

Determinization and Minimization of Non-Deterministic Finite State Automatas - A Distributed Approach

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March 8, 2023

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1 Introduction

Finite State Automata are one of the most fundamental concepts in Computer Science. Their uses range everywhere from parsing to mathematical theory. Finite State Automata exist in two kinds: Deterministic Finite Automata (DFAs) and Non-Deterministic Finite Automata (NFAs). It is well-known that both structures describe the same set of languages (regular languages), but it is in general significantly easier to work with DFAs than NFAs. Some problems are first transcribed into NFAs, therefore the determinization of a DFA into a NFA, and it's minimization, are critical steps into the understanding of those problems.

Here, a set of determinization and minimization algorithms, ranging from single-threaded to distributed, is described and implemented to solve that task, and tested on a problem class about the determinization of NFAs: Transition Graphs AKA Token Passing Networks.

1.1 Token Passing Networks

A token passing network is a directed graph $G = (V, E)$ such that:

- V : Vertices/nodes,
- $E \in (V \times label \times V)$: edges - an edge connects a vertex to another, and may contain a label.



Figure 1: Example of a stack TPN



Figure 2: Inner Workings of a size 3 TPN stack

- There exists a single input node I in V such that there is not ingoing edges to it -

$$\exists I \in V. \nexists v_2. \exists v_1. \exists e = (v_1, v_2) \in E. v_2 = I$$

- There exists a single output node O in V such that there is no ougoing edges from it -

$$\exists O \in V. \nexists v_1. \exists v_2. \exists e = (v_1, v_2) \in E. v_1 = O$$

Token Passing Networks, originally called Transportation Graphs by [1], were originally studied by [1] in order to think about what kind of packet permutations might arise from packet delay in networks.

Design patterns in transportation graphs can introduce properties for a transition graph, as well. For example, figure 1.1 shows the design of an infinite stack data structure, where S represents an infinite number of nodes connected as shows figure 1.1.

Transportation graphs are used as such:

- Each node can store one “token”,
- “Tokens” can be fetched from the input node I to the next node,
- “Tokens” must be transported to the output node O ,
- After all “tokens” from the input stream are consumed, there should be no tokens remaining in the graph.

Tokens are kept in track by keeping the order at which the tokens arrived in. Therefore, it is possible to study the possible order at which the tokens arrive at with a given transportation graph.

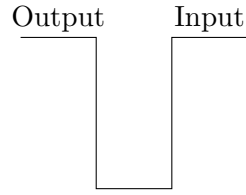


Figure 3: Graphical Example of a stack

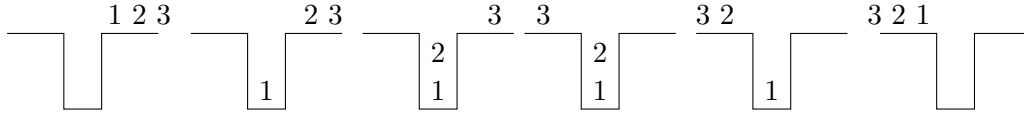


Figure 4: Successful Stack Permutation

1.2 Permutation Classes and 3-1-2 avoidance

As described previously, it is possible to describe what possible orders the tokens may arrive at from a token passing network. Such area of study comes from a property of stacks, which is what kinds of permutations are Stack Sortable.

For example, [2] describes properties of stacks in regards to what permutations they accept.

Figure 1.2 shows a graphical representation of a stack, with an input stream on the right, containing a stream of tokens, and an output stream on the left, which accepts tokens. On one hand, figure 1.2 describes a permutation which is accepted by a stack.

On the other hand, 1.2 presents a permutation which is not accepted by a stack. As the figure shows, it is possible to pass the 3rd token to the output first, but then it is impossible to pass the first token, as token 2 is at the front. This class of pattern is called 3-1-2 avoidance/ 2-3-1 avoidance.

The 3-1-2 pattern or 2-3-1 pattern depends on whether the stack tries reorder a sequence of tokens (2-3-1 exclusion), or it tries to permute an ordered sequence. It is therefore said that 2-3-1 is the inverse pattern of 3-1-2.

Thus, the stack model can be modelled with transportation graphs using a stack of nodes, hence the study of accepted permutations for a transportation graph.

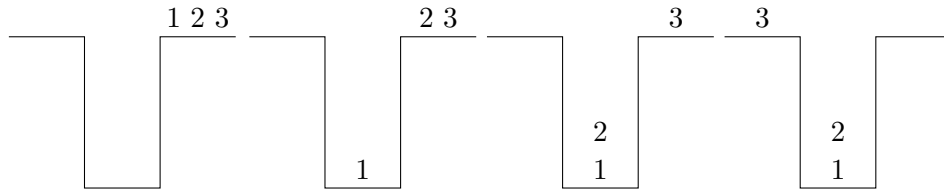


Figure 5: 3-1-2 Avoidance in a Stack

1.3 Conversion into NFA

A property of token passing networks, is that they can be converted into NFAs, in which the alphabet represents the rank encoding of a token, and a state is represented by the order of a token on the initial ordered input stream.

The following definition from ?? defines a *rank encoding* -

The *rankencoding* of a permutation is generated by replacing each element by its value relative to those elements which come after it.

From the rank encoding it is easy to describe the language of all accepted permutations of a transportation graph, hence the wish to convert transportation graphs into NFAs, and to determinize and minimize them.

2 Related Works

[3]

[4]

[1]

[5]

[6]

References

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