMAT(5I5)
335 I=57
336 FORMAT(5I5)
337 I=58
338 FORMAT(5I5)
339 I=59
340 FORMAT(5I5)
341 I=60
342 FORMAT(5I5)
343 I=61
344 FORMAT(5I5)
345 I=62
346 FORMAT(5I5)
347 I=63
348 FORMAT(5I5)
349 I=64
350 FORMAT(5I5)
351 I=65
352 FORMAT(5I5)
353 I=66
354 FORMAT(5I5)
355 I=67
356 FORMAT(5I5)
357 I=68
358 FORMAT(5I5)
359 I=69
360 FORMAT(5I5)
361 I=70
362 FORMAT(5I5)
363 I=71
364 FORMAT(5I5)
365 I=72
366 FORMAT(5I5)
367 I=73
368 FORMAT(5I5)
369 I=74
370 FORMAT(5I5)
371 I=75
372 FORMAT(5I5)
373 I=76
374 FORMAT(5I5)
375 I=77
376 FORMAT(5I5)
377 I=78
378 FORMAT(5I5)
379 I=79
380 FORMAT(5I5)
381 I=80
382 FORMAT(5I5)
383 I=81
384 FORMAT(5I5)
385 I=82
386 FORMAT(5I5)
387 I=83
388 FORMAT(5I5)
389 I=84
390 FORMAT(5I5)
391 I=85
392 FORMAT(5I5)
393 I=86
394 FORMAT(5I5)
395 I=87
396 FORMAT(5I5)
397 I=88
398 FORMAT(5I5)
399 I=89
400 FORMAT(5I5)
401 I=90
402 FORMAT(5I5)
403 I=91
404 FORMAT(5I5)
405 I=92
406 FORMAT(5I5)
407 I=93
408 FORMAT(5I5)
409 I=94
410 FORMAT(5I5)
411 I=95
412 FORMAT(5I5)
413 I=96
414 FORMAT(5I5)
415 I=97
416 FORMAT(5I5)
417 I=98
418 FORMAT(5I5)
419 I=99
420 FORMAT(5I5)
421 I=100
422 FORMAT(5I5)
423 I=101
424 FORMAT(5I5)
425 I=102
426 FORMAT(5I5)
427 I=103
428 FORMAT(5I5)
429 I=104
430 FORMAT(5I5)
431 I=105
432 FORMAT(5I5)
433 I=106
434 FORMAT(5I5)
435 I=107
436 FORMAT(5I5)
437 I=108
438 FORMAT(5I5)
439 I=109
440 FORMAT(5I5)
441 I=110
442 FORMAT(5I5)
443 I=111
444 FORMAT(5I5)
445 I=112
446 FORMAT(5I5)
447 I=113
448 FORMAT(5I5)
449 I=114
450 FORMAT(5I5)
451 I=115
452 FORMAT(5I5)
453 I=116
454 FORMAT(5I5)
455 I=117
456 FORMAT(5I5)
457 I=118
458 FORMAT(5I5)
459 I=119
460 FORMAT(5I5)
461 I=120
462 FORMAT(5I5)
463 I=121
464 FORMAT(5I5)
465 I=122
466 FORMAT(5I5)
467 I=123
468 FORMAT(5I5)
469 I=124
470 FORMAT(5I5)
471 I=125
472 FORMAT(5I5)
473 I=126
474 FORMAT(5I5)
475 I=127
476 FORMAT(5I5)
477 I=128
478 FORMAT(5I5)
479 I=129
480 FORMAT(5I5)
481 I=130
482 FORMAT(5I5)
483 I=131
484 FORMAT(5I5)
485 I=132
486 FORMAT(5I5)
487 I=133
488 FORMAT(5I5)
489 I=134
490 FORMAT(5I5)
491 I=135
492 FORMAT(5I5)
493 I=136
494 FORMAT(5I5)
495 I=137
496 FORMAT(5I5)
497 I=138
498 FORMAT(5I5)
499 I=139
500 FORMAT(5I5)
501 I=140
502 FORMAT(5I5)
503 I=141
504 FORMAT(5I5)
505 I=142
506 FORMAT(5I5)
507 I=143
508 FORMAT(5I5)
509 I=144
510 FORMAT(5I5)
511 I=145
512 FORMAT(5I5)
513 I=146
514 FORMAT(5I5)
515 I=147
516 FORMAT(5I5)
517 I=148
518 FORMAT(5I5)
519 I=149
520 FORMAT(5I5)
521 I=150
522 FORMAT(5I5)
523 I=151
524 FORMAT(5I5)
525 I=152
526 FORMAT(5I5)
527 I=153
528 FORMAT(5I5)
529 I=154
530 FORMAT(5I5)
531 I=155
532 FORMAT(5I5)
533 I=156
534 FORMAT(5I5)
535 I=157
536 FORMAT(5I5)
537 I=158
538 FORMAT(5I5)
539 I=159
540 FORMAT(5I5)
541 I=160
542 FORMAT(5I5)
543 I=161
544 FORMAT(5I5)
545 I=162
546 FORMAT(5I5)
547 I=163
548 FORMAT(5I5)
549 I=164
550 FORMAT(5I5)
551 I=165
552 FORMAT(5I5)
553 I=166
554 FORMAT(5I5)
555 I=167
556 FORMAT(5I5)
557 I=168
558 FORMAT(5I5)
559 I=169
560 FORMAT(5I5)
561 I=170
562 FORMAT(5I5)
563 I=171
564 FORMAT(5I5)
565 I=172
566 FORMAT(5I5)
567 I=173
568 FORMAT(5I5)
569 I=174
570 FORMAT(5I5)
571 I=175
572 FORMAT(5I5)
573 I=176
574 FORMAT(5I5)
575 I=177
576 FORMAT(5I5)
577 I=178
578 FORMAT(5I5)
579 I=179
580 FORMAT(5I5)
581 I=180
582 FORMAT(5I5)
583 I=181
584 FORMAT(5I5)
585 I=182
586 FORMAT(5I5)
587 I=183
588 FORMAT(5I5)
589 I=184
590 FORMAT(5I5)
591 I=185
592 FORMAT(5I5)
593 I=186
594 FORMAT(5I5)
595 I=187
596 FORMAT(5I5)
597 I=188
598 FORMAT(5I5)
599 I=189
600 FORMAT(5I5)
601 I=190
602 FORMAT(5I5)
603 I=191
604 FORMAT(5I5)
605 I=192
606 FORMAT(5I5)
607 I=193
608 FORMAT(5I5)
609 I=194
610 FORMAT(5I5)
611 I=195
612 FORMAT(5I5)
613 I=196
614 FORMAT(5I5)
615 I=197
616 FORMAT(5I5)
617 I=198
618 FORMAT(5I5)
619 I=199
620 FORMAT(5I5)
621 I=200
622 FORMAT(5I5)
623 I=201
624 FORMAT(5I5)
625 I=202
626 FORMAT(5I5)
627 I=203
628 FORMAT(5I5)
629 I=204
630 FORMAT(5I5)
631 I=205
632 FORMAT(5I5)
633 I=206
634 FORMAT(5I5)
635 I=207
636 FORMAT(5I5)
637 I=208
638 FORMAT(5I5)
639 I=209
640 FORMAT(5I5)
641 I=210
642 FORMAT(5I5)
643 I=211
644 FORMAT(5I5)
645 I=212
646 FORMAT(5I5)
647 I=213
648 FORMAT(5I5)
649 I=214
650 FORMAT(5I5)
651 I=215
652 FORMAT(5I5)
653 I=216
654 FORMAT(5I5)
655 I=217
656 FORMAT(5I5)
657 I=218
658 FORMAT(5I5)
659 I=219
660 FORMAT(5I5)
661 I=220
662 FORMAT(5I5)
663 I=221
664 FORMAT(5I5)
665 I=222
666 FORMAT(5I5)
667 I=223
668 FORMAT(5I5)
669 I=224
670 FORMAT(5I5)
671 I=225
672 FORMAT(5I5)
673 I=226
674 FORMAT(5I5)
675 I=227
676 FORMAT(5I5)
677 I=228
678 FORMAT(5I5)
679 I=229
680 FORMAT(5I5)
681 I=230
682 FORMAT(5I5)
683 I=231
684 FORMAT(5I5)
685 I=232
686 FORMAT(5I5)
687 I=233
688 FORMAT(5I5)
689 I=234
690 FORMAT(5I5)
691 I=235
692 FORMAT(5I5)
693 I=236
694 FORMAT(5I5)
695 I=237
696 FORMAT(5I5)
697 I=238
698 FORMAT(5I5)
699 I=239
700 FORMAT(5I5)
701 I=240
702 FORMAT(5I5)
703 I=241
704 FORMAT(5I5)
705 I=242
706 FORMAT(5I5)
707 I=243
708 FORMAT(5I5)
709 I=244
710 FORMAT(5I5)
711 I=245
712 FORMAT(5I5)
713 I=246
714 FORMAT(5I5)
715 I=247
716 FORMAT(5I5)
717 I=248
718 FORMAT(5I5)
719 I=249
720 FORMAT(5I5)
721 I=250
722 FORMAT(5I5)
723 I=251
724 FORMAT(5I5)
725 I=252
726 FORMAT(5I5)
727 I=253
728 FORMAT(5I5)
729 I=254
730 FORMAT(5I5)
731 I=255
732 FORMAT(5I5)
733 I=256
734 FORMAT(5I5)
735 I=257
736 FORMAT(5I5)
737 I=258
738 FORMAT(5I5)
739 I=259
740 FORMAT(5I5)
741 I=260
742 FORMAT(5I5)
743 I=261
744 FORMAT(5I5)
745 I=262
746 FORMAT(5I5)
747 I=263
748 FORMAT(5I5)
749 I=264
750 FORMAT(5I5)
751 I=265
752 FORMAT(5I5)
753 I=266
754 FORMAT(5I5)
755 I=267
756 FORMAT(5I5)
757 I=268
758 FORMAT(5I5)
759 I=269
760 FORMAT(5I5)
761 I=270
762 FORMAT(5I5)
763 I=271
764 FORMAT(5I5)
765 I=272
766 FORMAT(5I5)
767 I=273
768 FORMAT(5I5)
769 I=274
770 FORMAT(5I5)
771 I=275
772 FORMAT(5I5)
773 I=276
774 FORMAT(5I5)
775 I=277
776 FORMAT(5I5)
777 I=278
778 FORMAT(5I5)
779 I=279
780 FORMAT(5I5)
781 I=280
782 FORMAT(5I5)
783 I=281
784 FORMAT(5I5)
785 I=282
786 FORMAT(5I5)
787 I=283
788 FORMAT(5I5)
789 I=284
790 FORMAT(5I5)
791 I=285
792 FORMAT(5I5)
793 I=286
794 FORMAT(5I5)
795 I=287
796 FORMAT(5I5)
797 I=288
798 FORMAT(5I5)
799 I=289
800 FORMAT(5I5)
801 I=290
802 FORMAT(5I5)
803 I=291
804 FORMAT(5I5)
805 I=292
806 FORMAT(5I5)
807 I=293
808 FORMAT(5I5)
809 I=294
810 FORMAT(5I5)
811 I=295
812 FORMAT(5I5)
813 I=296
814 FORMAT(5I5)
815 I=297
816 FORMAT(5I5)
817 I=298
818 FORMAT(5I5)
819 I=299
820 FORMAT(5I5)
821 I=300
822 FORMAT(5I5)
823 I=301
824 FORMAT(5I5)
825 I=302
826 FORMAT(5I5)
827 I=303
828 FORMAT(5I5)
829 I=304
830 FORMAT(5I5)
831 I=305
832 FORMAT(5I5)
833 I=306
834 FORMAT(5I5)
835 I=307
836 FORMAT(5I5)
837 I=308
838 FORMAT(5I5)
839 I=309
840 FORMAT(5I5)
841 I=310
842 FORMAT(5I5)
843 I=311
844 FORMAT(5I5)
845 I=312
846 FORMAT(5I5)
847 I=313
848 FORMAT(5I5)
849 I=314
850 FORMAT(5I5)
851 I=315
852 FORMAT(5I5)
853 I=316
854 FORMAT(5I5)
855 I=317
856 FORMAT(5I5)
857 I=318
858 FORMAT(5I5)
859 I=319
860 FORMAT(5I5)
861 I=320
862 FORMAT(5I5)
863 I=321
864 FORMAT(5I5)
865 I=322
866 FORMAT(5I5)
867 I=323
868 FORMAT(5I5)
869 I=324
870 FORMAT(5I5)
871 I=325
872 FORMAT(5I5)
873 I=326
874 FORMAT(5I5)
875 I=327
876 FORMAT(5I5)
877 I=328
878 FORMAT(5I5)
879 I=329
880 FORMAT(5I5)
881 I=330
882 FORMAT(5I5)
883 I=331
884 FORMAT(5I5)
885 I=332
886 FORMAT(5I5)
887 I=333
888 FORMAT(5I5)
889 I=334
890 FORMAT(5I5)
891 I=335
892 FORMAT(5I5)
893 I=336
894 FORMAT(5I5)
895 I=337
896 FORMAT(5I5)
897 I=338
898 FORMAT(5I5)
899 I=339
900 FORMAT(5I5)
901 I=340
902 FORMAT(5I5)
903 I=341
904 FORMAT(5I5)
905 I=342
906 FORMAT(5I5)
907 I=343
908 FORMAT(5I5)
909 I=344
910 FORMAT(5I5)
911 I=345
912 FORMAT(5I5)
913 I=346
914 FORMAT(5I5)
915 I=347
916 FORMAT(5I5)
917 I=348
918 FORMAT(5I5)
919 I=349
920 FORMAT(5I5)
921 I=350
922 FORMAT(5I5)
923 I=351
924 FORMAT(5I5)
925 I=352
926 FORMAT(5I5)
927 I=353
928 FORMAT(5I5)
929 I=354
930 FORMAT(5I5)
931 I=355
932 FORMAT(5I5)
933 I=356
934 FORMAT(5I5)
935 I=357
936 FORMAT(5I5)
937 I=358
938 FORMAT(5I5)
939 I=359
940 FORMAT(5I5)
941 I=360
942 FORMAT(5I5)
943 I=361
944 FORMAT(5I5)
945 I=362
946 FORMAT(5I5)
947 I=363
948 FORMAT(5I5)
949 I=364
950 FORMAT(5I5)
951 I=365
952 FORMAT(5I5)
953 I=366
954 FORMAT(5I5)
955 I=367
956 FORMAT(5I5)
957 I=368
958 FORMAT(5I5)
959 I=369
960 FORMAT(5I5)
961 I=370
962 FORMAT(5I5)
963 I=371
964 FORMAT(5I5)
965 I=372
966 FORMAT(5I5)
967 I=373
968 FORMAT(5I5)
969 I=374
970 FORMAT(5I5)
971 I=375
972 FORMAT(5I5)
973 I=376
974 FORMAT(5I5)
975 I=377
976 FORMAT(5I5)
977 I=378
978 FORMAT(5I5)
979 I=379
980 FORMAT(5I5)
981 I=380
982 FORMAT(5I5)
983 I=381
984 FORMAT(5I5)
985 I=382
986 FORMAT(5I5)
987 I=383
988 FORMAT(5I5)
989 I=384
990 FORMAT(5I5)
991 I=385
992 FORMAT(5I5)
993 I=386
994 FORMAT(5I5)
995 I=387
996 FORMAT(5I5)
997 I=388
998 FORMAT(5I5)
999 I=389
1000 FORMAT(5I5)

```

OPTIONS IN EFFECT NAME= MAIN,OPT=00,LINECNT=74,SIZE=0000K,
OPTIONS IN EFFECT SOURCE=EBG01G,NOLIST,NODECK,LOAD,NOMAP,NOEDIT,NOXREF
STATISTICS SOURCE STATEMENTS = 145 ,PROGRAM SIZE = 5898
STATISTICS NO DIAGNOSTICS GENERATED
***** END OF COMPILATION *****

67K BYTES OF CORE NOT USED

COMPILER OPTIONS - NAME= MAIN,OPT=00,LINECNT=74,SIZE=,K,
 SOURCE, EBCDIC,NOI=1,NODEF=0,LOAD=,NUM=,NOEDIT,LD,NOXREF
 SUBROUTINE OPT=,CO,UNIT,NAME,NOCPN,AS,OF,3
 DIMENSION T(10),NCOUNT(1),NOPEN(1),NSIDE(1),K(5),T(10)
 WRITE(9,*)NEXIT
 IF(NOPEN(1).EQ.1)GO TO 4
 WRITE(10,*)NCOUNT(1),T(1),1
 4 CONTINUE
 8 T(1)=1,NEXIT
 IF(NOPEN(1).EQ.1)GO TO 1
 GO TO 1
 2 T(1)=1
 1 CONTINUE(11).EQ.0)GO TO 5
 IF(NSIDE(11).EQ.0)GO TO 3
 K(1)=1-3
 K(2)=1-2
 K(3)=1-1
 K(4)=1-4
 K(5)=1-4
 T(1)=1
 DO 3 J=1,5
 IF(K(J).LE.0)GO TO 3
 IF(K(J).GT.NEXIT)GO TO 3
 IF(NOPEN(K(J)+1)EQ.1)GO TO 3
 GO TO 3
 T(1)=1
 3 CONTINUE
 GO TO 10
 5 K(1)=1-2
 K(2)=1-1
 K(3)=1-1
 K(4)=1-3
 K(5)=1-3
 T(1)=100
 DO 6 J=1,5
 IF(K(J).LE.0)GO TO 6
 IF(K(J).GT.NEXIT)GO TO 6
 IF(NOPEN(K(J)+1)EQ.1)GO TO 6
 IF(T(K(J)).LT.1)GO TC 7
 GO TO 6
 T(1)=1
 7 K(2)=K(1)
 CONTINUE
 DEL T(1),T(3)
 15 T(1)=T(1)-T(3)
 T(2)=T(2)-T(3)
 N2=DEL T/R
 T(1)=N2
 NCOUNT(1)=NCOUNT(1)-N1
 T(K2)=T(K2)-NCOUNT(K2)+N1
 NSAVE=N1
 GO TO 1
 11 NCOUNT(1)=NCOUNT(1)-N2
 T(1)=T(1)-N2
 NCOUNT(K2)=NCOUNT(K2)+N2
 T(K2)=T(K2)+N2
 NSAVE=N2
 WRITE(10,*)NEXIT
 DO 20 T(1)=1,NEXIT
 IF(NOPEN(1).EQ.1)GO TO 20

0001	SSNN
0002	SSNN
0003	SSNN
0004	SSNN
0005	SSNN
0006	SSNN
0007	SSNN
0008	SSNN
0009	SSNN
0010	SSNN
0011	SSNN
0012	SSNN
0013	SSNN
0014	SSNN
0015	SSNN
0016	SSNN
0017	SSNN
0018	SSNN
0019	SSNN
0020	SSNN
0021	SSNN
0022	SSNN
0023	SSNN
0024	SSNN
0025	SSNN
0026	SSNN
0027	SSNN
0028	SSNN
0029	SSNN
0030	SSNN
0031	SSNN
0032	SSNN
0033	SSNN
0034	SSNN
0035	SSNN
0036	SSNN
0037	SSNN
0038	SSNN
0039	SSNN
0040	SSNN
0041	SSNN
0042	SSNN
0043	SSNN
0044	SSNN
0045	SSNN
0046	SSNN
0047	SSNN
0048	SSNN
0049	SSNN
0050	SSNN
0051	SSNN
0052	SSNN
0053	SSNN
0054	SSNN
0055	SSNN
0056	SSNN
0057	SSNN
0058	SSNN
0059	SSNN
0060	SSNN
0061	SSNN
0062	SSNN
0063	SSNN
0064	SSNN
0065	SSNN
0066	SSNN
0067	SSNN
0068	SSNN
0069	SSNN
0070	SSNN
0071	SSNN
0072	SSNN
0073	SSNN
0074	SSNN
0075	SSNN
0076	SSNN
0077	SSNN
0078	SSNN
0079	SSNN
0080	SSNN
0081	SSNN
0082	SSNN
0083	SSNN
0084	SSNN
0085	SSNN

DATE 75.337/18.30.14

OS/360 FORTRAN H

LEVEL 2 JUN 74 J

```

COMPILER OPTIONS - NAME = MAIN,OPT=0,LINECNT=74,SIZE=0,
SOURCE=EBCCIC,NOLIST,NOCHECK,LOAD,NO MAP,NOEDIT,IO,NOXREF
SUBROUTINE RANDU(YFL)
DATA IX,NX/35,0/
1 NX=NX+1 * 65549
IF(IY=IX * 65549
5 IY=IY + 2147483647 + 1
6 YFL = IY
YFL = YFL * .4656613E-9
IX = IY
IF(NX.LE.2160 TO 1
RETURN
END

```

PLU99000

```

*OPTIONS IN EFFECT* NAME = MAIN,OPT=0,LINECNT=74,SIZE=0,OK,
*OPTIONS IN EFFECT* SOURCE=EBCCIC,NOLIST,NOCHECK,LOAD,NO MAP,NOEDIT,IO,NOXREF
*STATISTICS* SOURCE STATEMENTS = 13 ,PROGRAM SIZE = 386
*STATISTICS* NO DIAGNOSTICS GENERATED
*****END-OF-COMPILE *****

```

99K BYTES OF CORE NOT USED

LEVEL 21.8 (JUN 74)

OS/360 COMPILER

DATE 75.337/18.30.12

```

*COMPILER OPTIONS - NAME= MAIN,OPT=0,LINECAT=74,SIZE=0,K,
SOURCE,FBCTIC,NOLIST,NCDECK,LOAD,MMAP,NDCT,IT,IO,NXREF
SUBROUTINE P(I),XX(I),XX(I),XX(I),XX(I)
DIMENSION P(1),XX(1),XX(1),XX(1)
DO 3 I=1,NN
3 IF(LE:P(I))GO TO 4
4 T=XX(I)-XX(I-1)*(P(I)-P(I-1))
RETURN
2 T=XX(N)
RETURN
END

```

OPTIONS IN EFFECT NAME= MAIN,OPT=0,LINECAT=74,SIZE=0,K,

OPTIONS IN EFFECT SOURCE,FBCTIC,NOLIST,NCDECK,LOAD,MMAP,NDCT,IT,IO,NXREF

STATISTICS SOURCE STATEMENTS = 14 ,PROGRAM SIZE = 628

STATISTICS NO DIAGNOSTICS GENERATED

***** END OF COMPILATION *****

99K BYTES OF CORE NOT USED

DATE 75.337/18.30.16

05/36 FCPTAN H

LEVEL 21 JUN 74

COMPILER OPTIONS - NAME= MAIN,OPT=00,LINCAT=74,SIZE=0000K,
SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NOMAP,NOFIT,ID,NOXREF

```

12N 0002 SUBROUTINE GAME(X,MN,SD,XU,XINT,P,XX,NN)
12N 0003 DIMENSION P(10),XX(10)
12N 0004 BETA=SD*SD/XMN
12N 0005 ALPHA = XMN/BETA - 1.0
12N 0006 G = 2.0*ALPHA & 2.0
12N 0007 NN = XU/XINT
12N 0008 DC 30 I = 1,NN
12N 0009 XX(I) = 2.0 * XX(I)/BETA
12N 0010 CALL CDTX(X,G,P(I),D,IER)
12N 0011 CONTINUE
12N 0012 RETURN
12N 0013 END
12N 0014

```

```

*OPTIONS IN EFFECT* NAME = MAIN,OPT=00,LINCAT=74,SIZE=0000K,
*OPTIONS IN EFFECT* SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NOMAP,NOFIT,ID,NOXREF
*STATISTICS* SOURCE STATEMENTS = 13 ,PROGRAM SIZE = 65
*STATISTICS* NO DIAGNOSTICS GENERATED
***** ENC OF COMPILATION *****

```

99K BYTES OF CORE NOT USED

COMPILER OPTIONS - NAME= MAIN,OPT=00,LINECNT=74,SIZE=0000K,
SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NOMAP,NOEDIT,NO,XREF

SUBROUTINE CDFR

PURPOSE
COMPUTES P(X) = PROBABILITY THAT THE RANDOM VARIABLE U,
DISTRIBUTED ACCORDING TO THE CHI-SQUARE DISTRIBUTION WITH
DEGREES OF FREEDOM ν , IS LESS THAN OR EQUAL TO X. THE
ORDINATE OF THE CHI-SQUARE DENSITY AT X, IS ALSO COMPUTED.

USAGE
CALL CDFR(X,G,P,D,IER)

DESCRIPTION OF PARAMETERS
X - INPUT SCALAR FOR WHICH P(X) IS COMPUTED.
G - NUMBER OF DEGREES OF FREEDOM OF THE CHI-SQUARE
DISTRIBUTION.
P - OUTPUT PROBABILITY.
D - RESULTANT DENSITY.

IER = 0 --- NO ERROR
IER = 1 --- AN INPUT PARAMETER IS INVALID, X IS LESS
THAN 2.0, OR G IS 6 OR GREATER.
IER = 2 --- INVALID OUTPUT, P IS LESS THAN ZERO OR
GREATER THAN ONE.
IER = 3 --- MATHEMATICAL DESCRIPTION HAS FAILED TO
CONVERGE. P IS SET TO 1.E75.

REMARKS
SEE MATHEMATICAL DESCRIPTION.

SUBROUTINES AND FUNCTION SUBPROGRAMS REQUIRED
DLGAM
NDTR

METHOD
REFER TO R.E. BARGMANN AND S.P. GHOSH, STATISTICAL
DISTRIBUTION PROGRAMS FOR A COMPUTER LANGUAGE,
IBM RESEARCH REPORT RC-1994, 1963.

ISN 0002

ISN 0003
SUBROUTINE CDFR(X,G,P,D,IER)
DOUBLE PRECISION XX,DLX,X2,DLX2,GG,G2,DLT3,THETA,THP1,
IGLG2,DD,T11,SER,CC,XI,FAC,TLOG,TERM,GTH,AZ,A,B,C,DT2,DT3,THP1

ISN 0004

ISN 0005
ISN 0006
TEST FOR VALID INPUT DATA
IF(LG-(.5-1.E-5)) 59,2,1,0,10
IF(LG-2.E+5) 2,2,0,59
20 IF(X) 59,3,0,30

ISN 0007

ISN 0008
ISN 0009
ISN 0010
ISN 0011
ISN 0012
ISN 0013
ISN 0014
ISN 0015
TEST FOR X NEAR 0.0
IF(X-1.E-8) 4,4,4,8
40 P=0.0
IF(LG-2) 50,6,6,70
50 D=1.E-75
GC=10.0
60 D=0.5
GO TO 61C
70 P=0.0
GC=10.0
61C

ISN 0016

ISN 0017
TEST FOR X GREATER THAN 1.E+6
80 IF(X-1.E+6) 1,0,1,0,90
90 D=0.0

DIR 300
DIR 301
DIR 302
DIR 303
DIR 304
DIR 305
DIR 306
DIR 307
DIR 308
DIR 309
DIR 310
DIR 311
DIR 312
DIR 313
DIR 314
DIR 315
DIR 316
DIR 317
DIR 318
DIR 319
DIR 320
DIR 321
DIR 322
DIR 323
DIR 324
DIR 325
DIR 326
DIR 327
DIR 328
DIR 329
DIR 330
DIR 331
DIR 332
DIR 333
DIR 334
DIR 335
DIR 336
DIR 337
DIR 338
DIR 339
DIR 340
DIR 341
DIR 342
DIR 343
DIR 344
DIR 345
DIR 346
DIR 347
DIR 348
DIR 349
DIR 350
DIR 351
DIR 352
DIR 353
DIR 354
DIR 355
DIR 356
DIR 357
DIR 358
DIR 359
DIR 360
DIR 361
DIR 362
DIR 363
DIR 364
DIR 365
DIR 366
DIR 367
DIR 368
DIR 369
DIR 370


```
15N 0027 P=1.7  
15N 0028 GO TO 61  
15N 0029  
15N 0030  
15N 0031  
15N 0032  
15N 0033  
15N 0034  
15N 0035  
15N 0036  
15N 0037  
15N 0038  
15N 0039  
15N 0040  
15N 0041  
15N 0042  
15N 0043  
15N 0044  
15N 0045  
15N 0046  
15N 0047  
15N 0048  
15N 0049  
15N 0050  
15N 0051  
15N 0052  
15N 0053  
15N 0054  
15N 0055  
15N 0056  
15N 0057  
15N 0058  
15N 0059  
15N 0060  
15N 0061  
15N 0062  
15N 0063  
15N 0064  
15N 0065  
15N 0066  
15N 0067  
15N 0068  
15N 0069  
15N 0070  
15N 0071  
15N 0072  
15N 0073  
15N 0074  
15N 0075  
15N 0076  
15N 0077  
15N 0078  
15N 0079  
15N 0080  
15N 0081  
15N 0082  
15N 0083  
15N 0084  
15N 0085  
15N 0086  
15N 0087  
15N 0088  
15N 0089  
15N 0090  
15N 0091  
15N 0092  
15N 0093  
15N 0094  
15N 0095  
15N 0096  
15N 0097  
15N 0098  
15N 0099  
15N 0100  
15N 0101  
15N 0102  
15N 0103  
15N 0104  
15N 0105  
15N 0106  
15N 0107  
15N 0108  
15N 0109  
15N 0110  
15N 0111  
15N 0112  
15N 0113  
15N 0114  
15N 0115  
15N 0116  
15N 0117  
15N 0118  
15N 0119  
15N 0120  
15N 0121  
15N 0122  
15N 0123  
15N 0124  
15N 0125  
15N 0126  
15N 0127  
15N 0128  
15N 0129  
15N 0130  
15N 0131  
15N 0132  
15N 0133  
15N 0134  
15N 0135  
15N 0136  
15N 0137  
15N 0138  
15N 0139  
15N 0140  
15N 0141  
15N 0142  
15N 0143  
15N 0144  
15N 0145  
15N 0146  
15N 0147  
15N 0148  
15N 0149  
15N 0150  
15N 0151  
15N 0152  
15N 0153  
15N 0154  
15N 0155  
15N 0156  
15N 0157  
15N 0158  
15N 0159  
15N 0160  
15N 0161  
15N 0162  
15N 0163  
15N 0164  
15N 0165  
15N 0166  
15N 0167  
15N 0168  
15N 0169  
15N 0170
```

```
100 SET PROGRAM PARAMETERS  
101 XX=DRLE(X)  
102 DLX=DL CG(XX)  
103 XZ=XX/2.0  
104 DLX=DL CG(XZ)  
105 GG=DBLF(G)  
106 GZ=GG/2.00  
107  
108 COMPUTE ORDINATE  
109 CALL DLGAM(GZ,DLG2,LOK)  
110 DD=LG2-1.001*DLX-XZ-G2*.6931471805599453 -GL G2  
111 IF(DD-1.680*2) 11,11,12  
112 IF(DD+1.680*2) 130,130,140  
113 GO TO 175  
114  
115 GO TO 150  
116 D=2.0  
117 GO TO 150  
118 D=DEXP(DD)  
119 DD=SNGL(DD)  
120 D=SNGL(DD)  
121  
122 TEST FOR G GREATER THAN 1000.0  
123 TEST FOR X GREATER THAN 2000.0  
124  
125  
126  
127  
128  
129  
130 IF(G=1000.0) 160,160,180  
131 P=1.0  
132 GO TO 610  
133 A=DLOG(XX/GG)/3.00  
134 A=DEXP(A)  
135 B=2.00/19.09*GG  
136 C=(A-1.0)*81/DSQRT(B)  
137 SC=SNGL(C)  
138 CALL MDTR(SC,P,DUMMY)  
139 GO TO 490  
140  
141 COMPUTE THETA  
142 K=10*INT(GZ)  
143 THETA=C2-DELOAT(K)  
144 IF(THETA-1.0) 200,200,210  
145 THETA=1.0  
146 TPL=THETA*1.00  
147  
148 SELECT METHOD OF COMPUTING T1  
149 IF(THETA) 230,230,220  
150 IF(XX-10.00) 260,260,320  
151  
152 COMPUTE T1 FOR THETA EQUALS 0.0  
153  
154  
155  
156  
157  
158  
159  
160  
161  
162  
163  
164  
165  
166  
167  
168  
169  
170  
171  
172  
173  
174  
175  
176  
177  
178  
179  
180  
181  
182  
183  
184  
185  
186  
187  
188  
189  
190  
191  
192  
193  
194  
195  
196  
197  
198  
199  
200  
201  
202  
203  
204  
205  
206  
207  
208  
209  
210  
211  
212  
213  
214  
215  
216  
217  
218  
219  
220  
221  
222  
223  
224  
225  
226  
227  
228  
229  
230  
231  
232  
233  
234  
235  
236  
237  
238  
239  
240  
241  
242  
243  
244  
245  
246  
247  
248  
249  
250  
251  
252  
253  
254  
255  
256  
257  
258  
259  
260  
261  
262  
263  
264  
265  
266  
267  
268  
269  
270  
271  
272  
273  
274  
275  
276  
277  
278  
279  
280  
281  
282  
283  
284  
285  
286  
287  
288  
289  
290  
291  
292  
293  
294  
295  
296  
297  
298  
299  
300  
301  
302  
303  
304  
305  
306  
307  
308  
309  
310  
311  
312  
313  
314  
315  
316  
317  
318  
319  
320  
321  
322  
323  
324  
325  
326  
327  
328  
329  
330  
331  
332  
333  
334  
335  
336  
337  
338  
339  
340  
341  
342  
343  
344  
345  
346  
347  
348  
349  
350  
351  
352  
353  
354  
355  
356  
357  
358  
359  
360  
361  
362  
363  
364  
365  
366  
367  
368  
369  
370  
371  
372  
373  
374  
375  
376  
377  
378  
379  
380  
381  
382  
383  
384  
385  
386  
387  
388  
389  
390  
391  
392  
393  
394  
395  
396  
397  
398  
399  
400  
401  
402  
403  
404  
405  
406  
407  
408  
409  
410  
411  
412  
413  
414  
415  
416  
417  
418  
419  
420  
421  
422  
423  
424  
425  
426  
427  
428  
429  
430  
431  
432  
433  
434  
435  
436  
437  
438  
439  
440  
441  
442  
443  
444  
445  
446  
447  
448  
449  
450  
451  
452  
453  
454  
455  
456  
457  
458  
459  
460  
461  
462  
463  
464  
465  
466  
467  
468  
469  
470  
471  
472  
473  
474  
475  
476  
477  
478  
479  
480  
481  
482  
483  
484  
485  
486  
487  
488  
489  
490  
491  
492  
493  
494  
495  
496  
497  
498  
499  
500  
501  
502  
503  
504  
505  
506  
507  
508  
509  
510  
511  
512  
513  
514  
515  
516  
517  
518  
519  
520  
521  
522  
523  
524  
525  
526  
527  
528  
529  
530  
531  
532  
533  
534  
535  
536  
537  
538  
539  
540  
541  
542  
543  
544  
545  
546  
547  
548  
549  
550  
551  
552  
553  
554  
555  
556  
557  
558  
559  
560  
561  
562  
563  
564  
565  
566  
567  
568  
569  
570  
571  
572  
573  
574  
575  
576  
577  
578  
579  
580  
581  
582  
583  
584  
585  
586  
587  
588  
589  
590  
591  
592  
593  
594  
595  
596  
597  
598  
599  
600  
601  
602  
603  
604  
605  
606  
607  
608  
609  
610  
611  
612  
613  
614  
615  
616  
617  
618  
619  
620  
621  
622  
623  
624  
625  
626  
627  
628  
629  
630  
631  
632  
633  
634  
635  
636  
637  
638  
639  
640  
641  
642  
643  
644  
645  
646  
647  
648  
649  
650  
651  
652  
653  
654  
655  
656  
657  
658  
659  
660  
661  
662  
663  
664  
665  
666  
667  
668  
669  
670  
671  
672  
673  
674  
675  
676  
677  
678  
679  
680  
681  
682  
683  
684  
685  
686  
687  
688  
689  
690  
691  
692  
693  
694  
695  
696  
697  
698  
699  
700  
701  
702  
703  
704  
705  
706  
707  
708  
709  
710  
711  
712  
713  
714  
715  
716  
717  
718  
719  
720  
721  
722  
723  
724  
725  
726  
727  
728  
729  
730  
731  
732  
733  
734  
735  
736  
737  
738  
739  
740  
741  
742  
743  
744  
745  
746  
747  
748  
749  
750  
751  
752  
753  
754  
755  
756  
757  
758  
759  
760  
761  
762  
763  
764  
765  
766  
767  
768  
769  
770  
771  
772  
773  
774  
775  
776  
777  
778  
779  
780  
781  
782  
783  
784  
785  
786  
787  
788  
789  
790  
791  
792  
793  
794  
795  
796  
797  
798  
799  
800  
801  
802  
803  
804  
805  
806  
807  
808  
809  
810  
811  
812  
813  
814  
815  
816  
817  
818  
819  
820  
821  
822  
823  
824  
825  
826  
827  
828  
829  
830  
831  
832  
833  
834  
835  
836  
837  
838  
839  
840  
841  
842  
843  
844  
845  
846  
847  
848  
849  
850  
851  
852  
853  
854  
855  
856  
857  
858  
859  
860  
861  
862  
863  
864  
865  
866  
867  
868  
869  
870  
871  
872  
873  
874  
875  
876  
877  
878  
879  
880  
881  
882  
883  
884  
885  
886  
887  
888  
889  
890  
891  
892  
893  
894  
895  
896  
897  
898  
899  
900  
901  
902  
903  
904  
905  
906  
907  
908  
909  
910  
911  
912  
913  
914  
915  
916  
917  
918  
919  
920  
921  
922  
923  
924  
925  
926  
927  
928  
929  
930  
931  
932  
933  
934  
935  
936  
937  
938  
939  
940  
941  
942  
943  
944  
945  
946  
947  
948  
949  
950  
951  
952  
953  
954  
955  
956  
957  
958  
959  
960  
961  
962  
963  
964  
965  
966  
967  
968  
969  
970  
971  
972  
973  
974  
975  
976  
977  
978  
979  
980  
981  
982  
983  
984  
985  
986  
987  
988  
989  
990  
991  
992  
993  
994  
995  
996  
997  
998  
999  
1000
```



```

DIRR 430
DIRR 431
DIRR 432
DIRR 433
DIRR 434
DIRR 435
DIRR 436
DIRR 437
DIRR 438
DIRR 439
DIRR 440
DIRR 441
DIRR 442
DIRR 443
DIRR 444
DIRR 445
DIRR 446
DIRR 447
DIRR 448
DIRR 449
DIRR 450
DIRR 451
DIRR 452
DIRR 453
DIRR 454
DIRR 455
DIRR 456
DIRR 457
DIRR 458
DIRR 459
DIRR 460
DIRR 461
DIRR 462
DIRR 463
DIRR 464
DIRR 465
DIRR 466
DIRR 467
DIRR 468
DIRR 469
DIRR 470
DIRR 471
DIRR 472
DIRR 473
DIRR 474
DIRR 475
DIRR 476
DIRR 477
DIRR 478
DIRR 479
DIRR 480
DIRR 481
DIRR 482
DIRR 483
DIRR 484
DIRR 485
DIRR 486
DIRR 487
DIRR 488
DIRR 489
DIRR 490
DIRR 491
DIRR 492
DIRR 493
DIRR 494
DIRR 495
DIRR 496
DIRR 497
DIRR 498
DIRR 499
DIRR 500

```

```

ISN 0087 TERM=DEXPLTLOG)
ISN 0088 CALL DEXPLN(TERM,CC)
ISN 0089 CC=SER+TERM
ISN 0090 CC=CC
ISN 0091 CC=CC
ISN 0092 CC=CC
ISN 0093 CC=CC
ISN 0094 CC=CC
ISN 0095 CC=CC
ISN 0096 CC=CC
ISN 0097 CC=CC
ISN 0098 CC=CC
ISN 0099 CC=CC
ISN 0100 CC=CC
ISN 0101 CC=CC
ISN 0102 CC=CC
ISN 0103 CC=CC
ISN 0104 CC=CC

ISN 0105 CC
ISN 0106 CC

ISN 0107 CC
ISN 0108 CC
ISN 0109 CC
ISN 0110 CC
ISN 0111 CC
ISN 0112 CC
ISN 0113 CC
ISN 0114 CC
ISN 0115 CC

ISN 0116 CC
ISN 0117 CC

ISN 0118 CC
ISN 0119 CC
ISN 0120 CC

270 CC CALL DEXPLN(TERM)-1.D-9) 280,270,270
280 CC CALL DEXPLN(TERM)
290 CC CALL DEXPLN(TERM)
300 CC CALL DEXPLN(TERM)
310 CC CALL DEXPLN(TERM)
320 CC CALL DEXPLN(TERM)
330 CC CALL DEXPLN(TERM)
340 CC CALL DEXPLN(TERM)
350 CC CALL DEXPLN(TERM)
360 CC CALL DEXPLN(TERM)
370 CC CALL DEXPLN(TERM)
380 CC CALL DEXPLN(TERM)
390 CC CALL DEXPLN(TERM)
400 CC CALL DEXPLN(TERM)
410 CC CALL DEXPLN(TERM)
420 CC CALL DEXPLN(TERM)
430 CC CALL DEXPLN(TERM)
440 CC CALL DEXPLN(TERM)
450 CC CALL DEXPLN(TERM)
460 CC CALL DEXPLN(TERM)

```

```

DIRR 430
DIRR 431
DIRR 432
DIRR 433
DIRR 434
DIRR 435
DIRR 436
DIRR 437
DIRR 438
DIRR 439
DIRR 440
DIRR 441
DIRR 442
DIRR 443
DIRR 444
DIRR 445
DIRR 446
DIRR 447
DIRR 448
DIRR 449
DIRR 450
DIRR 451
DIRR 452
DIRR 453
DIRR 454
DIRR 455
DIRR 456
DIRR 457
DIRR 458
DIRR 459
DIRR 460
DIRR 461
DIRR 462
DIRR 463
DIRR 464
DIRR 465
DIRR 466
DIRR 467
DIRR 468
DIRR 469
DIRR 470
DIRR 471
DIRR 472
DIRR 473
DIRR 474
DIRR 475
DIRR 476
DIRR 477
DIRR 478
DIRR 479
DIRR 480
DIRR 481
DIRR 482
DIRR 483
DIRR 484
DIRR 485
DIRR 486
DIRR 487
DIRR 488
DIRR 489
DIRR 490
DIRR 491
DIRR 492
DIRR 493
DIRR 494
DIRR 495
DIRR 496
DIRR 497
DIRR 498
DIRR 499
DIRR 500

```


COMPILER OPTIONS - NAME= MAIN,OPT=00,LINECNT=74,SIZE=0000K,
SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NOWAP,NODEDIT,ID,NODXREF

SUBROUTINE NDTR

PURPOSE
COMPUTES Y = PIX) = PROBABILITY THAT THE RANDOM VARIABLE
DISTRIBUTED NORMALLY(0,1) IS LESS THAN OR EQUAL TO X
PIX), THE ORDINATE OF THE NORMAL DENSITY AT X, IS ALSO
COMPUTED.

USAGE
CALL NDTR(X,P,D)

DESCRIPTION OF PARAMETERS
X--INPUT SCALAR FOR WHICH PIX) IS COMPUTED.
P--OUTPUT PROBABILITY.
D--OUTPUT DENSITY.

REMARKS
MAXIMUM ERROR IS 0.0000007.

SUBROUTINES AND SUBPROGRAMS REQUIRED
NONE

METHOD
BASED ON APPROXIMATIONS IN C. HASTINGS, APPROXIMATIONS FOR
DIGITAL COMPUTATION PRINCETON UNIV. PRESS, PRINCETON, N.J.,
1952. SEE EQUATION 26.2.17 OF MATHEMATICAL
FUNCTIONS, ABRAMOWITZ AND STEGUN, DOVER PUBLICATIONS, INC.,
NEW YORK.

ISN 0002 SUBROUTINE NDTR(X,P,D)

```

ISN 0003 AX=ABS(X)
ISN 0004 I=1.0/(1.0+.2316419*AX)
ISN 0005 D=0.3989423*EXP(-X*X/2.0)
ISN 0006 P = 1.0 - D*I*(1.1330274*T - 1.821256)*T + 1.781478)*T -
ISN 0007 IF(X)1,2,2
ISN 0008 1 P=1.0-P
ISN 0009 2 RETURN
ISN 0010 END

```

OPTIONS IN EFFECT NAME= MAIN,OPT=00,LINECNT=74,SIZE=0000K,
OPTIONS IN EFFECT SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NOWAP,NODEDIT,ID,NODXREF
STATISTICS SOURCE STATEMENTS = 9 ,PROGRAM SIZE = 486
STATISTICS NO DIAGNOSTICS GENERATED
***** END OF COMPILATION *****

99K BYTES OF CORE NOT USED

NDTR 17
NDTR 20
NDTR 23
NDTR 26
NDTR 29
NDTR 32
NDTR 35
NDTR 38
NDTR 41
NDTR 44
NDTR 47
NDTR 50
NDTR 53
NDTR 56
NDTR 59
NDTR 62
NDTR 65
NDTR 68
NDTR 71
NDTR 74
NDTR 77
NDTR 80
NDTR 83
NDTR 86
NDTR 89
NDTR 92
NDTR 95
NDTR 98
NDTR 101
NDTR 104
NDTR 107
NDTR 110
NDTR 113
NDTR 116
NDTR 119
NDTR 122
NDTR 125
NDTR 128
NDTR 131
NDTR 134
NDTR 137
NDTR 140
NDTR 143
NDTR 146
NDTR 149
NDTR 152
NDTR 155
NDTR 158
NDTR 161
NDTR 164
NDTR 167
NDTR 170
NDTR 173
NDTR 176
NDTR 179
NDTR 182
NDTR 185
NDTR 188
NDTR 191
NDTR 194
NDTR 197
NDTR 200
NDTR 203
NDTR 206
NDTR 209
NDTR 212
NDTR 215
NDTR 218
NDTR 221
NDTR 224
NDTR 227
NDTR 230
NDTR 233
NDTR 236
NDTR 239
NDTR 242
NDTR 245
NDTR 248
NDTR 251
NDTR 254
NDTR 257
NDTR 260
NDTR 263
NDTR 266
NDTR 269
NDTR 272
NDTR 275
NDTR 278
NDTR 281
NDTR 284
NDTR 287
NDTR 290
NDTR 293
NDTR 296
NDTR 299
NDTR 302
NDTR 305
NDTR 308
NDTR 311
NDTR 314
NDTR 317
NDTR 320
NDTR 323
NDTR 326
NDTR 329
NDTR 332
NDTR 335
NDTR 338
NDTR 341
NDTR 344
NDTR 347
NDTR 350
NDTR 353
NDTR 356
NDTR 359
NDTR 362
NDTR 365
NDTR 368
NDTR 371
NDTR 374
NDTR 377
NDTR 380
NDTR 383
NDTR 386
NDTR 389
NDTR 392
NDTR 395
NDTR 398
NDTR 401
NDTR 404
NDTR 407
NDTR 410
NDTR 413
NDTR 416
NDTR 419
NDTR 422
NDTR 425
NDTR 428
NDTR 431
NDTR 434
NDTR 437
NDTR 440

DLGA 710
DLGA 720
DLGA 730
DLGA 740
DLGA 750
DLGA 760
DLGA 770

C XX GREATER THAN OR EQUAL TC 1.0+70

ISN 0022 9 IER=+1
ISN 0023 10 DLNG=1.D75
ISN 0024 RETURN
ISN 0025 END

OPTIONS IN EFFECT NAME= MAIN,OPT=00,LINECNT=74,SIZE=C000K.

OPTIONS IN EFFECT SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NOMAP,NOEDIT,ID,NOXREF

STATISTICS SOURCE STATEMENTS = 24 , PROGRAM SIZE = 810

STATISTICS NO DIAGNOSTICS GENERATED

***** ENC OF COMPILATION *****

STATISTICS NO DIAGNOSTICS THIS STEP

99K BYTES OF CORE NOT USED

APPENDIX II

**NARROW BODY PROGRAM LISTING
OF MAIN PROGRAM AND SUBROUTINE
PATH**


```

ISN 0173
ISN 0175
ISN 0176
ISN 0177
ISN 0178
ISN 0179
ISN 0180
ISN 0181
ISN 0182

```

```

*OPTIONS IN EFFECT*
*OPTIONS IN EFFECT*
*STATISTICS*
*STATISTICS* NO DIAGNOSTICS GENERATED
***** ENC CF CCOMPILATION *****

```

59K BYTES OF CORE NOT USED

COMPILER OPTIONS - NAME= MAIN,OPT=00,LINECAT=74,SIZE=000K,
*ERCCIC,NOLIST,NCDECK,LOAD,NCMAP,NCECIT,NOEDIT,NOXREF

```

0002 SOURCE= ERCCIC,NOLIST,NCDECK,LOAD,NCMAP,NCECIT,NOEDIT,NOXREF
0003 PATH= P1(50),P2(50),P3(50),P4(50),P5(50)
0004 COMMON X1(50),XX3(50),XX4(50),XX5(50)
0005 COMMON AN1,M2,ANS,ANS
0006 COMMON ACOL1(10),MCCUM1(10),ALCLD,TOLD,NSAV1(10),IROWE(10)
0007 COMMON X1(10),X13(10),X14(10),X15(10)
0008 DIMENSION I(VFL),X1(VFL),X2(VFL),X3(VFL),X4(VFL),X5(VFL)
0009 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0010 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0011 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0012 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0013 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0014 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0015 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0016 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0017 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0018 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0019 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0020 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0021 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0022 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0023 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0024 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0025 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0026 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0027 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0028 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0029 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0030 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0031 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0032 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0033 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0034 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0035 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0036 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0037 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0038 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0039 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0040 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0041 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0042 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0043 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0044 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0045 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0046 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0047 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0048 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0049 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0050 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0051 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0052 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)
0053 COMMON L1(10),L2(10),L3(10),L4(10),L5(10)

```

OPTIONS IN EFFECT NAME= MAIN,OPT=00,LINECAT=74,SIZE=000K,
OPTIONS IN EFFECT SOURCE,ERCCIC,NOLIST,NCDECK,LOAD,NCMAP,NCECIT,NOEDIT,NOXREF
STATISTICS SOURCE STATEMENTS = 52 ,PROGRAM SIZE = 1844
STATISTICS NO DIAGNOSTICS GENERATED
***** END OF COMPILATION *****

95K BYTES OF CORE NOT USED