



MIDTERM ASSIGNMENT 2

March 24, 2022

Indicaciones generales

1. Fecha de publicación: 24 de marzo de 2022.
2. Fecha de entrega: 31 de marzo de 2022 hasta las 23:55.
3. Único medio de entrega: <https://e-aulas.urosario.edu.co>.
4. Formato de entrega: módulo y driver (`main.py`) en Python 3.
5. Importante: no use acentos ni deje espacios en los nombres de los archivos que cree.
6. La actividad **debe** realizarse **individualmente**.
7. Los grupos pueden consultar sus ideas con los profesores para recibir orientación; sin embargo, la solución y detalles del ejercicio debe realizarlos **individualmente**. Cualquier tipo de fraude o plagio es causa de anulación directa de la evaluación y correspondiente proceso disciplinario.
8. El grupo de trabajo debe indicar en su entrega de la solución a la actividad cualquier asistencia que haya recibido.
9. El grupo no debe consultar ninguna solución a la actividad que no sea la suya.
10. El grupo no debe intentar ocultar ningún código que no sea propio en la solución a la actividad (a excepción del que se encuentra en las plantillas).
11. Las entregas están sujetas a herramientas automatizadas de detección de plagio en códigos.
12. **e-aulas** se cerrará a la hora acordada para el final de la evaluación. La solución de la actividad debe ser subida antes de esta hora. El material entregado a través de **e-aulas** será calificado tal como está. Si ningún tipo de material es entregado por este medio, la nota de la evaluación será 0.0.

Introduction

An essential part in **aviation** is planning flights. Given a departure and a destination, a flight plan is a carefully designed route to take safely an aircraft between those points, within an estimated time. As expected, not every flight might be pleasant so a flight plan must include contingency procedures, in case an emergency ensues. For that, several pieces of information are included: estimated time en route, alternate airports in case of detouring, type of flight, crew's information, number of passengers on board, and aircraft specifications. **Flight planning** is extremely important, especially when flying over unexplored areas, as they provide vital information in case of mechanical failure, bad weather, or when rescuing operations are needed.

A route, also known as flight path, consists of line segments located on a map that aid the aircraft to navigate from the departure to the destination airports. Although there are several types of routes, with different attributes such as altitude and airspeed, we will consider *a route to be defined as a sequence of two-dimensional line segments* on a map. A single flight plan may include more than one flight path; that is, different routes for different scenarios.

Flight planning also involves the identification of airports which can be flown to in case of unexpected circumstances at the destination airport or along the route. The flight plan should only include alternate airports or locations which can be reached with the current fuel load and that have the capabilities to handle the type of aircraft being flown.

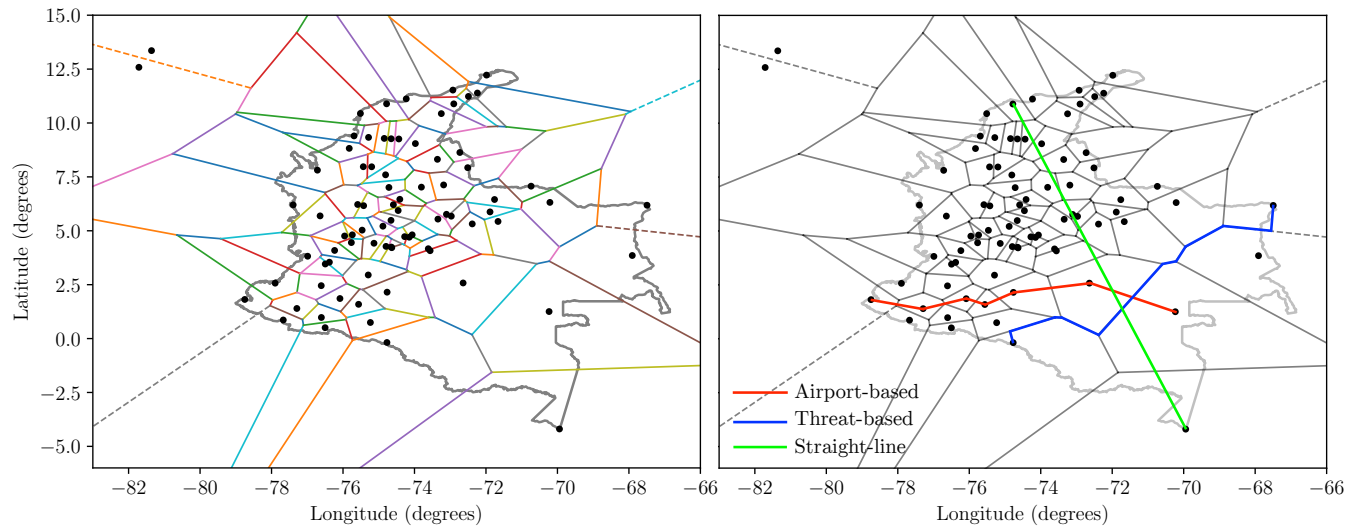


Figure 1: Colombia's two-dimensional Voronoi diagram for flight space with airports as sites.

Problem

Your task is to design and implement a computational application addressing features of a flight plan. The functionality required evaluates aspects of the flight plan, given a set of airport sites, and departure and destination points of the flight. These aspects include global and local properties such as preprocessing of airport sites, nearest and farthest airports, types of flight paths or routes, potential threats, and desolated areas.

The application must be **implemented as a class with a collection of methods and its corresponding test suite**. We will treat locations or points on the map as defined by an ordered pair —latitude and longitude— and measure all distances using the standard Euclidean norm in the plane. The methods must satisfy the following specifications:

1. Read airport and border locations from input data files (enclosed with this document). Generate a plot similar to that of Fig. 1, left, with an additional color scale that depends on the altitude of each airport. For instance, high altitudes might correspond to light blue; lower altitudes might be associated to dark blue.
2. Build new airports. Suppose you want to explore desolated areas to gather information on where it will be beneficial to build new airports, regardless of population and other factors. You can find such information by finding the largest circle centered within the convex hull and enclosing none of the already existing airports. Report this circle as the location of its center and corresponding radius.
3. Nearest and farthest pair of airports. Report the names, not the locations, of the pairs of airports that are both farther apart and closest to each other. This is useful when considering the minimal and maximal fuel load and estimating the average consumption of fuel.
4. Altitude-based flight path. Given a departure and a destination airports, plus a threshold altitude, construct a flight path between these airports. The flight path is a collection of connected straight lines whose endpoints are airports. The path must only visit airports higher than the threshold altitude. This type of path helps reducing gas consumption and the risk of crashing. The flight path must be represented as a list of locations (Fig. 1, right).

The class implemented should be named `FlightOperations`. You have the freedom to choose the attributes of the class; they should be chosen such that redundant computation is avoided as much as possible. Extra methods can be implemented if deemed necessary. Every solution to each problem must generate a plot clearly showing the answer; you may also print extra info to the terminal.

Strategy

Let us now analyze how to proceed. The input to the problem is the location and elevation of the airports and the border map, so you need to read files and appropriately keep the information. Next, remembering what you learned in Computational Geometry, you know that you need to build a computational model of the network of airports so that you can efficiently process the information. A good model candidate is the **Voronoi diagram**, which is a computational model that subdivides the plane in cells. Each cell has a unique site (airport) assigned to it and consists of all points of the plane closer to that site than to any other in the plane (map).

Indeed, the Voronoi diagram's particular structure offers us the capabilities to answer the questions posed above, most of them optimally. These questions may be related to the following well-known problems in computational geometry:

- ★ **Nearest-neighbor search problem.** Given a set of points (airports) in the plane and a query point (location), find the point in the set that is closest to the given query point.
- ★ **Largest empty circle problem.** Given a set of points (airports) in the plane, find a largest circle centered within their convex hull and enclosing none of them.
- ★ **Closest pair of points problem.** Given a set of points (airports) in the plane, find a pair of points with the smallest distance between them.

If the size of the set is n , these problems can be solved in $O(n \lg n)$ time. Understanding these problems and the algorithms that solve them is key to successfully completing your assignment.

We now have a clear picture of how to proceed with the construction of the class.

References

F. Aurenhammer and R. Klein. Voronoi Diagrams. In J.-R. Sack and J. Urrutia, editors, *Handbook of Computational Geometry*, chapter 5, pages 201-290. North Holland, 2000.

M. de Berg, O. Cheong, M. van Kreveld, and M. Overmars. *Computational Geometry: Algorithms and Applications*. Third edition. Springer-Verlag, 2008.