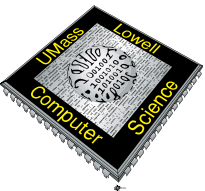


Logan Airport Simulation

COMP.2040 – Computing IV

Dr. Tom Wilkes



Logan Airport Runway Diagram

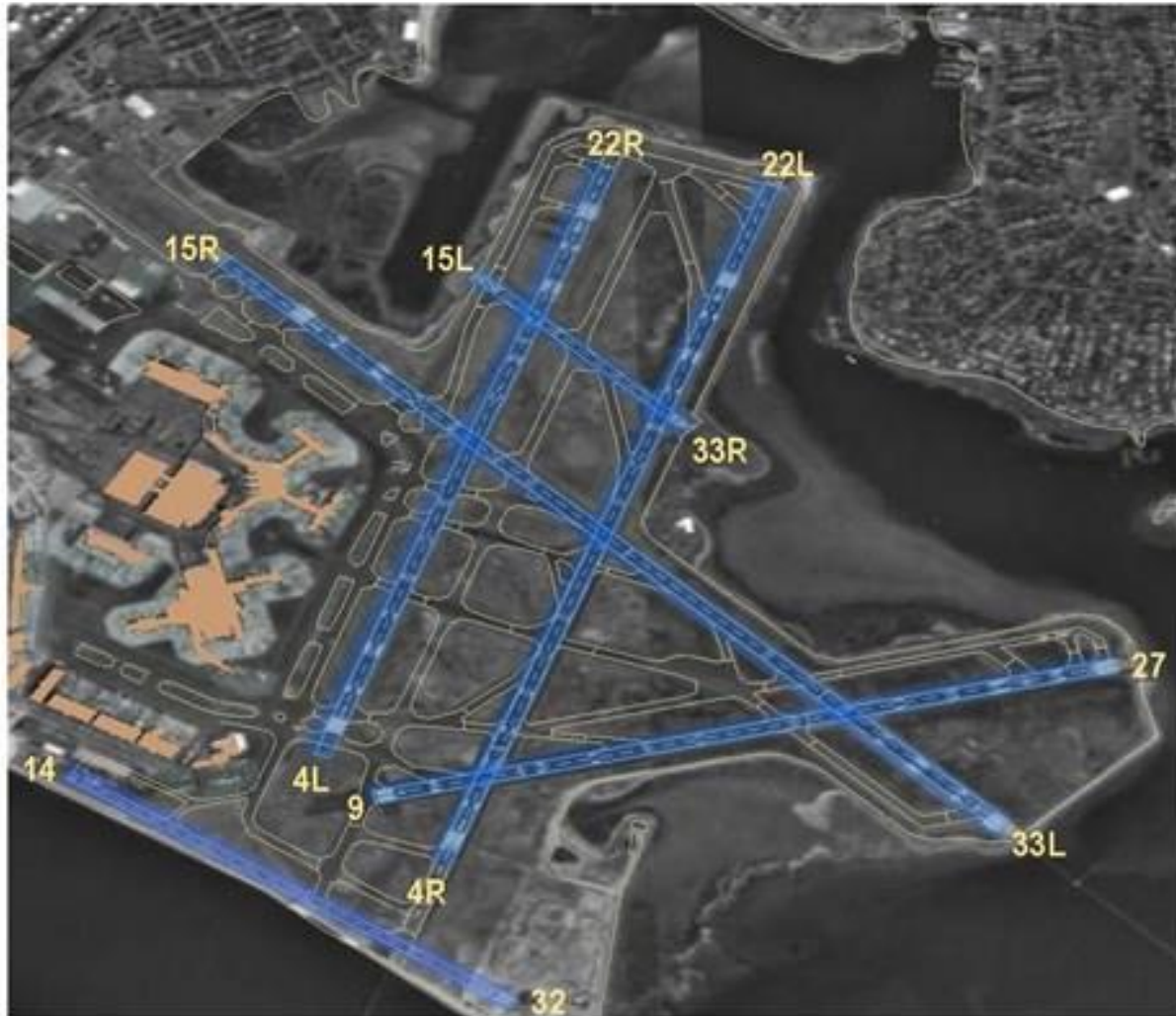
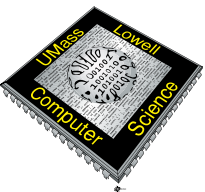
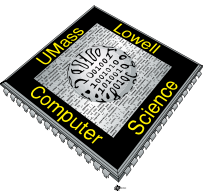


Figure 1



Rules

1. Our airport simulation uses six runways labeled 4L, 4R, 9, 14, 15L, & 15R*
 - Runway 4L may be used simultaneously with 4R
 - Runway 9 may be used simultaneously with 15L
 - Runway 14 may be used simultaneously with any other runway
 - Runway 15L may be used simultaneously with 15R
 - Runway 9 may **not** be used simultaneously with 4R or 15R
 - Runways 15L or 15R may **not** be used simultaneously with 4L or 4R
 - Only one airplane at a time may occupy a given runway
 - Due to restrictions of Air Traffic Control, only six requests for landing may be active simultaneously
2. Seven airplanes are continuously attempting to land at the airport
 - Each airplane requests a randomly selected runway on which to land
 - The simulator determines whether a given landing request can be fulfilled, based on the usage of the requested runway and other runways
 - If any of the restrictions listed in Rule 1 would be violated, the airplane must “go into a holding pattern” (sleep) until the restriction(s) are lifted
 - Once permission to land on the selected runway is granted, the airplane is assumed to land immediately, but will occupy the runway for a random amount of time while taxiing
 - Shortly after the airplane leaves the runway, that airplane magically is in the air again 😊, and requests another landing
3. You must add mutex locks and condition variables to the `AirportServer` code in order to enforce synchronization and mutual exclusion on the use of the runways and Air Traffic Control
 - The simulation must permit simultaneous use of runways whenever allowed by Rules 1 and 2



*Note: All traffic is assumed to arrive from the south or from the west. Thus, runways 22L, 22R, 27, 32, 33L, and 33R are not used in this simulation.

UML Diagram

