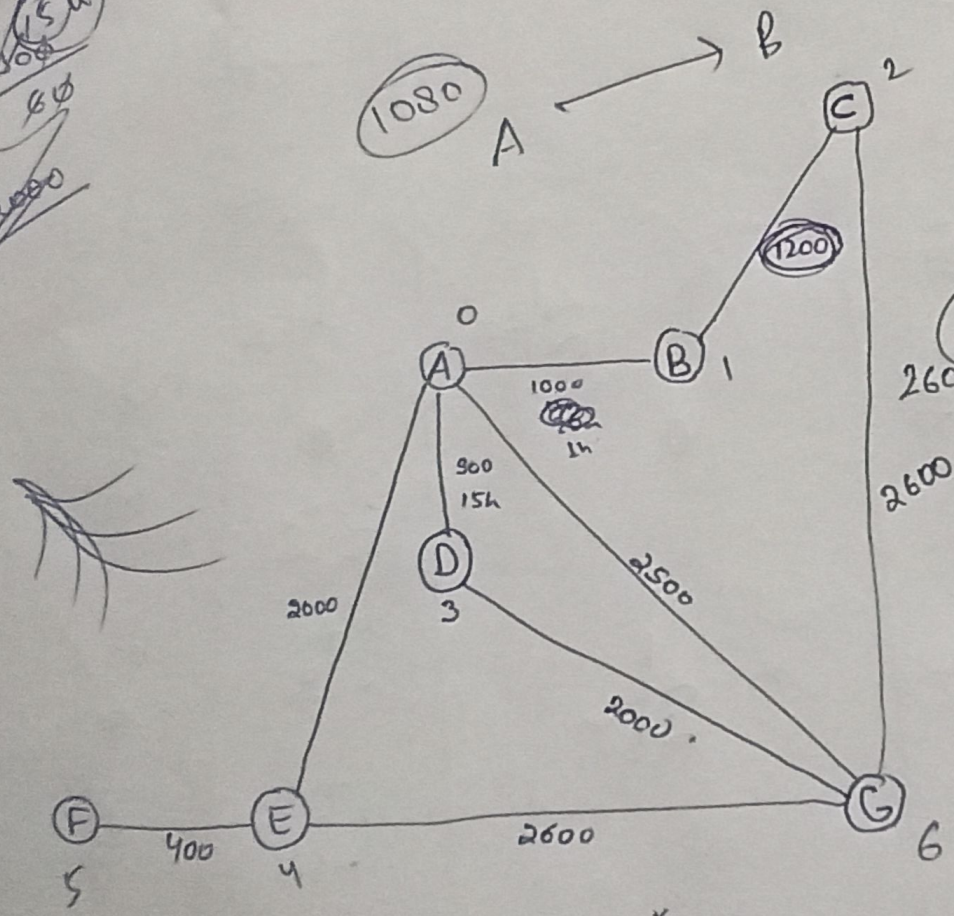

A
B
C
D
E
F
G
0
1
2
3
4
5
6
1200
1000
1h
900
15h
2600
2000
2500
2000
400
2600

10 chakka

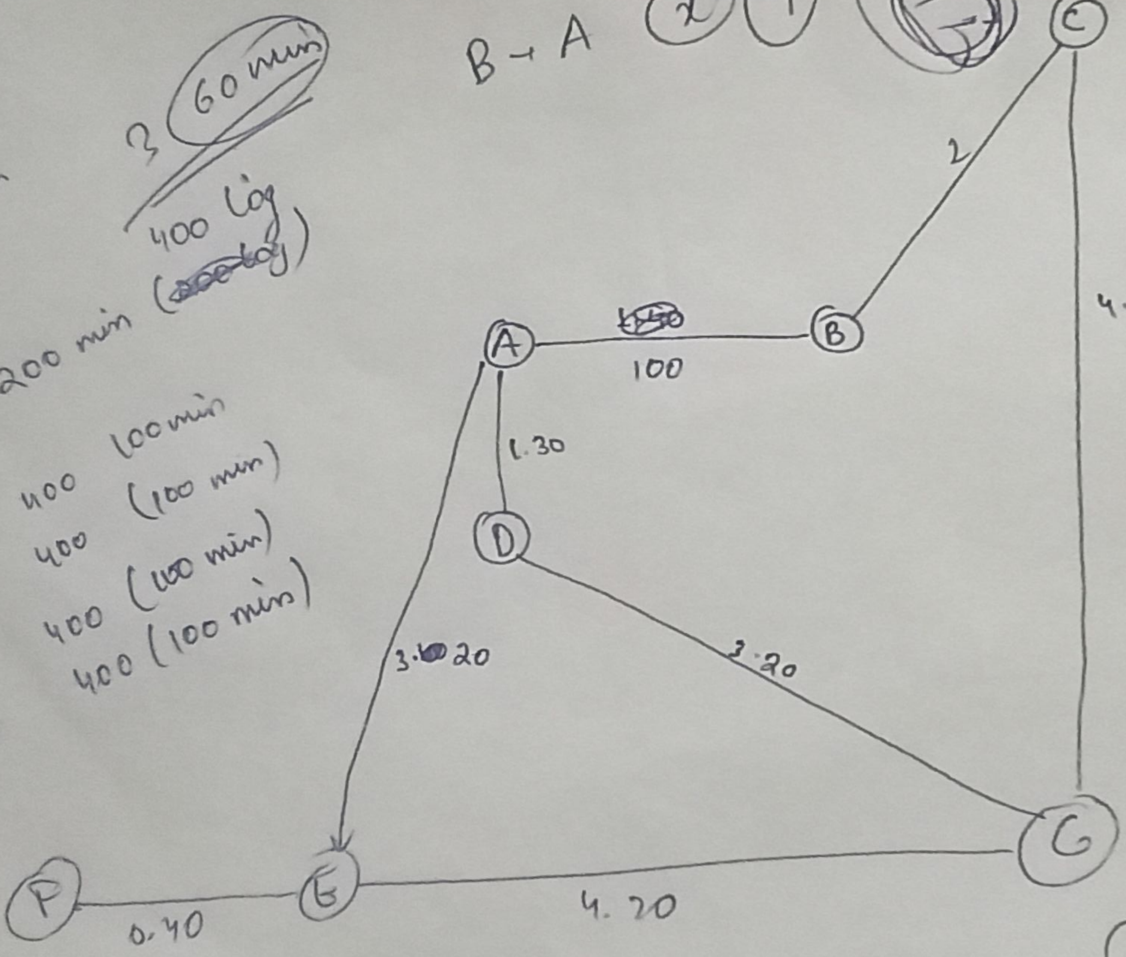
A → B
1.40 min

3 (60 min)

400 lög
200 min (~~200 log~~)

A → B (2) 10
B → A (2) (4)

A → B 400 100 min
A → B 400 (100 min)
B – A 400 (100 min)
A → B 400 (100 min)
B → A 400 (100 min)



2000
10
800
4

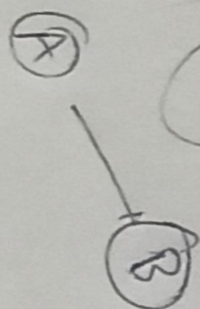
8 – 11 pm
30
30

500 3
600

1 – 1

2000
18 X 60
1080 min

1080 min



1080 min

5 – 11

2000

2000
200
10

A → B 2000 → 10 flights

B → A 8000 → 4 flights

~~Speed = 1000 km/hr~~

Time = 100 min.

1080 min

1400

~~1600~~

~~1800~~

A → B ~~2000~~

B → A ~~800~~

~~600~~

~~400~~

200

260

260

~~A 200 B 100 min~~

El No	From	To	t_i	t_f
	A	B	0	100
	B	A	160	260
	A	B	320	420
	B	A	~~480~~ 540	~~720~~ 640
	A	B	700	800
	B	A	860	960 — Cooloff.

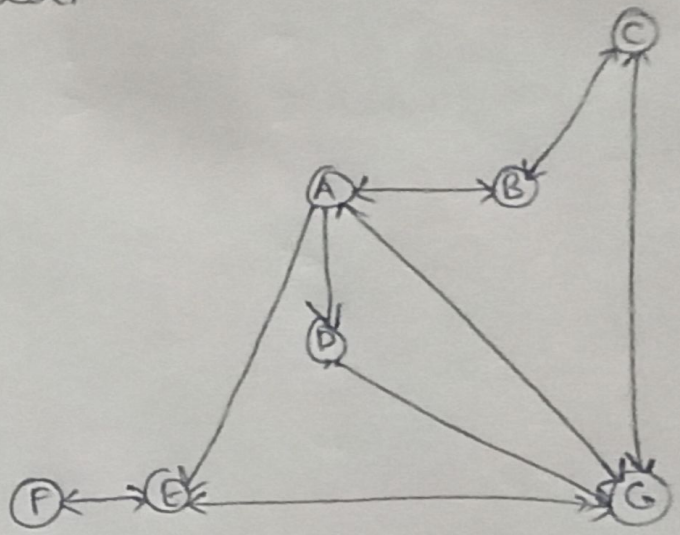
1 plane.

3 trips for A → B

3 from B → A

Cyclic path bhi ho sakta hai

A → D	1000 pass	
D → G	2000 pass	
G → A	2500 pass	



A	D	0	90
D	G	150	350
G	A	40	660
A	D	780	870
D	G	X	

A → G ~~5 2500~~ 0 t = 250

A → B t = 100 s

3 flights

1000 m

t_0	t_f	pass
0	100	200 × 3
320	420	200 × 3
640	740	200 × 3
960	1060	200

No. of planes = 3

t = 960 for 2 free / more to AD

A → D t = 90 min = 1000

A → B → A

t_0	t_f	pass
0	90	200
300	390	200
600	690	200
900	990	200

→ 960 1050 200×2 (AB)

No. of planes req. = 2 = 1

t = 300 (900) for 1 free.

A → E t = 200 sec p = 1200

t_0	t_f	p
0	200	200 × 3
520	720	200 × 3

No. of planes req = 3

No free.

A → G t = 250 m ₹ 1000

t_0	t_f	₹
0	250	200 × 3
620	870	200 × 2

Req = 3

1 free at t = 620

For A total req: 10

B → A

t_i	t_{of}	
100	160	(200×3) ↓ 600 ↑
420	480	(200×3) ↓ 200 ↑
740	800	(200×3) ↓

No. of planes req = 0

B → C t = 120 min 1400 ₹

t_i	t_f		t_i	t_f
(0)	(120)	200 × 2 →	0	120×2
			60	180×1
300-360	480	200 × 2		
660-720	840	200 × 2		

~~800~~ 1020 ~~200~~ 1020

Req = 3, ~~t = 800~~ t = 360 ₹ 1 free

C → B

t_i		t_f	
120_B	-	180_B	(200×2) ↓ ↑ →
480_B	-	540_B	(200×2) ↓
870_B	-	900_B	(200×2) ↓

$180_B \rightarrow 240_B$ (200×1)

C - G $t = 260$ min $p = 800$

t_i	t_f	
0	260	(200×2)
580 - 640	900	(200×2)

No. of planes required = 2

G - A $t = 250$

t_i	t_f
250 - 310	