



ANALYSIS OF A METHODOLOGY
FOR LINEAR PROGRAMMING
OPTIMALITY ANALYSIS

DEPARTMENT OF THE AIR FORCE
AIR UNIVERSITY
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THESIS

Chanseok Jeong, Captain, ROKA

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THESIS

Presented to the Faculty of the Graduate School of Engineering
of the Air Force Institute of Technology
Air Education and Training Command
In Partial Fulfillment of the
Requirements for the Degree of
Master of Science in Operations Research

**Chanseok Jeong, B.S.
Captain, ROKA**

March 1997

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Preface

This thesis is an extension of Osman Iyde's thesis, *Right-Hand-Side Multidimensionnal Optimality Analysis of a Large Scale Linear Program Using Metamodelling Techniques*, AFIT/GOR/ENS/95M-13, 1995 (1). His thesis employs the application of the methodology developed by Johnson, Bauer, Moore, and Grant to a large scale linear programming (LP) model, specifically Air Mobility Command's (AMC's) Strategic Transport Optimal Routing Model (STORM).

I expand the scope of Iyde's work. His work was based on changing the right-hand-side (RHS) vectors, but I changed not only the RHS vectors but also the unit cost vector. I also refined the geographical areas and added the C-17 aircraft to the analysis, and I used a "Hot Start" idea for efficient solving of the experimental design runs of STORM.

In this thesis, the Strategic Transport Optimal Routing Model was chosen as a large scale linear program (LP). STORM is based on a model built by Barton and Guiriaer (1967) for Lockheed to analyze the peacetime employment of the new C-5 cargo plane.

I used the response surface methodology (RSM) developed by Myers and Montgomery and "Metamodelling Techniques in Multidimensional Optimality Analysis for Linear Programming" developed by Johnson, Bauer, Moore and Grant. This research basically accomplishes an optimality analysis for LP models by developing first or second order metamodels which describe the relationships among the optimal objective function value, and the right-hand-side (RHS) and unit cost vectors of LPs.

My research may help to analyze variable prediction when the resources of the channel cargo system are changed.

I appreciate my advisors Dr. Kenneth W. Bauer and Lt Col James T. Moore for their good guidance and advice. I would also like to thank my wife Enkyeong Yoon for her support and my two daughters Hyenjoo and Yeonjoo.

Chanseok Jeong

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Abstract

The methodology of Johnson, Bauer, Moore, and Grant can be applied to large scale linear programming models. A methodology for optimality analysis of linear programs was developed to create metamodels using response surface methodology techniques such as experimental design and least squares regression. A metamodel consists of a simple equation which is able to predict the optimal objective function value of a linear program. What is needed is some large scale application of the techniques to verify how accurate they are.

In the research, I plan to use the large scale LP model, STORM. I use the "Hot Start" idea for the efficiency of STORM program calculation. The developed metamodels of the large scale LP can provide some useful information about the relationships between the objective function value and the right-hand-side vector and coefficients of the objective function (unit cost vector) by varying the right-hand-side vector and unit cost vector.

***ANALYSIS OF A METHODOLOGY
FOR LINEAR PROGRAMMING OPTIMALITY ANALYSIS***

I. INTRODUCTION

This thesis is an extension of Osman Iyde's thesis, *Right-Hand-Side Multidimensionnal Optimality Analysis of a Large Scale Linear Program Using Metamodelling Techniques*, AFIT/GOR/ENS/95M-13, 1995 (1). His thesis employs the application of the methodology developed by Johnson, Bauer, Moore, and Grant (7) to a large scale linear programming (LP) model, specifically Air Mobility Command's (AMC's) Strategic Transport Optimal Routing Model (STORM). The methodology of Johnson, *et al.* utilizes response surface methodology and kriging. It basically accomplishes an optimality analysis for LP models by developing first or second order metamodels which describe the relationships between the optimal objective function value and the right-hand-side (RHS) vectors of the LPs (7:45).

This thesis also applies response surface methodology and metamodeling techniques in multidimensional optimality analysis to a large scale linear programming model, AMC's STORM. However, I expand the scope of Iyde's work. His work was based on changing the RHS vectors, but my research accomplishes an optimality analysis for large scale LP models by developing metamodels which describe the relationships between the optimal objective function value and the RHS as well as the unit cost vector.

I changed not only the RHS vectors but also the unit cost vector. I also refined the geographical areas and added the C-17 aircraft to the analysis, and I used the "Hot Start" technique for making the STORM runs required by the experimental design.

1.1 Background

In this thesis, STORM was chosen as a large scale linear program (LP) for the application of response surface methodology (RSM). The Strategic Transport Optimal Routing Model (STORM) is based on a model built by Barton and Guiriaer (1967) of Lockheed to analyze the peacetime employment of the new C-5 cargo plane. STORM was developed at Air Mobility Command (then the Military Aircraft Command) to assist in a major study of the entire scheduled cargo system that must provide two main types of service to its overseas customers. The first is to provide sufficient cargo capacity for a given period of time (usually for one month) to meet all demands for cargo movement between the pairs of bases in the system. This cargo capacity is known as the cargo requirement. The second is to provide a minimum number of flights per month between certain cities. This number is called the frequency requirement. The basic purpose of STORM is to select the mix of routes and aircraft that will meet the monthly cargo and frequency requirements of AMC while minimizing the cost of cargo handling, military aircraft operations, and commercial aircraft leasing (9:2).

The set of routes, maximum payload, and total flying hours for each type of plane are the main resources available. Using this information, STORM constructs a feasible cargo movement plan. A route is the sequence of legs to be flown by a single aircraft. Each aircraft's maximum payload

is an average based on the fuel loads and types of palletized cargo that are generally carried on the planned missions.

The flying hour limit for military aircraft is derived from the Air Force flying program which is necessary to maintain proficiency in worldwide operations and to train the crews. Versions of STORM for UNIX Workstations have been developed using the GAMS (General Algebraic Modeling System) modeling language (2) which makes data management and programming very easy. GAMS also allows the analyst to modify the model quickly for specific analyses, investigating specific questions, or enforcing operational considerations locally.

One methodology for optimality analysis of linear programs was to create metamodels using response surface methodology techniques such as experimental design and least squares regression. Metamodels have the form of a simple polynomial, and they predict the optimal objective function value of an LP for various levels of the constraints.

The developed metamodels of the large scale LP can provide some useful information about the relationships among the objective function value and unit cost and RHS vectors of interest.

The RHS and unit cost vectors of an LP may be changed for a variety of reasons: we may want to conduct a sensitivity analysis to check the preciseness of the RHS and unit cost vectors, and whether or not it matters if the RHS and unit cost vectors are perturbed. Also, we may want to update the LP when additional (reduced) resources become available (unavailable).

In this case, optimality analysis comes into play. Optimality analysis is performed to determine the effect on the optimal solution when the right-hand-side vector or the objective function coefficient vector is changed. Optimality analysis generally involves multiple critical regions with different optimal bases.

Before accomplishing the optimality analysis of the large scale LP model, I developed an alternative programming and solution technique which is called "Hot Start" method to reduce the total running time of a large scale LP model since multiple solutions of the LP model are required to develop the metamodels.

1.2 Research Objectives

I employed the large scale LP model, STORM, and varied the right-hand-side vector and unit cost vector. For the multidimensional optimality analysis, I used the metamodelling techniques developed by Johnson, Bauer, Moore and Grant. I constructed the metamodels for objective function values which are the minimum cost values obtained by changing the levels of the RHS and unit cost vectors.

By using that methodology, the objectives are to analyze the accuracy of the metamodels and to describe the key relationships among the optimal objective function value, the unit cost vectors, and the right-hand-side vectors of interest. It is possible to predict the response of the optimal objective function value easily and efficiently when the levels of the factors are changed.

In the research, I use an idea called a "Hot Start" in solving the STORM program. "Hot Start" is a method that takes advantage of a "good" starting solution (12:115). I try to create metamodels with only first order polynomials by changing the level of RHS and unit cost vectors, up and down 10%. I apply 2^k factorial designs and 2^{k-p} fractional factorial designs to create metamodels by least square regression.

Two primary measures are used: mean squared error (MSE) and mean absolute percentage error (MAPE).

II. LITERATURE REVIEW

This chapter presents a literature review about linear programming and metamodeling techniques in multidimensional optimality analysis. I apply this technique to a large scale linear programming model, AMC's STORM.

2.1 General theorem of linear programming

Linear programming is concerned with the optimization (minimization or maximization) of a linear function while satisfying a set of linear equality and/or inequality constraints or restrictions.

2.1.1 Basic Definitions

Any general linear programming problem may be manipulated into this form.

$$\begin{array}{ll} \text{Minimize} & c_1x_1 + c_2x_2 + \dots + c_nx_n \\ \text{Subject to} & a_{11}x_1 + a_{12}x_2 + \dots + a_{1n}x_n \geq b_1 \\ & a_{21}x_1 + a_{22}x_2 + \dots + a_{2n}x_n \geq b_2 \\ & \vdots \\ & a_{m1}x_1 + a_{m2}x_2 + \dots + a_{mn}x_n \geq b_m \\ & x_1, x_2, \dots, x_n \geq 0 \end{array}$$

Here $c_1x_1 + c_2x_2 + \dots + c_nx_n$ is the *objective function* to be minimized and it is denoted by z . The coefficients c_1, c_2, \dots, c_n are the (known) *cost coefficients* and x_1, x_2, \dots, x_n are the *decision variables* (variables, structural variables, or activity levels) to be determined. The inequality $\sum_{j=1}^n a_{ij}x_j \geq b_i$ denotes the i th *constraint* (restriction or functional, structural, or technological constraint). The coefficients a_{ij} for $i = 1, 2, \dots, m, j = 1, 2, \dots, n$ are called the *technological coefficients*. These technological coefficients form the *constraint matrix* A .

$$A = \begin{bmatrix} a_{11} & a_{12} & \dots & a_{1n} \\ a_{21} & a_{22} & \dots & a_{2n} \\ \cdot & \cdot & & \cdot \\ \cdot & \cdot & & \cdot \\ \cdot & \cdot & & \cdot \\ a_{m1} & a_{m2} & \dots & a_{mn} \end{bmatrix}$$

The column vector whose i th component is b_i , which is referred to as the *right-hand-side vector*, represents the minimal requirements to be satisfied. The constraints $x_1, x_2, \dots, x_n \geq 0$ are the *nonnegativity restrictions*. A set of variables x_1, x_2, \dots, x_n satisfying all the constraints is called a *feasible point* or a *feasible vector*. The set of all such points constitutes the *feasible region* or the *feasible space*.

Using the foregoing terminology, the linear programming problem can be stated as follows: Among all feasible vectors, find one that minimizes (or maximizes) the objective function (5:1-2).

2.1.2 Geometric solution

This section describes a geometric procedure for solving a linear programming problem.

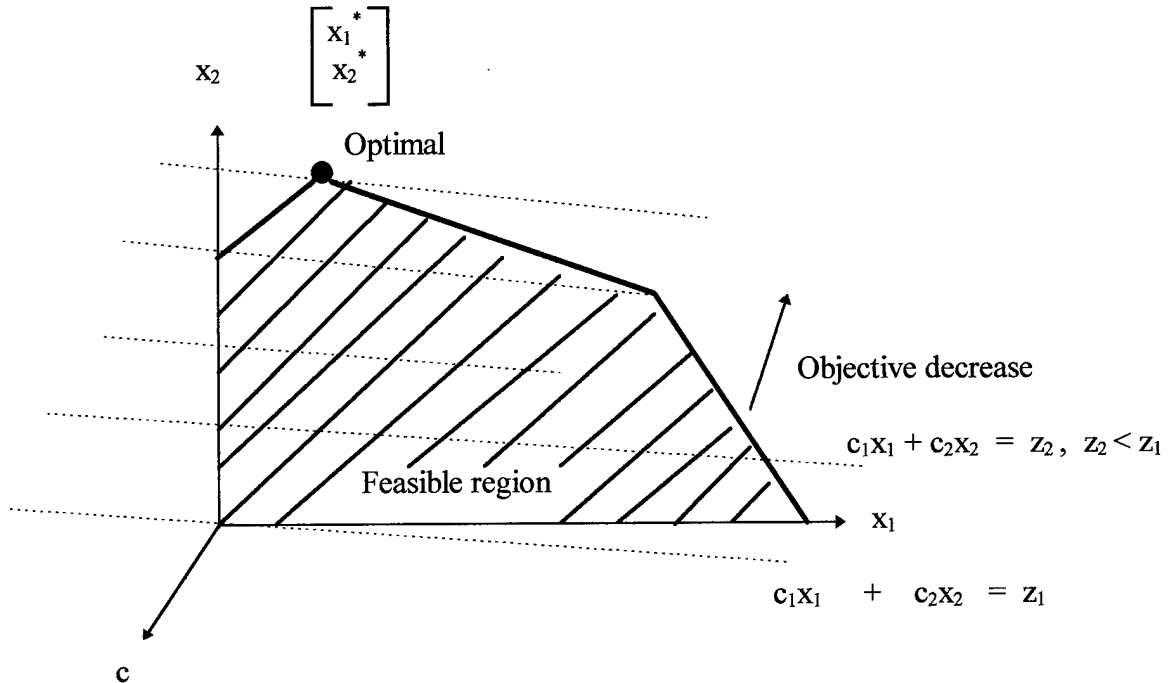


Figure 2.1 Geometric solution

The geometric solution provides a great deal of insight into the linear programming problem. To be more specific, let us consider the following problem.

$$\begin{aligned} &\text{Minimize} && \mathbf{c}\mathbf{x} \\ &\text{Subject to} && \mathbf{A}\mathbf{x} \geq \mathbf{b} \\ &&& \mathbf{x} \geq \mathbf{0} \end{aligned}$$

The feasible region consists of all vectors \mathbf{x} satisfying $\mathbf{A}\mathbf{x} \geq \mathbf{b}$ and $\mathbf{x} \geq \mathbf{0}$. Among all such points we wish to find a point with minimal $\mathbf{c}\mathbf{x}$ value. Points with the same objective function value z satisfy the equation $\mathbf{c}\mathbf{x} = z$, that is, $\sum_{j=1}^n c_j x_j = z$. Since z is to be minimized, then the plane (line in a two-dimensional space) $\sum_{j=1}^n c_j x_j = z$ must be moved parallel to itself in the

direction that minimizes the objective most. This direction is $-\mathbf{c}$, and hence the plane is moved in the direction $-\mathbf{c}$ as much as possible. This process is illustrated in Figure 2.1.

As the optimal point \mathbf{x}^* is reached, the line $c_1x_1 + c_2x_2 = z^*$, where $z^* = c_1x_1^* + c_2x_2^*$, cannot be moved farther in the direction $-\mathbf{c} = (-c_1, -c_2)$ because this leads to points outside the feasible region. In other words, one cannot move from \mathbf{x}^* in a direction that makes an acute angle with $-\mathbf{c}$ and hence reduces the objective function value while remaining feasible. So, \mathbf{x}^* is indeed the optimal solution (5:15).

2.1.3 Optimality

Given a basic feasible solution $\mathbf{x}_B = \mathbf{B}^{-1}\mathbf{b}$, where \mathbf{B} is a nonsingular $m \times m$ submatrix of \mathbf{A} , with $z_0 = \mathbf{c}_B \mathbf{x}_B$ for the LP $\mathbf{A}\mathbf{x} = \mathbf{b}$, $\mathbf{x} \geq \mathbf{0}$, $\min z = \mathbf{c}\mathbf{x}$. If $z_j - c_j \leq 0$ for every column \mathbf{a}_j in \mathbf{A} where $z_j = \mathbf{c}_B \mathbf{B}^{-1} \mathbf{a}_j$, then z_0 is the minimum value of z subject to the constraints, and the basic feasible solution is an optimal basic feasible solution (8:97).

2.2 Response Surface Methodology

Response surface methodology (RSM) is a collection of statistical and mathematical techniques useful for developing, improving, and optimizing processes. It also has important applications in the design, development, and formulation of new products, as well as in the improvement of existing product designs (6:1).

2.2.1 Approximating Response Functions

In general, suppose that the scientist or engineer is concerned with a product, process, or system involving a response Y that depends on the controllable input variables $\xi_1, \xi_2, \dots, \xi_n$.

The relationship is

$$Y = f(\xi_1, \xi_2, \dots, \xi_n) + \varepsilon \quad (2.1)$$

where the form of the true response function f is unknown and perhaps very complicated, and ε is a term that represents other sources of variability not accounted for in f . Thus ε includes effects such as measurement error on the response, other sources of variation that are inherent in the process or system (background noise, or common cause variation in the language of statistical process control), the effect of other variables, and so on. ε is treated as a statistical error, where it is often assumed that ε has a normal distribution with mean zero and variance σ^2 . If the mean of ε is zero, then

$$\begin{aligned} E(Y) &= \eta = E[f(\xi_1, \xi_2, \dots, \xi_n)] + E(\varepsilon) \\ \eta &= f(\xi_1, \xi_2, \dots, \xi_n) \end{aligned} \quad (2.2)$$

The variables $\xi_1, \xi_2, \dots, \xi_n$ in Equation (2.2) are usually called the **natural variables**, because they are expressed in the natural units of measurement. In much RSM work it is convenient to transform the natural variables to **coded variables** x_1, x_2, \dots, x_n , where these

coded variables are usually defined to be dimensionless with mean zero. In terms of the coded variables, the true response function (2.2) is now written as

$$\eta = E(Y) = f(x_1, x_2, \dots, x_n) \quad (2.3)$$

Because the form of the true response function f is unknown, we must approximate it. In fact, successful use of RSM is critically dependent upon the experimenter's ability to develop a suitable approximation for f . Usually, a low-order polynomial in some relatively small region of the independent variable space is appropriate. In many cases, either a **first-order** or a **second-order** model is used. For the case of n independent variables, the first-order model in terms of the coded variables is

$$E(Y) = \beta_0 + \beta_1 x_1 + \beta_2 x_2 + \dots + \beta_n x_n \quad (2.4)$$

The second-order model is widely used in response surface methodology for several reasons. The second-order model is very flexible. It can take on a wide variety of functional forms, so it often works well as an approximation to the true response surface. Also it is easy to estimate the parameters (the β 's) in the second-order model. The method of least squares can be used for this purpose. There is considerable practical experience indicating that second-order models work well in approximating true response surfaces (6:4-7).

In general, the second-order model is

$$E(Y) = \beta_0 + \sum_{j=1}^n \beta_j x_j + \sum_{j=1}^n \beta_{jj} x_j^2 + \sum_{i < j} \beta_{ij} x_i x_j \quad (2.5)$$

2.2.2 Linear regression

In the practical application of response surface methodology, it is necessary to develop an approximating model for the true response surface. The underlying true response surface is typically driven by some unknown **physical mechanism**. The approximating model is based on observed data from the process or system and is an **empirical model**. Multiple regression is a collection of statistical techniques useful for building the types of empirical models required in response surface methodology (6:16).

Equation (2.4) may be written in matrix notation as

$$\mathbf{Y} = \mathbf{X} \boldsymbol{\beta} + \boldsymbol{\varepsilon} \quad (2.6)$$

where

$$\mathbf{Y} = \begin{bmatrix} y_1 \\ y_2 \\ \cdot \\ \cdot \\ y_m \end{bmatrix} \quad \mathbf{X} = \begin{bmatrix} 1 & x_{11} & x_{12} & \dots & x_{1n} \\ 1 & x_{21} & x_{22} & \dots & x_{2n} \\ \cdot & \cdot & \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot & \cdot & \cdot \\ 1 & x_{m1} & x_{m2} & \dots & x_{mn} \end{bmatrix}$$

$$\beta = \begin{bmatrix} \beta_0 \\ \beta_1 \\ \cdot \\ \cdot \\ \beta_n \end{bmatrix} \quad \varepsilon = \begin{bmatrix} \varepsilon_1 \\ \varepsilon_2 \\ \cdot \\ \cdot \\ \varepsilon_m \end{bmatrix}$$

In general, Y is an $(m \times 1)$ vector of the observations, X is an $(m \times p$ where $p = n + 1)$ matrix of the levels of the independent variables, β is a $(p \times 1)$ vector of the regression coefficients, and ε is an $(m \times 1)$ vector of random errors.

The method of least squares chooses the β 's in Equation (2.6) so that the sum of the squares of the errors, ε_i , are minimized. The least squares function is:

$$\begin{aligned} L &= \sum_{i=1}^m \varepsilon_i^2 = \varepsilon' \varepsilon = (Y - X\beta)' (Y - X\beta) \\ &= Y'Y - \beta'X'Y - Y'X\beta + \beta'X'X\beta \\ &= Y'Y - 2\beta'X'Y + \beta'X'X\beta \end{aligned} \quad (2.7)$$

Since $\beta'X'Y$ is a (1×1) matrix, or a scalar, and its transpose $(\beta'X'Y)' = Y'X\beta$ is the same scalar. The least squares estimators must satisfy:

$$\frac{\delta L}{\delta \beta | \mathbf{b}} = -2\mathbf{X}'\mathbf{Y} + 2\mathbf{X}'\mathbf{X}\mathbf{b} = \mathbf{0}$$

$$\mathbf{X}'\mathbf{X}\mathbf{b} = \mathbf{X}'\mathbf{Y} \quad (2.8)$$

To solve the normal equations, multiply both sides of Equation (2.8) by the inverse of $\mathbf{X}'\mathbf{X}$. Thus, the least squares estimator of β is

$$\mathbf{b} = \hat{\beta} = (\mathbf{X}'\mathbf{X})^{-1} \mathbf{X}'\mathbf{Y} \quad (2.9)$$

The fitted regression model is

$$\hat{\mathbf{Y}} = \mathbf{X}\mathbf{b} \quad (2.10)$$

And the $(m \times 1)$ vector of residuals is denoted by

$$\mathbf{e} = \mathbf{Y} - \hat{\mathbf{Y}} \quad (2.11)$$

2.2.3 Experimental design

Montgomery (14:27) defines experimental design as "a process of inducing purposeful changes in the input variable(s) in order to observe and model the changes in the response(s)."

The general problem of experimental design in response surface methodology is to choose a design such that the assumed polynomial that is fitted by the least squares regression most closely represents the true function over the factor space of interest. Experimental designs are selected

so that the experimental error is minimized or the bias due to the model misspecification is minimized.

Factorial designs are widely used in experiments involving several factors where it is necessary to investigate the joint effects of the factors on a response variable. By joint factor effects, we typically mean main effects and interactions. A very important special case of the factorial design is that where each of the k factors of interest has only two levels. Because each replicate of such a design has exactly 2^k experimental trials or runs, these designs are usually called 2^k factorial designs.

The class of 2^k factorial designs are very important in response surface work. Specifically, they find applications in three areas: 1) A 2^k design is useful at the start of a response surface study where screening experiments should be performed to identify the important process or system variables. 2) A 2^k design is often used to fit a first-order response surface model and to generate the factor effect estimates required to perform the method of steepest ascent. 3) The 2^k design is a basic building block used to create other response surface designs (6:79).

If the experimenter can reasonably assume that certain high-order interactions are negligible, then information on the main effects and low-order interactions may be obtained by running only a fraction of the complete factorial experiment. These fractional factorial designs are the most widely used types of design.

A major use of fractional factorials is in screening experiments. These are experiments in which many factors are considered with the purpose of identifying those factors (if any) that have large effects. Screening experiments are usually performed early in a response surface study when it is likely that many of the factors initially considered have little or no effect on the response. The

factors that are identified as important are then investigated more thoroughly in subsequent experiments (6:134).

2.2.4 GAMS language

Substantial progress was made in the 1950s and 1960s with the development of algorithms and computer codes to solve large mathematical programming problems. The number of applications of these tools in the 1970s was less than expected, however, because the solution procedures formed only a small part of the overall modeling effort. A large part of the time required to develop a model involved data preparation and transformation and report preparation. Each model required many hours of analyst and programming time to, organize the data and write the programs that would transform the data into the form required by the mathematical programming optimizers. Furthermore, it was difficult to detect and eliminate errors because the programs that performed the data operations were only accessible to the specialist who wrote them and not to the analysts in charge of the project.

GAMS was developed to improve on this situation by

- o Providing a high-level language for the compact representation of large and complex models
- o Allowing changes to be made in model specifications simply and safely
- o Allowing unambiguous statements of algebraic relationships
- o Permitting model descriptions that are independent of solution algorithms

The design of GAMS has incorporated ideas drawn from relational database theory and mathematical programming and has attempted to merge these ideas to suit the needs of strategic modelers. Relational databases provide a structured framework for developing general data organization and transformation capabilities. Mathematical programming provides a way of describing a problem and a variety of methods for solving it (2:3).

2.2.5 Metamodelling methodology

Response surface methodology (RSM) and kriging are used to develop a methodology for optimality analysis of linear programs (LPs). Using these techniques, metamodels are developed to predict the optimal objective function value of an LP for various levels of the constraints. These metamodels are valid over multiple critical regions, eliminating the usual requirement of determining which critical region contains the right-hand-side vector of interest. The metamodels are used to determine the responsiveness of the optimal objective function value to changes in the right-hand-side vector while illuminating key relationships between the objective function value and the elements of the right-hand-side vector. In some cases, the metamodels can actually be used as a surrogate model for the entire LP model. The metamodels are tested by comparing the predictions to the optimal solutions obtained by solving the linear programming model.

This methodology uses the phrase "optimality analysis" to refer to analyses of the optimal solution when the right-hand-side vector (or objective function coefficient vector) is changed. These analyses often involve multiple critical regions with different optimal bases. In contrast, "postoptimality analysis" and "sensitivity analysis" refer to analyses within a single critical region involving perturbations away from an initial solution (7:45).

2.3 Conclusion

This chapter presents a literature review on linear programming and the technique which I selected for study, "Metamodeling Techniques in Multidimensional Optimality Analysis" by Johnson, Bauer, Moore, Grant. For optimality analysis, metamodels are developed using experimental design and least squares regression.

III. METHODOLOGY

This chapter presents two methodologies. One is how to “Hot Start” and the other is how to apply the metamodelling techniques for the large scale linear programming model.

3.1 “Hot Start” techniques for the STORM model

A “Hot Start” is a technique designed to take advantage of a “good” starting solution (12:115) when solving an LP. The sequence of “Hot Start” when producing solutions for use in metamodel development depends on the number of changing factor levels in the experimental design. Before the presentation of “Hot Start” techniques, we need to know the detailed elements of the STORM model.

Required elements for the STORM model

The STORM model requires some elements which are described as follows:

1. Aircraft Routes and Flying Times: Possible cargo routes must be specified for the STORM model in advance, along with flying times for each type of plane on each route.
2. Aircraft Data: Information specific to each aircraft type, such as payload, total number of flying hours available, and cost per operating hour. Aircraft include commercial cargo planes (Boeing 747, DC-8, and DC-10) as well as AMC military aircraft (C-5, C-17, C-141, and C-130).
3. Cargo and Frequency Requirements: The number of missions to be flown is based upon the need to move aircraft and cargo between certain pairs of bases. Cargo tonnage, frequency requirements, and possible transshipment points must be specified for each pair of bases.

4. Cargo Handling Costs: The STORM model allows cargo to move either by a direct flight or by a flight with one transshipment. Each time cargo is loaded or unloaded, a handling cost of \$176 per ton is incurred.
5. Base Operating Limits: If any base in the system has restrictions on the maximum number of channel flights it can handle in a month, this value must be specified.

The STORM model uses the preceding information to formulate a linear programming model which can best be described as follows:

MINIMIZE : Total cost incurred for aircraft operating hours and cargo handling.

SUBJECT TO:

1. Meeting as many of the cargo movement requirements as possible.
2. Meeting all requirements for service frequency.
3. Operating within each aircraft type's flying hour and payload limits.
4. Operating within each base's limit on monthly sorties.

Outputs of the model include:

1. The number of missions flown on each route by each aircraft type.
2. The number of tons that could not be delivered for each origin/destination pair. Since STORM allows only one transshipment for each piece of cargo, many of these undelivered requirements can be met with two transshipments.
3. For each movement requirement, the tonnage delivered directly by a single mission.

4. For each movement requirement, the tonnage transshipped through each possible transshipment point.
5. The percentage of available cargo space utilized on each leg of each route.

The linear programming formulation used in STORM has been implemented in the LP modeling language GAMS. GAMS can use a wide variety of LP solvers and machines, and it greatly decreases the time involved in formulating, testing, and debugging models, as well as providing an excellent report writing capability. The description given below is designed to aid in interpreting the GAMS program listing.

There are six types of variables that are used in the STORM LP model of the channel cargo system. They are as follows:

1. $Y(c,cd)$: The number of tons of cargo from source base 'c' which cannot be delivered to final destination bases 'cd'.
2. $X(routes, aircraft)$: The number of missions to be flown on a route by aircraft type.
3. $D(routes, stp, st2)$: The number of tons of cargo to be delivered directly from stop number 'stp' of the route (its origin) to stop number 'st2' of the route (its destination).
4. $S(routes, stp, st2)$: The number of tons picked up at a transshipment point (stop number 'stp' of the route) and delivered to its final destination (stop number 'st2').
5. $T(routes, stp, st2, cd)$: The number of tons picked up at a route origin ('stp') and dropped off at a transshipment point ('st2') for eventual delivery to its final destination base 'cd'.
6. $SLK(routes, stp)$: The unused cargo capacity on the 'stp'th leg of the route.

Generating variables for all combinations of routes, bases and aircraft types would yield an unmanageable number of redundant and unnecessary variables in the LP formulation. To prevent this, a FORTRAN program examines the set of routes, transshipment points, and cargo requirements and builds only those combinations required for the current data. A FORTRAN program builds a number of data sets which are used as "INCLUDE" input files in the GAMS program. The created files have extensions. .TMP and .VAR.

There are nine types of constraints in the model. They are listed below by their GAMS names and described briefly:

1. TREQ(c, cd): Total tonnage to be moved from base 'c' to base 'cd' must equal the direct deliveries plus the transshipment deliveries plus the amount left undelivered.
2. CARGB(ct, cd): The amount of cargo being unloaded at base 'ct' for transshipment to base 'cd' must equal the amount being picked up at 'ct' for transshipment delivery to base 'cd'.
3. PL1(routes): Cargo carried on the first leg of a route cannot exceed the sum of the payloads of all aircraft flying that route.
4. PLP(routes, stp): Cargo loaded to fly leg 'stp' ($stp > 1$) cannot exceed the unused capacity on the previous leg plus the amount of cargo just unloaded.
5. ABAL(c, aircraft): At each base 'c' the number of landings by an aircraft type must equal the number of takeoffs by that type (conservation of flow).
6. FREQ(c, cd): The required minimum number of direct flights (i.e. the frequency requirement) from base 'c' to the base 'cd' must be attained.
7. UPHRS(aircraft): Maximum number of flying hours for each aircraft type must not be exceeded.

8. LOHRS(aircraft): Minimum number of flying hours for each aircraft type must be achieved.
9. MAXLND(c): The maximum allowable visits to a base 'c' must not be exceeded.

The objective function, COST, is the sum of (a) the cost of aircraft operating hours, (b) a surcharge of 79% on flying hours for each commercial mission that is bought one-way, (c) a handling charge for each time a ton of cargo is loaded or unloaded, and (d) a "penalty cost" of \$10,000 per ton for failure to deliver cargo.

3.1.1 The problem of large scale linear programming

Table 3.1 shows the minimum cost solution of a STORM formulation which has 7448 variables and 1833 equations. The LP poses computational challenges, requiring a long time to solve. The general solving time of STORM is 49 minutes on a VMS server and solution times may increase more than linearly with the number of nonzero variables.

Table 3.1 Solved optimal value with normal RHS vectors

S O L V E		S U M M A R Y	
MODEL	STORM1	OBJECTIVE	Z
TYPE	LP	DIRECTION	MINIMIZE
SOLVER	ZOOM	FROM LINE	10288
SOLVER	STATUS	1 NORMAL	COMPLETION
MODEL	STATUS	1 OPTIMAL	
OBJECTIVE	VALUE	37496750.1731	
RESOURCE	USAGE, LIMIT	915.980	1000.000
ITERATION	COUNT, LIMIT	8641	40000

3.1.2 The methodology of "Hot Start" for reducing solving time

Figure 3.1 shows the "Hot Start" methodology.

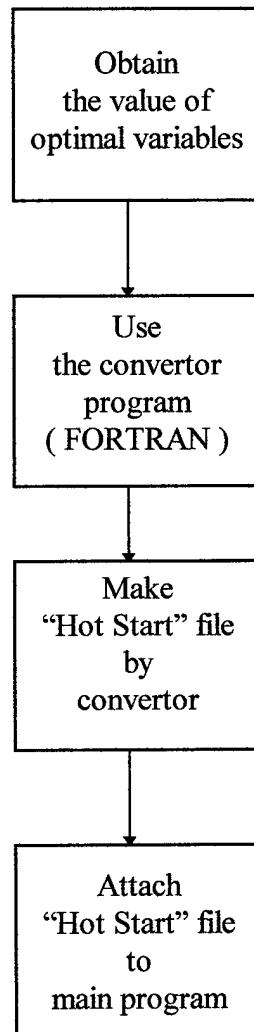


Figure 3.1 the direction of "Hot start" methodology

When GAMS calls a solver, the STORM decision variables start with a value of zero and in general 9000 iterations are required to find the optimal solution. Table 3.2 is a table of $Y(c, cd)$

values at optimality for various pairs of bases. If the basis of the previous optimal solution is used as the starting point for the next STORM model with changed RHS vectors, the solution time can be reduced.

Table 3.2 The optimal value table of Undelivered cargo [Y(c, cd)]

Origin \ Destination	EDAF	OBBI	OEDR	RODN	<u>Air Base Decode</u>
KDOV				8.87	
KSUU		0.04	0.02		
RJTY	0.28				

GAMS was designed with a database system in which records are maintained for the variables and equations. GAMS stores the optimal solution in records. There are four fields in each record:

- .LO = lower bound
- .L = level or primal value of variable
- .UP = upper bound
- .M = marginal or dual value of variable

By the use of the GAMS command, “.L”, a “Hot Start”, which is shown in Table 3.3, is accomplished for the next LP.

There are many variables in this solution. Hence, a complete program was required to convert the file. To create the "Hot Start" file shown in Table 3.3, a convertor program is needed. The "Hot Start" file shown in Table 3.3 is created by using the convertor program shown in Appendix A and the optimal value file of the variables shown in Table 3.2. Table 3.3 is a partial example of a "Hot Start" file and the created file "YL.STM" is the data file for STORM.

Table 3.3 "Hot start" file (YL.STM) for the next LP

Y.L("KDOV","RODN") = 8.87;
Y.L("KSUU","OBBI") = 0.04;
Y.L("KSUU","OEDR") = 0.02;
Y.L("RJTY","EDAF") = 0.28;

In a similar fashion, five other program files for STORM, "XL.STM", "DL.STM", "SL.STM", "TL.STM" and "SLKL.STM" are created. I present these files in Appendix B and all convertor programs which are written in FORTRAN are shown in Appendix A.

3.2 Response Surface Methodology for LP

If the optimal objective function value is defined as the response, and the levels of the RHS vectors and the unit cost vectors are defined as predictors, Response Surface Methodology (RSM) can be applied to predict the optimal objective function value based on the values of the elements of the RHS and unit cost vectors.

Response Surface Methodology uses experimental design and least squares regression to develop a simple polynomial model, so RSM can be used to develop a methodology for optimality analysis of linear programs. Using these techniques, metamodels are developed to predict the optimal objective function value of a large scale LP for various levels of the constraints (7:45).

The methodology presented here uses RSM to develop a metamodel to describe the relationship between the levels of the constraints and the objective function value for an LP, and to predict the optimal objective function value for the LP given specific levels for the constraints. The RHS vectors for tonnage requirements and frequency requirement are changed up and down 10%, and the value of objective function coefficients are changed up and down 10%. The reason 10% is selected as a changing level is to simplify the calculation and to easily understand the regression function.

I constructed six metamodels. In Metamodel 1, I simply choose two factors, tonnage requirement (**TREQ**) and frequency requirement (**FREQ**) because I want to start this research with a simple design. After analyzing Metamodel 1, I changed one more factor, the unit cost vector shown in Table 3.4, for Metamodel 2 which shows us the new relationship including the new factor. In Metamodels 3, 4, 5, I separate the factors of Metamodel 2 because I want to analyze each factor's geographical relationship with the objective function value in detail. In Metamodel 6, I integrated metamodel 4 and 5. It looks like metamodel 2 but the two factors in Metamodel 2, **TREQ** and **FREQ** are separated into five areas. This makes it possible to analyze the geographical relationships of these two factors with the objective function value and unit cost vector.

In Figure 3.2 the six metamodells and their relationships are presented.

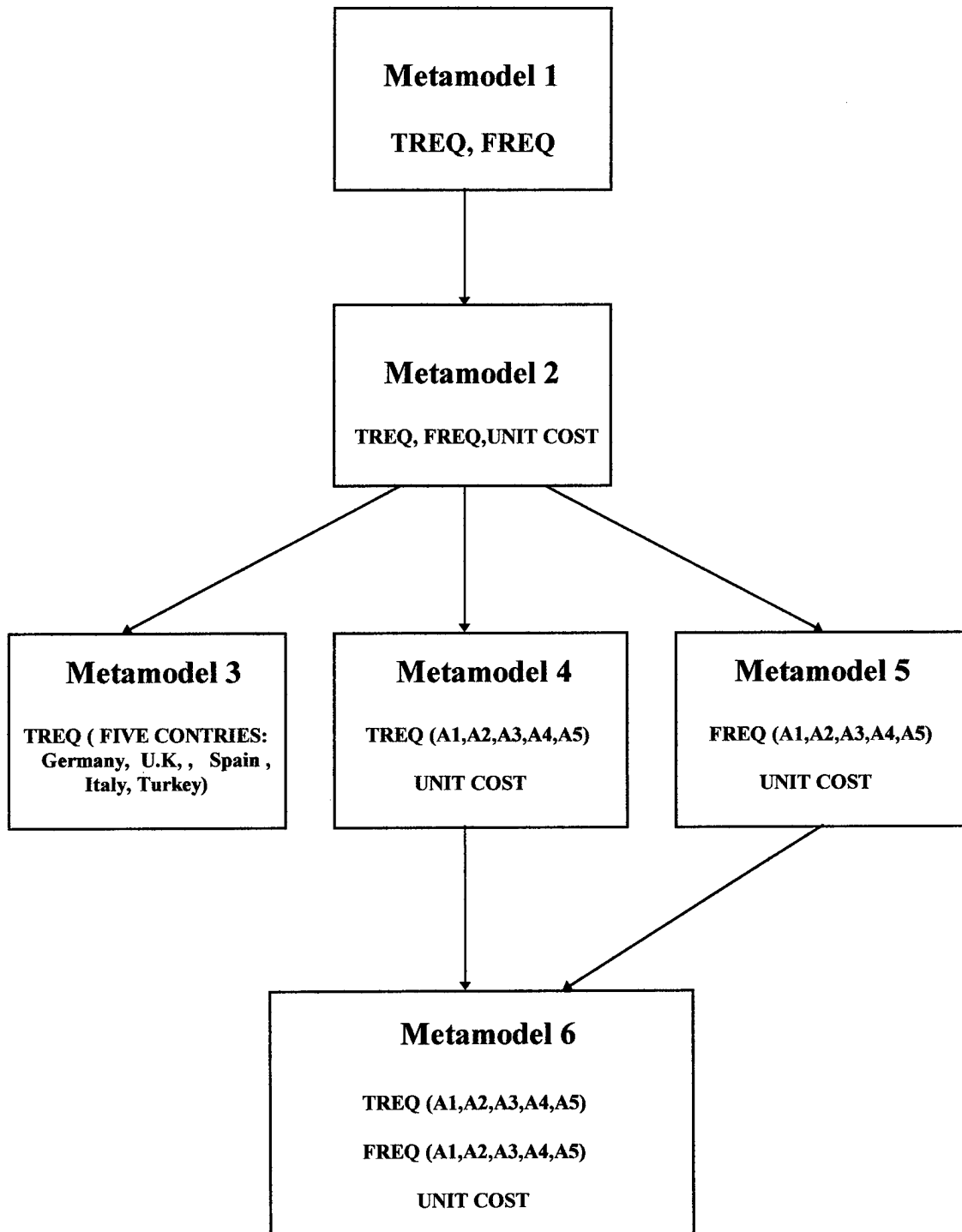


Figure 3.2 The six metamodells and the research directions

Metamodel 1 describes the relationship between the objective function value, tonnage requirement (**TREQ**) and frequency requirement (**FREQ**). The first factor, **TREQ**, is a 360×1 vector and the elements of the vector vary from 0.01 to 947.49 tons. The second factor, **FREQ**, is a 151×1 vector whose elements range from 1 to 24 visits per month between city pairs. In Metamodel 1, I use a 2^2 factorial design and change the factors, **TREQ** and **FREQ** up and down 10%.

Metamodel 2 describes the relationship between the objective function value, tonnage requirement, frequency requirement, and unit cost for each aircraft. I consider eight different types of aircraft (C-5, C-141, C-130, B-747, DC-8, DC-10, KC-10, C-17). The three factors, **TREQ**, **FREQ** and **UNIT COST** are considered and I use a 2^3 factorial design and change the cost factors shown in Table 3.4 up and down 10% and the **TREQ**, **FREQ** factors up and down 10%. Cost per hour by aircraft type is shown in Table 3.4.

Table 3.4 Airplane cost per an hour (unit cost)

TYPE	COST(\$)
C005	7085
C141	3320
C130	2055
B747	12011
DC08	5519
DC10	9980
KC10	4750
C017	3967

Metamodel 3 explores the relationships between the minimum total cost (objective function value) and the tonnage requirement (**TREQ**) of five countries (**Germany, U.K, Spain, Italy, Turkey**) in Europe. Bosnia still continues its racial conflict and U.S troops serve as a member of NATO or U.N. in the European area. These are the reasons that I consider Europe as an important area for investigation. I use a 2^{5-1} fractional factorial design for this metamodel.

Table 3.5 Five Areas in the AMC Channel System

Area	Region
1	North America including U.S.A. territories.
2	South America
3	Europe and North Africa.
4	East Asia.
5	Central Pacific and Middle East.

Metamodel 4 shows the relationships among the total cost (objective function value), the tonnage requirement (**TREQ**) and **UNIT COST** vectors of five areas which are shown in Table 3.5. The **A1, A2, A3, A4** and **A5** vectors for **TREQ** which correspond to areas 1, 2, 3, 4, and 5 were simply derived from the **TREQ** RHS vector by separating the elements of the **TREQ** vector into the related areas. These values are changed up and down 10%. I use a 2^{6-2} fractional factorial design for this metamodel.

Metamodel 5 shows the relationships among the total cost (objective function value), the frequency requirement (**FREQ**) and **UNIT COST** vectors for the five areas shown in Table 3.5. I also construct a 2^{6-2} fractional factorial design for this metamodel.

Metamodel 6 is a combination of **Metamodel 4** and **Metamodel 5** and it has a 2^{11-6} fractional factorial design.

3.2.1 Two-Level Factorial Designs

Factorial designs used in this research involve several factors where it is desired to investigate the joint effects of the factors on a response variable. I employ 2^k factorial designs where each of the k factors of interest has only two levels for metamodels 1 and 2 which are shown in Table 3.6.

As the number of factors in a 2^k factorial design increase, the number of runs required for the complete replicate of the design rapidly outgrows the resources of most experimenters. If the experimenter can reasonably assume that certain high-order interactions are negligible, then information on the main effects and low-order interactions may be obtained by running only a fraction of the complete factorial experiment.

A design containing 2^{k-p} runs is called a $1/2^p$ fraction of the 2^k design or, more simply, a 2^{k-p} fractional design. These designs require the selection of p independent design generators. A reasonable criterion is to select the generator such that the resulting 2^{k-p} design has the highest possible resolution. I used a two-level fractional factorial design for Metamodels 3, 4, 5 and 6.

Table 3.6 Factorial Designs for metamodel

Metamodel	The component of Factors	Factorial Design
1	2 factors (TREQ, FREQ)	2^2 Factorial Design
2	3 factors (TREQ, FREQ, UNIT COST)	2^3 Factorial Design
3	5 factors (TREQ:Germany, U.K, Spain, Italy, Turkey)	2_V^{5-1} Fractional Factorial Design
4	6 factors (TREQ: A1, A2, A3, A4, A5 and UNIT COST)	2_{IV}^{6-2} Fractional Factorial Design
5	6 factors (FREQ: A1, A2, A3, A4, A5 and UNIT COST)	2_{IV}^{6-2} Fractional Factorial Design
6	11 factors (TREQ: A1, A2, A3, A4, A5, FREQ: A1, A2, A3, A4, A5 and UNIT COST)	2_{IV}^{11-6} Fractional Factorial Design

After establishing the metamodel designs, the next step is to code the level of the constraints.

Coding is achieved using a simple transformation given by

$$Z_i = \frac{b_i - b_{i,o}}{S_i} \quad (3.1)$$

where b_i is the actual numerical level of the i th constraint. In this study, since we use two-level factorial designs, we can say that b_i has $b_{i,max}$ and $b_{i,min}$ indicating the high and the low levels of

the constraints. Here $b_{i,o}$ is the midpoint between $b_{i,max}$ and $b_{i,min}$. If S_i is taken to be $(b_{i,max} - b_{i,min}) / 2$, then $b_{i,max}$ and $b_{i,min}$ are mapped to 1 and -1, respectively (7:51).

The experimental designs used to develop the metamodels of interest in this research were determined according to the number of factors they were dealing with.

3.2.2 Least Squares Regression

The experimental designs are selected so that the experimental error variance is minimized. We obtain our response by solving STORM for each design point. In this case, no experimental error is associated with the solution from the LP model. Since there is no experimental error, the purpose is to minimize the misspecification bias.

In this research, we approximate the LP model, specifically STORM, with a simple model. To achieve this, we apply least squares regression to the data obtained from the experimental design phase of the methodology of Johnson, et al. Let Φ denote the optimal objective function value as a function of the factors. Least squares regression develops an initial metamodel approximating Φ with a first order or second order polynomial since those types of polynomials are able to define some concave surfaces such as hyperplanes and domeshaped surfaces (7:52).

We can assume the functional relationship of the following form :

$$Y = Z\beta + \epsilon \tag{3.2}$$

where

$$Y = \begin{bmatrix} y_1 \\ y_2 \\ \cdot \\ \cdot \\ y_m \end{bmatrix} \quad Z = \begin{bmatrix} 1 & z_{11} & z_{12} & \dots & z_{1n} \\ 1 & z_{21} & z_{22} & \dots & z_{2n} \\ \cdot & \cdot & \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot & \cdot & \cdot \\ 1 & z_{m1} & z_{m2} & \dots & z_{mn} \end{bmatrix}$$

$$\beta = \begin{bmatrix} \beta_0 \\ \beta_1 \\ \cdot \\ \cdot \\ \beta_n \end{bmatrix} \quad \varepsilon = \begin{bmatrix} \varepsilon_1 \\ \varepsilon_2 \\ \cdot \\ \cdot \\ \varepsilon_m \end{bmatrix}$$

We can compare Equation (3.2) with Equation (2.6) in Chapter II. They are similar except X is replaced by Z which is a matrix of coded values (1 or -1 obtained by Equation (3.1)). Y is an $m \times 1$ vector of known response values (in this case optimal objective function values obtained from STORM), Z is a $m \times p$ (where $p = n + 1$) matrix of the coded levels of the variables at the experimental design point, β is a $p \times 1$ vector of coefficients, ε is an $m \times 1$ vector of the random error, m is the number of data points, and p is the number of variables in the assumed function.

By the Equations (2.7) and (2.8) in Chapter II, the estimator of β is

$$\hat{\beta} = (Z'Z)^{-1} Z'Y \quad (3.3)$$

and the fitted regression model is

$$\hat{Y} = Z \hat{\beta} \quad (3.4)$$

3.2.3 Measuring the Performance of the Metamodels

An accurate metamodel means a metamodel with a small residual. For example Metamodel 1 is validated by a 2^2 full factorial design where the factors were coded at the (+0.5, -0.5) level (Perturbed by 5%). Figure 3.3 shows the test and validation design points on a coordinate axis. Note that the point (0,0) is the center point, for both designs.

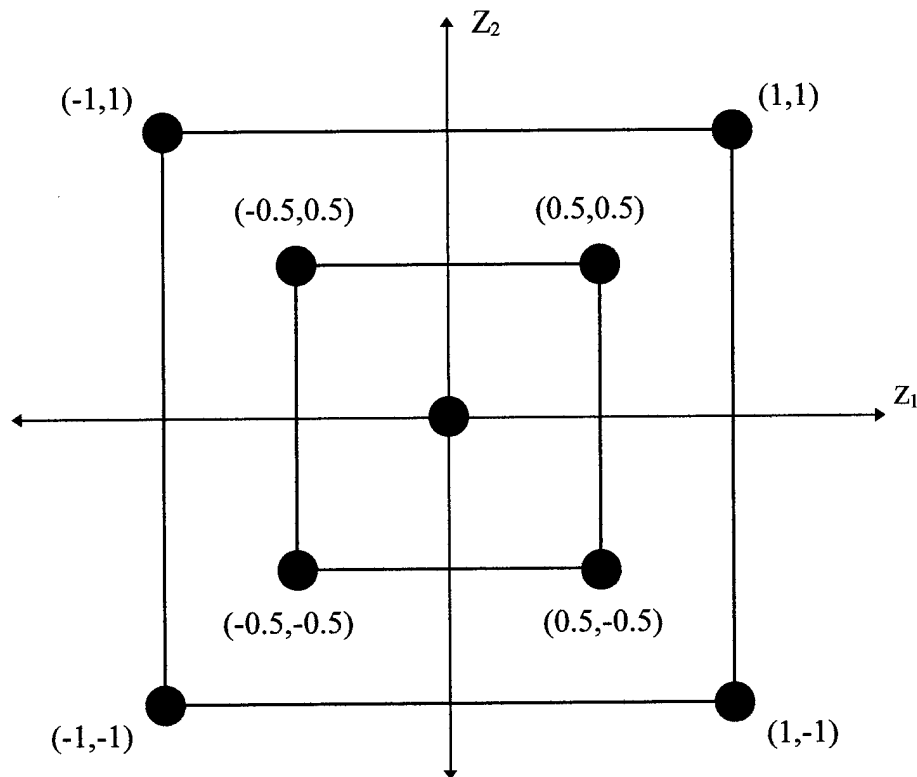


Figure 3.3 Test and Validation Designs of Metamodel 1

The predictions obtained from the regression metamodel are compared to the true optimal objective function values of the validation design by using some measures. In this research, two primary measures were used to evaluate the performance of the metamodels. The first is mean squared error (MSE) and the second is mean absolute percentage error (MAPE) (7:59).

Mean squared error (MSE) is a measure of accuracy computed by squaring the individual error for each item in the data set, and then finding the average or mean value of the sum of these squares. The mean squared error gives greater weight to large errors than to small errors since the errors are squared before being summed. MSE is defined by

$$\text{MSE} = \frac{\sum_{i=1}^m (\hat{Y}_i - Y_i^v)^2}{m} \quad (3.5)$$

where \hat{Y}_i is the predicted value of the objective function at the i^{th} validation point ($Z = \pm 0.5$), m is the number of validation points and Y_i^v is the true value of the objective function at the i^{th} validation point (level changed up and down 5%).

Mean absolute percentage error (MAPE) is the mean or average of the sum of all of the percentage errors for a given data set taken without regard to sign. Thus, their absolute values are summed and the average computed. MAPE is given as follows:

$$\text{MAPE} = \frac{1}{m} \sum_{i=1}^m \left| \frac{(\hat{Y}_i - Y_i^v)}{Y_i^v} \right| \times 100 \quad (3.6)$$

In this chapter, I have presented the STORM model and presented the foundation of six metamodels which are developed in depth in the next chapter.

IV RESULTS AND DISCUSSION

This chapter presents the comparison between “Hot Start” results and non-”Hot Start” results and also shows the numerical results and their interpretations. In this research, six metamodels of STORM are developed to examine the applicability of the methodology of Johnson *et al.* which describe the relationship between the levels of the constraints and the objective function value for an LP, and predict the optimal objective function value for the LP given specific levels for the constraints. The level means the coded form of the factors, which are denoted by Z_i , $i = 1, \dots, n$ in the following tables. The test metamodels are developed by changing the RHS and unit cost vectors by 10 percent ($\Delta = \pm 0.1$) and considering the five areas of AMC’s channel system shown in Table 3.5.

The metamodels are given for the first order designs. Then, the results concerning their interpretations are presented.

4.1 Comparison results between “Hot Start” and non-“Hot Start”

I selected Metamodel 1 as a sample model. In this model, I considered just two factors, tonnage requirement (TREQ) and frequency requirement (FREQ) which are changed up and down ten percent. There are six types of variables that are used in the STORM LP model of the channel cargo system. They are as follows:

Y(c,cd) : UNDELIVERED CARGO

X(routes,aircraft) : SORTIES ON A ROUTE BY AN AIRCRAFT TYPE

D(routes,stp,st2) : DIRECT DELIVERY CARGO

T(routes,stp,st2,cd) : FIRST PART OF TRANSSHIPMENT DELIVERY

S(routes,stp,st2) : SECOND PART OF TRANSSHIPMENT DELIVERY

SLK(routes,stp) : UNUSED CAPACITY ON EACH LEG OF EACH ROUTE

By the "Hot Start" method which I showed in Chapter III, I created six new files, LX.STM, YL.STM, DL.STM, SL.STM, TL.STM, and SLKL.STM which contain the "Hot Start" points of six types of variables. I attached these "Hot Start" files to the original STORM programming. I considered the number of iterations for the comparison because the computation time is different on different kinds of computers. The sequence of "Hot Start" depends on the fewest number of factor levels changing, so I take the sequence 1-2-4-3.treatment. The comparison is showed in Table 4.1 and Table 4.2 with the number of sequence and factor changes.

Table 4.1 "Hot Start" comparison table for metamodel 1

Metamodel 1					
Treatment (Seq:Cha)	TREQ	FREQ	Non- "Hot Start"	"Hot Start"	Reduced ratio (%)
1(1:2)	down 10%	down 10%	7748	7042	9.11
2(2:1)	down 10%	up 10%	8667	7326	15.47
3(4:1)	up 10%	down 10%	10167	7400	27.21
4(3:1)	up 10%	up 10%	7476	6593	11.81
(Seq:Cha) : (the number of sequence : the number of factor changes)					

Table 4.2 “Hot Start” comparison table for metamodel 6

Metamodel 6							
Treat- ment (Seq:Ch)	Non- Hot Start	Hot Start	Reduce d ratio (%)	Treat- ment (Seq:Ch)	Non- Hot Start	Hot Start	Reduce d ratio (%)
1(1:11)	6028	7780	0	17(18:5)	10313	10252	0.59
2(3:4)	8134	7561	7.04	18(20:6)	7743	8873	0
3(2:5)	8437	8713	0	19(17:7)	6963	8815	0
4(4:5)	9680	7118	26.47	20(19:4)	9550	9517	0.35
5(6:4)	10686	8410	21.30	21(22:7)	8623	8662	0
6(7:7)	9577	9538	0.41	22(21:5)	9717	8541	12.10
7(8:4)	10857	8973	17.35	23(23:5)	10499	7785	25.85
8(5:5)	8899	6362	28.51	24(24:7)	9105	8902	2.23
9(11:4)	9205	7870	14.50	25(25:7)	7583	9636	0
10(9:7)	6354	8267	0	26(28:5)	8861	8499	4.09
11(12:5)	8823	8178	7.31	27(26:5)	10404	10764	0
12(10:5)	8243	8015	2.77	28(27:5)	8801	9200	0
13(13:6)	6950	9485	0	29(29:4)	9116	8252	9.48
14(15:5)	8577	10882	0	30(32:4)	8351	9545	0
15(16:4)	10138	8614	15.03	31(31:7)	9051	10669	0
16(14:4)	8867	8396	5.31	32(30:4)	10328	7754	24.92
(Seq:Cha) : (the number of sequence : the number of factor changes)							

By comparing, I learn that reducing the solving time is possible by the “Hot Start” method and the efficiency of the “Hot Start” method for saving time is about 15.9% in Metamodel 1. I expect this method is helpful for models with more factor treatments, so I selected the most complicated metamodel which is Metamodel 6. I referred to Table 4.19 (page 55) for the sequence of selecting the treatment. When the number of factor changes is similar I give the priority to the treatment whose factor with the largest effect is not changed. I present the results in Table 4.2. They show a “Hot Start” efficiency of 7.1%. I attach a detailed comparison of the results in Appendix C.

4.2 The results of metamodels

A methodology for optimality analysis of linear programs was developed to create metamodels using response surface methodology techniques such as experimental design and least squares regression. A metamodel consists of a simple equation, and it is possible to predict the optimal objective function value of a linear program using a metamodel.

I used the large scale LP, STORM, where the right-hand-side vectors and unit cost vectors can vary. By using the metamodels, I can describe the key relationships among the optimal objective function value and the right-hand-side vectors and unit cost vectors of interest.

It is possible to predict the response of the optimal objective function value easily and efficiently when the levels of factors are changed.

4.2.1 Metamodel 1

Metamodel 1 describes the relationship between the objective function value, tonnage requirement (TREQ) and frequency requirement (FREQ). The first factor, TREQ, is a 360×1 vector and the elements of the vector vary from 0.01 to 947.49 tons. The second factor, FREQ, is a 151×1 vector whose elements range from 1 to 24 visits per month between city pairs. I used a 2^2 factorial design and changed the factors up and down 10%. Metamodel 1 shows the effects of the factors, and in Table 4.3 factor A is Tonnage Requirement, factor B is Frequency Requirement, and Y is the optimal objective function value. Y is the minimum total cost of this LP.

The level of the factors are coded -1 and 1, and denoted by Z_i , $i = 1, \dots, n$. In Table 4.3, the -1 and 1 represent levels of down 10% and up 10%, respectively.

In Table 4.4, the R-square is almost 1 and this means this model is a very accurate model. The original objective function value of STORM was \$37496750 which was shown in Table 3.1. By looking at the regression metamodel in Table 4.5, I can say that the contribution of the tonnage requirement to the predicted total flying cost is \$3395465 while it is \$457808 for the frequency requirement when the tonnage requirement vector and the frequency requirement vector are changed, up and down 10%. In other words, the tonnage requirement changes the total flying cost by 9.06% ($\$3395465/\37496750) while the frequency requirement changes the optimal objective function value by 1.22% ($\$457808/\37496750). Also, it is possible to say that regression Metamodel 1 estimates the total flying cost with an error of $\pm\$66096$ for the design points included in the model.

Table 4.3 Metamodel 1 : minimized-cost values for 4 treatments

Treatment	A	B	Y
1	-1	-1	33644710.27
2	-1	1	34692518.12
3	1	-1	40567833.21
4	1	1	41351256.59

Table 4.4 Metamodel 1 : Analysis of variance

Source	DF	Sum of Squares	Mean Square	F Value	Prob>F
Model	2	4.6955092E13	2.3477546E13	1343.510	0.0193
Error	1	17474786995	17474786995		
C Total	3	4.6972567E13			
Root MSE		132192.2350	R-square	0.9996	
Dep Mean		37564079.5475	Adj R-sq	0.9989	
C.V.		0.3519			

Table 4.5 Metamodel 1 : Parameter estimates

Variable	DF	Parameter Estimate	Standard Error	T for H0: Parameter=0	Prob > T
INTERCEP	1	37564080	66096.117502	568.325	0.0011
A	1	3395465	66096.117502	51.372	0.0124
B	1	457808	66096.117502	6.926	0.0913
$\hat{Y} = 37564080 + 3395465 Z_1 + 457808 Z_2$					

Table 4.6 Comparison with validation design for metamodel 1

Treatment	A	B	Y^v	\hat{Y} ($Z = \pm 0.5$)	$ \hat{Y} - Y^v $
1	-0.5	-0.5	35570398.00	35637443.50	67045.50
2	-0.5	0.5	36029101.77	36095251.50	66149.73
3	0.5	-0.5	39006052.42	39032908.50	26856.08
4	0.5	0.5	39423802.92	39490716.50	66913.58
MSE			MAPE		
3517390517.68			0.152666889		

\hat{Y}_i is the predicted value of the objective function at the i^{th} validation point ($Z = \pm 0.5$), and. Y^v is the true value of the objective function at the i^{th} validation point (level changed up and down 5%).

I showed the validation design in Table 4.6, and Metamodel 1 was validated by a 2^2 full factorial design where the factors were coded at the (+0.5, -0.5) level. The MSE and MAPE value indicate that metamodel 1 is a very accurate model.

4.2.2 Metamodel 2

Metamodel 2 examines the effects of the tonnage requirement, frequency requirement and unit cost. I plan to use a 2^3 factorial design and change the three factors up and down 10%. In Table 4.7 factor A is Tonnage Requirement, factor B is Frequency Requirement and factor C is a 8×1 unit cost vector which is presented in Table 3.4.

By looking at the regression metamodel in Table 4.9, we can say that the contribution of the tonnage requirement to the total flying cost is \$3395306 and it is \$3384940 for unit cost vector while it is \$457768 for the frequency requirement. In other words, the tonnage requirement changes the total flying cost by 9.05% and unit cost vector changes the total flying cost by 9.03% while the frequency requirement changes the optimal objective function value by 1.22%. I can see that unit cost factor is also a very important factor for the total flying cost and the ratios of tonnage requirement and the frequency requirement to the total flying cost is not changed when compared with metamodel 1. Metamodel 2 estimates the total flying cost with a standard error of $\pm\$157092$ which is more error than Metamodel 1 for the design points taken into account and this means Metamodel 2 is less accurate than Metamodel 1.

Table 4.7 Metamodel 2 : minimized-cost values for 8 treatments

Treatment	A	B	C	Y
1	-1	-1	-1	30614923.85
2	-1	-1	1	36674351.43
3	-1	1	-1	31559899.60
4	-1	1	1	37825029.40
5	1	-1	-1	36916720.46
6	1	-1	1	44218359.90
7	1	1	-1	37624125.24
8	1	1	1	45077447.65

Table 4.8 Metamodel 2 : Analysis of Variance

Source	DF	Sum of Squares	Mean Square	F Value	Prob>F
Model	3	1.8556379E14	6.1854596E13	313.311	0.0001
Error	4	789689963271	197422490818		
C Total	7	1.8635348E14			
Root MSE		444322.5077	R-square	0.9958	
Dep Mean		37563857.1913	Adj R-sq	0.9926	
C.V.		1.1829			

Table 4.9 Metamodel 2 : Parameter Estimates

Variable	DF	Parameter Estimate	Standard Error	T for H0: Parameter=0	Prob > T
INTERCEP	1	37563857	157091.72910	239.121	0.0001
A	1	3395306	157091.72910	21.614	0.0001
B	1	457768	157091.72910	2.914	0.0435
C	1	3384940	157091.72910	21.548	0.0001
$\hat{Y} = 37563857 + 3395306 Z_1 + 457768 Z_2 + 3384940 Z_3$					

4.2.3 Metamodel 3

This model investigates the effect of Germany, U.K, Spain, Italy and Turkey on the total flying cost. In Area 3, the RHS vectors of Germany, U.K, Spain, Italy and Turkey are changed when the other RHS vectors and unit cost vector keep their original values. I use 2^{5-1} fractional factorial design for this metamodel. Five countries are represented as A, B, C, D and E respectively, where A is a 28×1 RHS vector, B is a 10×1 RHS vector, C is a 18×1 RHS vector, D is a 17×1 and E is a 9×1 RHS vector. This metamodel can be called the regional search metamodel because it is trying to find the key relationships between the regions and the total cost in the dominating areas, namely Area 3 for the tonnage requirement.

When I look at the Table 4.11, I observe that R^2 is almost one showing that I have a good first order fit to the data. Also, the predicted optimal objective function values are close to the true optimal objective function values Y. In Table 4.12, I see that Germany is able to change the objective function value by 0.68% and this factor has the greatest impact in area 3. Germany, U.K and Turkey have big effects to the total flying cost while Spain and Italy have relatively small effects. Although U.K and Turkey have a smaller number of city pairs than Spain and Italy, they have more effect on the total flying cost.

Table 4.10 Metamodel 3 : minimized-cost values for 16 treatments

Treatment	A	B	C	D	E	Y
1	-1	-1	-1	-1	1	37273226.27
2	-1	-1	-1	1	-1	37123725.85
3	-1	-1	1	-1	-1	37144297.18
4	-1	-1	1	1	1	37349846.12
5	-1	1	-1	-1	-1	37190794.19
6	-1	1	-1	1	1	37375698.52
7	-1	1	1	-1	1	37396327.75
8	-1	1	1	1	-1	37267308.55
9	1	-1	-1	-1	-1	37628674.12
10	1	-1	-1	1	1	37784548.32
11	1	-1	1	-1	1	37810789.20
12	1	-1	1	1	-1	37706131.66
13	1	1	-1	-1	1	37851310.58
14	1	1	-1	1	-1	37735973.39
15	1	1	1	-1	-1	37763402.05
16	1	1	1	1	1	37940551.10

A:Germany B:U.K. C:Spain D:Italy E:Turkey

Table 4.11 Metamodel 3 : Analysis of Variance

Source	DF	Sum of Squares	Mean Square	F Value	Prob>F
Model	5	1.1885816E12	237716315657	1846.609	0.0001
Error	10	1287312836	128731283.6		
C Total	15	1.1898689E12			
Root MSE		11345.9809	R-square	0.9989	
Dep Mean		37521412.8031	Adj R-sq	0.9984	
C.V.		0.0302			

Table 4.12 Metamodel 3 : Parameter Estimates

Variable	DF	Parameter Estimate	Standard Error	T for H0: Parameter=0	Prob > T
INTERCEP	1	37521413	2836.4952362	13228.089	0.0001
A	1	256260	2836.4952362	90.344	0.0001
B	1	43758	2836.4952362	15.427	0.0001
C	1	25919	2836.4952362	9.138	0.0001
D	1	14060	2836.4952362	4.957	0.0006
E	1	76374	2836.4952362	26.926	0.0001

$$\hat{Y} = 37521413 + 256260 Z_1 + 43758 Z_2 + 25919 Z_3 + 14060 Z_4 + 76374 Z_5$$

A:Germany B:U.K. C:Spain D:Italy E:Turkey

4.2.4 Metamodel 4

Metamodel 4 investigates the effects of the tonnage requirement of five areas and unit cost, presented in Table 3.4 and Table 3.5, on the total cost. Five areas are represented as A, B, C, D and E respectively, where A is a 113×1 RHS vector, B is a 53×1 RHS vector, C is a 102×1 RHS vector, D is a 60×1 RHS vector and E is a 32×1 RHS vector. I present the detailed data sets of tonnage requirement in Appendix G. Finally a 8×1 unit cost vector is represented as F. I use a 2^{6-2} fractional factorial design for this metamodel.

Table 4.13 Metamodel 4 : minimized-cost values for 16 treatments

Treatment	A	B	C	D	E	F	Y
1	-1	-1	-1	-1	-1	-1	31031465.08
2	-1	-1	-1	1	1	1	37838413.62
3	-1	-1	1	-1	1	1	39255219.12
4	-1	-1	1	1	-1	-1	33019081.82
5	-1	1	-1	-1	1	-1	31289031.85
6	-1	1	-1	1	-1	1	37747428.12
7	-1	1	1	-1	-1	1	39180415.24
8	-1	1	1	1	1	-1	33317133.39
9	1	-1	-1	-1	-1	1	43019902.53
10	1	-1	-1	1	1	-1	36352335.10
11	1	-1	1	-1	1	-1	36835327.21
12	1	-1	1	1	-1	1	44317124.26
13	1	1	-1	-1	1	1	43321115.64
14	1	1	-1	1	-1	-1	36287519.48
15	1	1	1	-1	-1	-1	36769465.82
16	1	1	1	1	1	1	44620933.74

A: Area1 B:Area2 C:Area3 D:Area4 E:Area5 F:Unit cost

Table 4.14 Metamodel 4 : Analysis of Variance

Source	DF	Sum of Squares	Mean Square	F Value	Prob>F
Model	6	2.8672995E14	4.7788325E13	279.599	0.0001
Error	9	1.5382542E12	170917138620		
C Total	15	2.8826821E14			

Root MSE	413421.2605	R-square	0.9947
Dep Mean	37762619.5013	Adj R-sq	0.9911
C.V.	1.0948		

Table 4.15 Metamodel 4 : Parameter Estimates

Variable	DF	Parameter Estimate	Standard Error	T for H0: Parameter=0	Prob > T
INTERCEP	1	37762620	103355.31512	365.367	0.0001
A	1	2427846	103355.31512	23.490	0.0001
B	1	54011	103355.31512	0.523	0.6139
C	1	651718	103355.31512	6.306	0.0001
D	1	174877	103355.31512	1.692	0.1249
E	1	91069	103355.31512	0.881	0.4012
F	1	3399950	103355.31512	32.896	0.0001

$$\hat{Y} = 37762620 + 2427846 Z_1 + 54011 Z_2 + 651718 Z_3 + 174877 Z_4 + 91069 Z_5 + 3399950 Z_6$$

When I look at the Table 4.14, I observe that R^2 is almost one showing that I also have a good first order fit to the data. The regression polynomial in Table 4.15 shows that in case of a possible 10% change in tonnage requirement and unit cost, unit cost has the greatest effect on the total flying cost by 9.07%. When I consider five areas for the tonnage requirement, Area 1 and Area 3 are the dominating factors for the total flying cost. Among the areas, Area 1 has the greatest effect on the total flying cost by 6.47%.

4.2.5 Metamodel 5

Metamodel 5 examines the effects of the frequency requirement of five areas and unit cost on the total flying cost. Five areas are represented as A, B, C, D and E, respectively, where A is a 32×1 RHS vector, B is a 48×1 RHS vector, C is a 38×1 RHS vector, D is a 24×1 RHS vector and E is a 9×1 RHS vector. I present the detailed data sets of frequency requirement in Appendix G. Finally a 8×1 unit cost vector is represented as F. I use a 2^{6-2} fractional factorial design for this metamodel.

Table 4.16 Metamodel 5 : minimized-cost values for 16 treatments

Treatment	A	B	C	D	E	F	Y
1	-1	-1	-1	-1	-1	-1	33740941.86
2	-1	-1	-1	1	1	1	40721164.02
3	-1	-1	1	-1	1	1	40952663.59
4	-1	-1	1	1	-1	-1	34361794.25
5	-1	1	-1	-1	1	-1	33907391.03
6	-1	1	-1	1	-1	1	40699641.18
7	-1	1	1	-1	-1	1	41018783.10
8	-1	1	1	1	1	-1	34488258.96
9	1	-1	-1	-1	-1	1	40809955.03
10	1	-1	-1	1	1	-1	34263308.40
11	1	-1	1	-1	1	-1	34340147.41
12	1	-1	1	1	-1	1	41279150.52
13	1	1	-1	-1	1	1	40953216.66
14	1	1	-1	1	-1	-1	34292686.67
15	1	1	1	-1	-1	-1	34328963.93
16	1	1	1	1	1	1	41374624.30

A: Area1 B:Area2 C:Area3 D:Area4 E:Area5 F:Unit cost

Table 4.17 Metamodel 5 : Analysis of Variance

Source	DF	Sum of Squares	Mean Square	F Value	Prob>F
Model	6	1.8365881E14	3.0609802E13	6076.946	0.0001
Error	9	45333335022	5037037224.6		
C Total	15	1.8370415E14			
Root MSE		70972.0876	R-square	0.9998	
Dep Mean		37595793.1819	Adj R-sq	0.9996	
C.V.		0.1888			

Table 4.18 Metamodel 5 : Parameter Estimates

Variable	DF	Parameter Estimate	Standard Error	T for H0: Parameter=0	Prob > T
INTERCEP	1	37595793	17743.021911	2118.906	0.0001
A	1	109463	17743.021911	6.169	0.0002
B	1	37153	17743.021911	2.094	0.0658
C	1	172255	17743.021911	9.708	0.0001
D	1	89285	17743.021911	5.032	0.0007
E	1	29304	17743.021911	1.652	0.1330
F	1	3380357	17743.021911	190.518	0.0001

$$\hat{Y} = 37595793 + 109463 Z_1 + 37153 Z_2 + 172255 Z_3 + 89285 Z_4 + 29304 Z_5 + 3380357 Z_6$$

In Table 4.15, I can see that R^2 is almost one showing that I also have a good first order fit to the data. The regression polynomial in Table 4.18 shows that in case of a possible 10% change in frequency requirement and unit cost, unit cost has the greatest effect on the total flying cost by 9.02%. When I consider five areas for the frequency requirement, Area 1, Area 3 and Area 4 are the dominating factors for the total flying cost. Especially, Area 3 has the greatest effect on the total flying cost by 0.46%.

4.2.6 Metamodel 6

Metamodel 6 is the combination of Metamodel 4 and Metamodel 5. I consider 10 regional factors and 1 unit cost factor, so a total of 11 factors are used. The A to E factors are regional factors, Area 1 to Area 5, for tonnage requirement and the F to K factors are regional factors, Area 1 to Area 5, for frequency requirement, respectively. Finally, L is the unit cost factor.

In Table 4.21, the regression shows that in case of a possible 10% change in tonnage requirement, frequency requirement and unit cost, unit cost still has the greatest effect on the total flying cost by 9.11%.

Table 4.19 Metamodel 6 : minimized-cost values for 16 treatments

Treatment	A	B	C	D	E	F	G	H	J	K	L	Y
1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	30614923.85
2	-1	-1	-1	-1	1	1	1	1	1	1	1	37999615.25
3	-1	-1	-1	1	-1	1	1	1	1	-1	-1	31840825.65
4	-1	-1	-1	1	1	-1	-1	-1	-1	1	1	37497062.60
5	-1	-1	1	-1	-1	1	1	-1	-1	1	1	39255403.02
6	-1	-1	1	-1	1	-1	-1	1	1	-1	-1	33109325.48
7	-1	-1	1	1	-1	-1	-1	1	1	1	1	39969601.23
8	-1	-1	1	1	1	1	1	-1	-1	-1	-1	33264428.40
9	-1	1	-1	-1	-1	1	-1	1	-1	1	-1	31453792.93
10	-1	1	-1	-1	1	-1	1	-1	1	-1	1	37361623.70
11	-1	1	-1	1	-1	-1	1	-1	1	1	-1	31428989.56
12	-1	1	-1	1	1	1	-1	1	-1	-1	1	38206734.72
13	-1	1	1	-1	-1	-1	1	1	-1	-1	1	39367762.38
14	-1	1	1	-1	1	1	-1	-1	1	1	-1	33105773.39
15	-1	1	1	1	-1	1	-1	-1	1	-1	1	39832511.57
16	-1	1	1	1	1	-1	1	1	-1	1	-1	33587277.44
17	1	-1	-1	-1	-1	1	-1	-1	1	-1	1	43201581.37
18	1	-1	-1	-1	1	-1	1	1	-1	1	-1	36295155.45
19	1	-1	-1	1	-1	-1	1	1	-1	-1	1	43539235.14
20	1	-1	-1	1	1	1	-1	-1	1	1	-1	36471761.56
21	1	-1	1	-1	-1	-1	1	-1	1	1	-1	36656240.25
22	1	-1	1	-1	1	1	-1	1	-1	-1	1	44327578.18
23	1	-1	1	1	-1	1	-1	1	-1	1	-1	37193754.41
24	1	-1	1	1	1	-1	1	-1	1	-1	1	44332734.60
25	1	1	-1	-1	-1	-1	-1	1	1	1	1	43556527.82
26	1	1	-1	-1	1	1	1	-1	-1	-1	-1	36122448.31
27	1	1	-1	1	-1	1	1	-1	-1	1	1	43559778.04
28	1	1	-1	1	1	-1	-1	1	1	-1	-1	36667327.01
29	1	1	1	-1	-1	1	1	1	1	-1	-1	37179724.73
30	1	1	1	-1	1	-1	-1	-1	-1	1	1	44008280.55
31	1	1	1	1	-1	-1	-1	-1	-1	-1	-1	36751744.50
32	1	1	1	1	1	1	1	1	1	1	1	45077447.65

Table 4.20 Metamodel 6 : Analysis of Variance

Source	DF	Sum of Squares	Mean Square	F Value	Prob>F
Model	11	5.7618214E14	5.2380195E13	246.178	0.0001
Error	20	4.2554727E12	212773636539		
C Total	31	5.8043762E14			
Root MSE		461273.9279	R-square	0.9927	
Dep Mean		37901155.3356	Adj R-sq	0.9886	
C.V.		1.2170			

When I consider five areas for the tonnage requirement, Area 1 (effect by 6.4%) and Area 3 (effect by 1.76%) are the dominating factors for the total flying cost. When I consider five areas for the frequency requirement, Area 1, Area 3 and Area 4 are the dominating factors for the total flying cost. Especially, Area 3 has the greatest effect on the total flying cost by 0.49%.

The results of Metamodel 6 show that each factor's effect for the total flying cost is almost same when compared with Metamodel 4 and Metamodel 5.

Table 4.21 Metamodel 6 : Parameter Estimates

Variable	DF	Parameter Estimate	Standard Error	T for H0: Parameter=0	Prob > T
INTERCEP	1	37901155	81542.480597	464.803	0.0001
A	1	2407677	81542.480597	29.527	0.0001
B	1	53079	81542.480597	0.651	0.5225
C	1	662569	81542.480597	8.125	0.0001
D	1	175171	81542.480597	2.148	0.0441
E	1	63506	81542.480597	0.779	0.4452
F	1	104667	81542.480597	1.284	0.2140
G	1	28138	81542.480597	0.345	0.7336
H	1	184575	81542.480597	2.264	0.0349
J	1	85820	81542.480597	1.052	0.3051
K	1	43623	81542.480597	0.535	0.5986
L	1	3417187	81542.480597	41.907	0.0001

$$\hat{Y} = 37901155 + 2407677 Z_1 + 53079 Z_2 + 662569 Z_3$$

$$+ 175171 Z_4 + 63506 Z_5 + 104667 Z_6 + 28138 Z_7$$

$$+ 184575 Z_8 + 85820 Z_9 + 43623 Z_{10} + 3417187 Z_{11}$$

TREQ (A: Area1 B: Area2 C: Area3 D: Area4 E: Area5)
FREQ (F: Area1 G: Area2 H: Area3 J: Area4 K: Area5) L: Unit cost

4.3 Validation for metamodels

In Table 4.6, I presented the comparison with validation design for Metamodel 1. By the same manner, I compared the rest of the metamodels and I show the results in Table 4.22. The predictions obtained with each of the metamodels were remarkably accurate.

Table 4.22 Comparison with validation design for metamodels

Metamodel	Design	MSE	MAPE
1	2^2 Factorial Design	3517E6	0.153
2	2^3 Factorial Design	9460E6	0.151
3	2_V^{5-1} Fractional Factorial Design	592E6	0.059
4	2_{IV}^{6-2} Fractional Factorial Design	65254E6	0.602
5	2_{IV}^{6-2} Fractional Factorial Design	3701E6	0.137
6	2_{IV}^{11-6} Fractional Factorial Design	115909E6	0.830

I present the detailed results of the validation for metamodels in Appendix E.

V. CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

The “Hot Start” method was very helpful for this research because I could save time and effort on the computer experiments. I used FORTRAN for the converter programs to support the “Hot Start” method and I created the “Hot Start” files by that program’s successive use. The “Hot Start” method gave me good efficiency for reducing running time of large scale linear programming model.

The metamodelling methodology developed by Johnson, Bauer, Moore, and Grant for the optimality analysis of LPs works very well for the large scale linear programming models. In Chapter 4, the metamodels described the key relationships between the optimal objective function value, the total flying cost, the right-hand-side vectors and unit cost vector. I changed all factors up and down 10% and the optimal objective function value changed around 30 to 45 million dollars

The response surface of the optimal objective function value is a relatively flat surface. For that reason, the optimal objective function value can be estimated by a simple polynomial with remarkable accuracy which is shown in Chapter 4.

5.2 Recommendations for further study

I used the program Excel to change the level of the RHS and unit cost vectors because the length of the data set was not too long. But if one wanted to treat a very large data set, they may use special software to make the data manipulations in less time.

This thesis effort limited itself by changing the RHS (tonnage and frequency requirement) and unit cost vectors of STORM by 10%. One may study perturbing the vectors of interest for various levels of change and attaching another RHS vectors. I also recommend additional research for traversing the experimental design efficiently.

**Appendix A. The modified STORM and FORTRAN convertor
program for "Hot Start" method**

1. The modified STORM model for "Hot Start"

* GAMS FORMULATION OF STORM MODEL

* HOT START TECHNIQUE FOR STORM

```
$OFFSYMXREF OFFSYMLIST
OPTIONS SOLPRINT=OFF, LIMCOL=0, LIMROW=0, SYSOUT=OFF ;
```

SETS

```
aircraft PLANE TYPES /
$INCLUDE "planes.stm"
/
stp NUMBERED SEQUENCE OF STOPS IN ROUTE /01 * 15/ ;
ALIAS (stp,st2);
SET routes AIRCRAFT ROUTES /
$INCLUDE "route.tmp"
/;
```

```
SET c CITIES /
$INCLUDE "bases.stm"
/;
ALIAS (c,cd,ct) ;
SETS tp(ct,cd) TRANSSHIPMENT BALANCE PAIRS /
$INCLUDE "trans.tmp"
/
dvar(routes,stp,st2) COMBINATIONS FOR DIRECT DELIVERY /
$INCLUDE "d.var"
/
svar(routes,stp,st2) SECOND HALF OF TRANSSHIPMENT DELIVERY /
$INCLUDE "s.var"
/
tvar(routes,stp,st2,cd) FIRST HALF OF TRANSSHIPMENT DELIVERY /
$INCLUDE "t.var"
/
onrte(routes,stp,st2,c,ct) EACH ROUTES SEQUENCE OF STOPS /
$INCLUDE "onroute.tmp"
/
start(routes,c) STARTING CITY OF EACH ROUTE /
$INCLUDE "start.tmp"
/
ends(routes,c) ENDING CITY OF EACH ROUTE /
$INCLUDE "ends.tmp"
```

```

/;

PARAMETERS LENGTH(routes) NUMBER OF CITIES VISITED BY ROUTE /
$INCLUDE "lengths.tmp"
/
    V(routes,c) NUMBER OF VISITS TO EACH CITY BY EACH ROUTE /
$INCLUDE "visits.tmp"
/
    TC(c,cd) TOTAL CARGO TO BE MOVED BETWEEN CITIES /
$INCLUDE "load.tmp"
/
    CF(c,cd) FREQUENCY REQS BETWEEN CITIES /
$INCLUDE "freq.tmp"
/;

TABLE H(routes,aircraft) FLYING HOUR ARRAY
$INCLUDE "times.stm"
;

PARAMETER ML(c) MAXIMUM NUMBER OF MISSIONS TO EACH CITY ;
ML(c) = 1000 ;

TABLE AC(aircraft,*) AIRCRAFT INFORMATION
$INCLUDE "misc.stm"
;

SCALAR B CARGO HANDLING COST PER TON /176.0/ ;
SCALARS CARGUNM, CARGTOT ;
FREE VARIABLES Z ;
POSITIVE VARIABLES
    Y(c,cd) UNDELIVERED CARGO
    X(routes,aircraft) SORTIES ON A ROUTE BY AN AIRCRAFT TYPE
    D(routes,stp,st2) DIRECT DELIVERY CARGO
    T(routes,stp,st2,cd) FIRST PART OF TRANSSHIPMENT DELIVERY
    S(routes,stp,st2) SECOND PART OF TRANSSHIPMENT DELIVERY
    SLK(routes,stp) UNUSED CAPACITY ON EACH LEG OF EACH ROUTE ;

*** BOUNDS ON 'X' VARIABLES INCLUDED IN FILE 'LXODA.STM'.
$INCLUDE "lx.stm"

$INCLUDE "YL.STM"
$INCLUDE "XL.STM"
$INCLUDE "DL.STM"
$INCLUDE "SL.STM"

```

\$INCLUDE "TL.STM"
\$INCLUDE "SLKL.STM"

EQUATIONS

TREQ(c,cd) tonnage required to move between city pairs
 CARGB(ct,cd) cargo transshipped in equals cargo transhipped out
 PL1(routes) capacity constraint on first leg of a route
 PLP(routes,stp) capacity constraint on other legs of route
 ABAL(c,aircraft) landings equals takeoffs for each plane type
 FREQ(c,cd) meet frequency requirements
 UPHRS(aircraft) upper limit on aircraft flying hours
 LOHRS(aircraft) lower limit on aircraft flying hours
 MAXLND(c) maximum number of landings at any base
 COSTS objective function of flying and handling costs ;

$$\begin{aligned} \text{TREQ}(c,cd) \$ \text{TC}(c,cd) .. \text{TC}(c,cd) = & \text{L} = \text{Y}(c,cd) + \\ & \text{SUM}((\text{routes},\text{stp},\text{st2}) \$ (\text{dvar}(\text{routes},\text{stp},\text{st2}) \$ \text{onrte}(\text{routes},\text{stp},\text{st2},c,cd)), \\ & \text{D}(\text{routes},\text{stp},\text{st2})) + \\ & \text{SUM}((\text{routes},\text{stp},\text{st2},\text{ct}) \$ (\text{tvar}(\text{routes},\text{stp},\text{st2},cd) \$ \text{onrte}(\text{routes},\text{stp},\text{st2},c,\text{ct})), \\ & \text{T}(\text{routes},\text{stp},\text{st2},cd)) ; \end{aligned}$$

$$\begin{aligned} \text{CARGB}(ct,cd) \$ \text{tp}(ct,cd) .. \\ & \text{SUM}((\text{routes},\text{stp},\text{st2},c) \$ (\text{tvar}(\text{routes},\text{stp},\text{st2},cd) \$ \text{onrte}(\text{routes},\text{stp},\text{st2},c,\text{ct})), \\ & \text{T}(\text{routes},\text{stp},\text{st2},cd)) = \text{E} = \\ & \text{SUM}((\text{routes},\text{stp},\text{st2}) \$ (\text{svar}(\text{routes},\text{stp},\text{st2}) \$ \text{onrte}(\text{routes},\text{stp},\text{st2},\text{ct},cd)), \\ & \text{S}(\text{routes},\text{stp},\text{st2})) ; \end{aligned}$$

$$\begin{aligned} \text{PL1}(\text{routes}) .. \text{SUM}(\text{aircraft} \$ \text{H}(\text{routes},\text{aircraft}), \\ & \text{AC}(\text{aircraft},\text{"PAY"}) * \text{X}(\text{routes},\text{aircraft})) = \text{E} = \text{SLK}(\text{routes},\text{"01"}) + \\ & \text{SUM}(\text{st2} \$ \text{dvar}(\text{routes},\text{"01"},\text{st2}), \text{D}(\text{routes},\text{"01"},\text{st2})) + \\ & \text{SUM}(\text{st2} \$ \text{svar}(\text{routes},\text{"01"},\text{st2}), \text{S}(\text{routes},\text{"01"},\text{st2})) + \\ & \text{SUM}((\text{st2},\text{cd}) \$ \text{tvar}(\text{routes},\text{"01"},\text{st2},\text{cd}), \text{T}(\text{routes},\text{"01"},\text{st2},\text{cd})) ; \end{aligned}$$

$$\begin{aligned} \text{PLP}(\text{routes},\text{stp}) \$ (\text{ORD}(\text{stp}) \text{ lt } \text{LENGTH}(\text{routes}) \text{ and } \text{ORD}(\text{stp}) \text{ ge } 2) .. \\ & \text{SLK}(\text{routes},\text{stp}-1) + \\ & \text{SUM}(\text{st2} \$ \text{dvar}(\text{routes},\text{st2},\text{stp}), \text{D}(\text{routes},\text{st2},\text{stp})) + \\ & \text{SUM}(\text{st2} \$ \text{svar}(\text{routes},\text{st2},\text{stp}), \text{S}(\text{routes},\text{st2},\text{stp})) + \\ & \text{SUM}((\text{st2},\text{cd}) \$ \text{tvar}(\text{routes},\text{st2},\text{stp},\text{cd}), \text{T}(\text{routes},\text{st2},\text{stp},\text{cd})) \\ \\ & = \text{E} = \text{SLK}(\text{routes},\text{stp}) + \\ & \text{SUM}(\text{st2} \$ \text{dvar}(\text{routes},\text{stp},\text{st2}), \text{D}(\text{routes},\text{stp},\text{st2})) + \\ & \text{SUM}(\text{st2} \$ \text{svar}(\text{routes},\text{stp},\text{st2}), \text{S}(\text{routes},\text{stp},\text{st2})) + \\ & \text{SUM}((\text{st2},\text{cd}) \$ \text{tvar}(\text{routes},\text{stp},\text{st2},\text{cd}), \text{T}(\text{routes},\text{stp},\text{st2},\text{cd})) ; \end{aligned}$$

$$\text{ABAL}(c,\text{aircraft}) ..$$

```

SUM(routes$(start(routes,c) $H(routes,aircraft)),X(routes,aircraft))
    =E=
SUM(routes$(ends(routes,c) $H(routes,aircraft)),X(routes,aircraft)) ;

FREQ(c,cd) $CF(c,cd).. CF(c,cd) =L=
SUM((routes,aircraft)$H(routes,aircraft),
    SUM((stp,st2)$onrte(routes,stp,st2,c,cd),
        X(routes,aircraft))) ;

UPHRS(aircraft).. SUM(routes $H(routes,aircraft),
    H(routes,aircraft) * X(routes,aircraft))
    =L= AC(aircraft,"FH") ;

LOHRS(aircraft).. SUM(routes $H(routes,aircraft),
    H(routes,aircraft) * X(routes,aircraft))
    =G= AC(aircraft,"LH") ;

MAXLND(c)$ML(c) le 999).. ML(c) =G= SUM((routes,aircraft)
    $H(routes,aircraft), V(routes,c) * X(routes,aircraft)) ;

COSTS.. Z =E= SUM((routes,aircraft) $H(routes,aircraft),
    AC(aircraft,"COST") * H(routes,aircraft) * X(routes,aircraft))
+ SUM((routes,aircraft) $(start(routes,"EXXX") $H(routes,aircraft)),
    0.8 * AC(aircraft,"COST") * H(routes,aircraft) * X(routes,aircraft))
+ B * SUM((routes,stp,st2)$dvar(routes,stp,st2),D(routes,stp,st2))
+ 2 * B * SUM((routes,stp,st2)$svar(routes,stp,st2),S(routes,stp,st2))
+ 10000 * SUM((c,cd)$TC(c,cd),Y(c,cd)) ;

MODEL STORM1 /ALL/ ;

OPTION ITERLIM = 40000 ;
OPTION LP = XA ;
SOLVE STORM1 USING LP MINIMIZING Z ;
DISPLAY Z.L ;

file res1 /newyl.txt/ ;
put res1 ;
loop ((c,cd), put c.TL:7, cd.TL:7, Y.L(c,cd):4:2 / ;
    );

file res2 /newxl.txt/ ;
put res2 ;
loop ((routes,aircraft), put routes.TL:7,aircraft.TL:7,
    X.L(routes,aircraft): 6:3/ ;) ;

```

```

files res3 /newdl.txt/ ;
put res3 ;
loop ((routes,stp,st2), put routes.TL:7, stp.TL:7,
st2.TL:7, D.L(routes,stp,st2):7:3/;) ;

```

```

files res4 /newtl.txt/ ;
put res4 ;
loop ((routes,stp,st2,cd), put routes.TL:7, stp.TL:7,
st2.TL:7, T.L(routes,stp,st2,cd):7:3/;) ;

```

```

files res5 /newsl.txt/ ;
put res5 ;
loop ((routes,stp,st2), put routes.TL:7, stp.TL:7,
st2.TL:7, S.L(routes,stp,st2):7:3/;) ;

```

```

files res6 /newslk.txt/ ;
put res6 ;
loop ((routes,stp), put routes.TL:7, stp.TL:7,
SLK.L(routes,stp):7:3/;) ;

```

I modified the original STORM model. The bold lines are attached program for "Hot Start" method.

2. FORTRAN convertor program for "Hot Start"

c THIS IS THE CONVERTOR PROGRAM FOR "XL.STM"

```

character*4 c1,c2,zero
real      c3
parameter(zero='  ')

open (1,file='newxl.txt ',status='old')
open (2,file='xl.stm',status='unknown')

400  read(1,10,end=99 ) c1,c2,c3
10   format (a4, 3x, a4, 3x, f6.3 )

```

```

        if( c1.eq.zero)   go to 15
        if(c2.eq.zero)   go to 15
        if(c3.eq.0.000 ) go to 15

        write(2,20) c1,c2,c3

15 go to 400

20  format(1x,'X.L(",a4,"",",a4,"") = ', f6.3, ';')

99 close(1)
   close(2)
   stop
   end

```

c THIS IS THE CONVERTER PROGRAM FOR "YL.STM"

```

character*4  c1,c2
real c3
character*4  zero,zero1
parameter(zero=' ')
parameter(zero1='0.00')

open (unit=1,file='newyl.txt',status='old')
open (unit=2,file='yl.stm',status='unknown')

100  read(1,10, end=99) c1, c2, c3
10   format (a4,3x,a4,3x, f4.2 )

        if(c1.eq.zero)   go to 15
        if(c2.eq.zero)   go to 15
        if(c3.eq.0.00 ) go to 15

        write(2,20) c1,c2,c3
15 go to 100
20  format(1x,'Y.L(",a4,"",",a4,"") = ', f4.2, ';')

99 close (unit=1)
   close (unit=2)

```

```
stop  
end
```

c THIS IS THE CONVERTER PROGRAM "DL.STM"

```
character*4 c1  
character*2 c2, c3  
real      c4  
  
open (1,file='newdl.txt',status='old')  
open (2,file='dl.stm',status='unknown')  
  
400 read (1,10,end=99) c1, c2, c3, c4  
10 format (a4, 3x, a2, 5x, a2 , 5x, f7.3 )  
  
      if( c4.eq.0.000 ) go to 15  
  
      write(2,20) c1,c2,c3,c4  
15 go to 400  
  
20   format(1x,'D.L(",a4,"",",a2,"",",a2,"") =',f7.3 ,';')  
  
99 close(1)  
   close(2)  
   stop  
   end
```

The convertor program for "SL.STM", "TL.STM", "SLKL.STM" are almost same with the program for DL.STM

Appendix B. “Hot Start” files for STORM

Y(c,cd): The number of tons of cargo from source base 'c' which cannot be delivered to final destination bases 'cd' and "YL.STM" file contains the prime values for each of Y(c,cd) variables.

This is output file "YL.STM"

```
Y.L("KDOV","RODN") = 8.87 ;  
Y.L("KSUU","OBBI") = 0.04 ;  
Y.L("KSUU","OEDR") = 0.02 ;  
Y.L("RJTY","EDAF") = 0.28 ;
```

X(routes, aircraft): The number of missions to be flown on a route by aircraft type and "XL.STM" file contains the prime values for each of X(routes, aircraft) variables.

This is output file "XL.STM"

```
X.L("0001","C141") = 12.000 ;  
X.L("0001","B747") = 6.403 ;  
X.L("0007","C005") = 0.084 ;  
X.L("0012","B747") = 10.722 ;  
X.L("0016","C005") = 1.676 ;  
X.L("0018","C141") = 6.087 ;  
X.L("0021","B747") = 2.423 ;  
X.L("0022","C141") = 4.487 ;  
X.L("0024","C005") = 0.238 ;  
X.L("0027","C141") = 0.986 ;  
  .      .      .  
  .      .      .  
  .      .      .  
X.L("0227","C141") = 2.000 ;  
X.L("0230","C141") = 0.387 ;  
X.L("0231","C141") = 0.206 ;  
X.L("0232","C141") = 1.162 ;
```

D(routes, stp, st2): The number of tons of cargo to be delivered directly from stop number 'stp' of the route (its origin) to stop number 'st2' of the route (its destination) and "DL.STM" file contains the prime values for each of D(routes, stp, st2) variables.

This is output file "DL.STM"

```
D.L("0001","01","02") = 661.511 ;
D.L("0001","02","03") = 573.181 ;
D.L("0007","01","02") = 3.020 ;
D.L("0007","01","03") = 1.170 ;
D.L("0007","02","04") = 3.020 ;
D.L("0007","03","04") = 1.170 ;
D.L("0007","04","06") = 4.190 ;
. . .
. . .
. . .
D.L("0223","02","03") = 2.310 ;
D.L("0227","01","04") = 36.000 ;
D.L("0227","04","05") = 36.000 ;
D.L("0230","01","02") = 1.310 ;
D.L("0230","01","03") = 5.650 ;
D.L("0231","01","05") = 3.700 ;
D.L("0232","02","03") = 11.010 ;
D.L("0232","03","05") = 10.280 ;
D.L("0232","04","05") = 10.630 ;
```

S(routes, stp, st2): The number of tons picked up at a transshipment point (stop number 'stp' of the route) and delivered to its final destination (stop number 'st2') and "SL.STM" file contains the prime values for each of S(routes, stp, st2) variables.

This is output file "SL.STM"

```
S.L("0001","02","03") = 97.400 ;  
S.L("0012","03","05") = 260.537 ;  
S.L("0027","06","07") = 17.744 ;  
S.L("0033","05","07") = 9.524 ;  
S.L("0063","02","03") = 5.740 ;  
S.L("0072","03","04") = 0.190 ;  
S.L("0079","01","03") = 1.920 ;  
S.L("0095","01","04") = 26.230 ;  
.  
.  
.  
S.L("0219","01","02") = 64.340 ;  
S.L("0220","01","03") = 9.310 ;  
S.L("0221","01","02") = 24.880 ;  
S.L("0222","01","03") = 17.360 ;  
S.L("0223","01","02") = 18.680 ;  
S.L("0230","02","03") = 1.310 ;  
S.L("0230","04","05") = 6.960 ;  
S.L("0232","02","03") = 9.900 ;
```

T(routes, stp, st2, cd): The number of tons picked up at its origin ('stp') and dropped off at a transshipment point ('st2') for eventual delivery to its final destination base 'cd' and "TL.STM" file contains the prime values for each of T(routes, stp, st2, cd) variables.

This is output file "TL.STM"

```
T.L("0001","01","02","LGIR") = 9.070 ;  
T.L("0012","01","03","FJDG") = 40.330 ;  
T.L("0012","01","03","VTBD") = 9.090 ;  
T.L("0012","01","03","WSAP") = 18.680 ;  
T.L("0012","01","03","RKJK") = 4.577 ;  
T.L("0012","01","03","RJOI") = 0.370 ;  
T.L("0012","01","03","RODN") = 239.214 ;  
T.L("0012","01","03","RJSM") = 108.690 ;  
.  
.  
.
```

T.L("0201","11","13","OEDR") = 0.820 ;
 T.L("0202","04","07","LTAG") = 5.510 ;
 T.L("0202","05","07","OEDR") = 1.980 ;
 T.L("0215","02","04","KCHS") = 3.670 ;
 T.L("0217","02","04","KCHS") = 6.680 ;
 T.L("0219","02","03","KCHS") = 12.010 ;
 T.L("0220","03","04","KCHS") = 5.550 ;
 T.L("0232","01","02","OERY") = 20.910 ;

SLK(routes, stp): The unused cargo capacity on the 'stp'th leg of the route and
 "SLKL.STM" file contains the prime values for each of SLK(routes, stp) variables

This is output file "SLKL.STM"

SLK.L("0007","06") = 4.190 ;
 SLK.L("0012","03") = 145.824 ;
 SLK.L("0012","04") = 57.180 ;
 SLK.L("0018","05") = 90.980 ;
 SLK.L("0018","06") = 61.900 ;
 SLK.L("0021","03") = 88.137 ;
 SLK.L("0021","04") = 82.894 ;
 SLK.L("0027","03") = 5.059 ;
 . . .
 . . .
 SLK.L("0220","03") = 4.240 ;
 SLK.L("0221","01") = 4.740 ;
 SLK.L("0221","02") = 52.790 ;
 SLK.L("0221","03") = 52.990 ;
 SLK.L("0222","02") = 9.790 ;
 SLK.L("0222","03") = 35.520 ;
 SLK.L("0223","02") = 42.660 ;
 SLK.L("0230","03") = 6.960 ;
 SLK.L("0231","05") = 3.700 ;
 SLK.L("0232","03") = 10.630 ;

**Appendix C. The compared result between “Hot Start” and
non-“Hot Start”**

Iter: 50 Inf: 689.34340 43
Iter: 100 Inf: 438.78156 29
Iter: 150 Inf: 202.19353 26
Iter: 200 Inf: 67.26518 15
Iter: 250 Inf: 37.38722 8
Iter: 300 Inf: 3.08323 1
Iter: 350 Inf: 3.08323 1
Iter: 400 Obj: 169558907.2 67
Iter: 450 Obj: 168294921.8 66
Iter: 500 Obj: 166337555.9 66
Iter: 550 Obj: 164495459.5 64
Iter: 600 Obj: 163164724.7 68
Iter: 650 Obj: 157553783.2 61
Iter: 700 Obj: 147064831.3 65
Iter: 750 Obj: 144996001.3 70
Iter: 800 Obj: 143356360.8 66
Iter: 850 Obj: 141780170.1 58
Iter: 900 Obj: 140816222.2 60
Iter: 950 Obj: 139760765.5 64
Iter: 1000 Obj: 135291910.3 61
Iter: 1050 Obj: 133510947.0 57
Iter: 1100 Obj: 131481482.1 63
Iter: 1150 Obj: 124528907.3 60
Iter: 1200 Obj: 120363107.7 57
Iter: 1250 Obj: 113290812.2 58
Iter: 1300 Obj: 97167390.30 66
Iter: 1350 Obj: 95802016.82 66
Iter: 1400 Obj: 85991230.82 68
Iter: 1450 Obj: 81650151.56 58
Iter: 1500 Obj: 76879440.68 55
Iter: 1550 Obj: 75624650.49 61
Iter: 1600 Obj: 71628969.45 60
Iter: 1650 Obj: 69479928.51 64
Iter: 1700 Obj: 64678271.41 62
Iter: 1750 Obj: 61316675.74 52
Iter: 1800 Obj: 58627728.71 56
Iter: 1850 Obj: 56075850.35 58
Iter: 1900 Obj: 52657935.63 60
Iter: 1950 Obj: 49625926.27 56
Iter: 2000 Obj: 47945361.09 60
Iter: 2050 Obj: 46475319.36 55
Iter: 2100 Obj: 45333513.52 60
Iter: 2150 Obj: 45056856.56 58
Iter: 2200 Obj: 44568088.49 67
Iter: 2250 Obj: 44077234.49 56
Iter: 2300 Obj: 43517833.94 62
Iter: 2350 Obj: 43405369.36 56
Iter: 2400 Obj: 43182630.84 56
Iter: 2450 Obj: 42885500.17 64
Iter: 2500 Obj: 42549668.46 58
Iter: 2550 Obj: 41841238.39 53
Iter: 2600 Obj: 41448016.43 60
Iter: 2650 Obj: 41158609.13 53
Iter: 2700 Obj: 40781302.45 59
Iter: 2750 Obj: 40245710.82 58
Iter: 2800 Obj: 40017430.55 57
Iter: 2850 Obj: 39542814.90 60
Iter: 2900 Obj: 39097527.48 57

Iter: 2950 Obj: 38994817.52 53
Iter: 3000 Obj: 38629410.72 56
Iter: 3050 Obj: 38590743.37 58
Iter: 3100 Obj: 38463861.86 53
Iter: 3150 Obj: 38250420.79 60
Iter: 3200 Obj: 38107152.84 56
Iter: 3250 Obj: 38080791.31 56
Iter: 3300 Obj: 37868743.05 54
Iter: 3350 Obj: 37759353.19 56
Iter: 3400 Obj: 37633524.27 56
Iter: 3450 Obj: 37593861.48 54
Iter: 3500 Obj: 37445343.84 53
Iter: 3550 Obj: 37310904.70 52
Iter: 3600 Obj: 37172004.28 56
Iter: 3650 Obj: 37029828.68 60
Iter: 3700 Obj: 36887733.75 60
Iter: 3750 Obj: 36620594.62 51
Iter: 3800 Obj: 36593443.67 56
Iter: 3850 Obj: 36427906.59 53
Iter: 3900 Obj: 36408130.85 54
Iter: 3950 Obj: 36340289.40 54
Iter: 4000 Obj: 36305134.10 54
Iter: 4050 Obj: 36187442.57 57
Iter: 4100 Obj: 35798891.12 56
Iter: 4150 Obj: 35675243.34 51
Iter: 4200 Obj: 35656506.36 54
Iter: 4250 Obj: 35611259.82 55
Iter: 4300 Obj: 35513341.92 53
Iter: 4350 Obj: 35471160.28 57
Iter: 4400 Obj: 35344091.83 59
Iter: 4450 Obj: 35231359.39 56
Iter: 4500 Obj: 35211420.70 56
Iter: 4550 Obj: 35193939.14 63
Iter: 4600 Obj: 35057117.83 58
Iter: 4650 Obj: 35026360.15 51
Iter: 4700 Obj: 35012632.26 55
Iter: 4750 Obj: 34966915.71 55
Iter: 4800 Obj: 34962396.99 50
Iter: 4850 Obj: 34949578.06 60
Iter: 4900 Obj: 34916119.86 55
Iter: 4950 Obj: 34813873.75 54
Iter: 5000 Obj: 34742964.19 56
Iter: 5050 Obj: 34691005.90 50
Iter: 5100 Obj: 34622126.21 55
Iter: 5150 Obj: 34378786.91 55
Iter: 5200 Obj: 34350415.32 53
Iter: 5250 Obj: 34333843.49 59
Iter: 5300 Obj: 34319415.74 58
Iter: 5350 Obj: 34289391.13 53
Iter: 5400 Obj: 34274754.18 55
Iter: 5450 Obj: 34249958.70 50
Iter: 5500 Obj: 34236125.59 52
Iter: 5550 Obj: 34222759.86 54
Iter: 5600 Obj: 34209027.58 54
Iter: 5650 Obj: 34177245.96 56
Iter: 5700 Obj: 34158801.28 53
Iter: 5750 Obj: 34152731.41 53
Iter: 5800 Obj: 34135239.35 53
Iter: 5850 Obj: 34123228.02 52
Iter: 5900 Obj: 34116161.67 53

Iter: 5950 Obj: 34100145.78 52
Iter: 6000 Obj: 34075523.43 51
Iter: 6050 Obj: 34064824.19 51
Iter: 6100 Obj: 34051647.46 50
Iter: 6150 Obj: 34047631.87 53
Iter: 6200 Obj: 34027808.58 51
Iter: 6250 Obj: 34003359.21 53
Iter: 6300 Obj: 33981009.54 50
Iter: 6350 Obj: 33908543.67 51
Iter: 6400 Obj: 33897210.70 56
Iter: 6450 Obj: 33887407.37 54
Iter: 6500 Obj: 33884757.66 51
Iter: 6550 Obj: 33876804.46 54
Iter: 6600 Obj: 33859456.75 52
Iter: 6650 Obj: 33857372.02 50
Iter: 6700 Obj: 33853179.97 51
Iter: 6750 Obj: 33848412.17 51
Iter: 6800 Obj: 33828936.96 50
Iter: 6850 Obj: 33818896.64 50
Iter: 6900 Obj: 33788475.81 50
Iter: 6950 Obj: 33770874.90 51
Iter: 7000 Obj: 33758417.41 50
Iter: 7050 Obj: 33747382.02 50
Iter: 7100 Obj: 33736880.98 51
Iter: 7150 Obj: 33719007.06 50
Iter: 7200 Obj: 33711903.00 50
Iter: 7250 Obj: 33704562.67 52
Iter: 7300 Obj: 33701471.13 50
Iter: 7350 Obj: 33654803.90 50
Iter: 7400 Obj: 33654309.22 34
Iter: 7450 Obj: 33653034.30 34
Iter: 7500 Obj: 33651217.52 29
Iter: 7550 Obj: 33648481.86 32
Iter: 7600 Obj: 33647635.88 26
Iter: 7650 Obj: 33646591.93 15
Iter: 7700 Obj: 33644892.66 2

O P T I M A L S O L U T I O N ---> OBJECTIVE 33644710.27
SOLVE TIME 00:00:32 ITER 7,748 MEMORY USED 1.4%

--- Restarting execution
--- STORM.GMS(10297)
--- Reading solution for model STORM1
--- STORM.GMS(10298)
--- All done

< Metamodel 1 >

(Hot start)

TREQ down 10% (-1) FREQ down 10% (-1)
=====

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 Wright-Patterson AFB, Ohio

```
--- Starting compilation
--- .PLANES.STM(8)
--- .ROUTE.TMP(1)
--- .BASES.STM(182)
--- .TRANS.TMP(121)
--- .D.VAR(1750)
--- .S.VAR(905)
--- .T.VAR(2494)
--- .ONROUTE.TMP(2762)
--- .START.TMP(5)
--- .ENDS.TMP(5)
--- .LENGTHS.TMP(233)
--- .VISITS.TMP(915)
--- .LOAD-10.TMP(360)
--- .FREQ-10.TMP(151)
--- .TIMES.STM(234)
--- .MISC.STM(9)
--- .LX.STM(1)
--- .YL.STM(4)
--- .XL.STM(135)
--- .DL.STM(395)
--- .TL.STM(82)
--- .D2L.STM(44)
--- .SL.STM(67)
--- .SLKL.STM(207)
--- .SLK2L.STM(30)
--- STORM.GMS(181)
--- Starting execution
--- STORM.GMS(11279)
--- Generating model STORM1
--- STORM.GMS(11280)
---     1833 rows, 7448 columns, and 27031 non-zeroes.
--- Executing XA
...Reading Header.
...Reading Rows.
...Reading Columns.
...Input complete.
...XA Memory Request 16MB.
```

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STATISTICS - GAMS Fri Feb 14 23:33:56 1997
xa VERSION 10.00 DEC Alpha - VMS USABLE MEMORY 15,999K BYTES
VARIABLES 7,448
1 LOWER, 0 FIXED, 0 UPPER, 1 FREE,
CONSTRAINTS 1,834
8 GE, 1,306 EQ, 519 LE, 1 NULL/FREE, 0 RANGED.
27,032 NON-ZEROS, WORK 1,322,629
MINIMIZATION.

Iter: 50 Inf: 697.62601 49
Iter: 100 Inf: 530.00098 30
Iter: 150 Inf: 180.39553 20
Iter: 200 Inf: 49.30065 11
Iter: 250 Inf: 3.08323 1
Iter: 300 Inf: 3.08323 1
Iter: 350 Obj: 172148837.0 69
Iter: 400 Obj: 166738608.8 63
Iter: 450 Obj: 156284588.4 69
Iter: 500 Obj: 155823324.2 66
Iter: 550 Obj: 151057146.8 60
Iter: 600 Obj: 145634545.1 56
Iter: 650 Obj: 141672793.2 66
Iter: 700 Obj: 140983399.5 68
Iter: 750 Obj: 137945011.9 59
Iter: 800 Obj: 134895542.1 66
Iter: 850 Obj: 132415490.7 61
Iter: 900 Obj: 128387449.9 61
Iter: 950 Obj: 124283472.9 65
Iter: 1000 Obj: 119780087.1 57
Iter: 1050 Obj: 116250625.7 67
Iter: 1100 Obj: 115251385.0 66
Iter: 1150 Obj: 100575223.2 66
Iter: 1200 Obj: 95553610.51 57
Iter: 1250 Obj: 89173438.06 61
Iter: 1300 Obj: 82833676.53 56
Iter: 1350 Obj: 73591349.16 50
Iter: 1400 Obj: 69319315.83 60
Iter: 1450 Obj: 67612244.73 53
Iter: 1500 Obj: 57183396.25 53
Iter: 1550 Obj: 54816837.74 64
Iter: 1600 Obj: 53699178.27 59
Iter: 1650 Obj: 52175161.29 54
Iter: 1700 Obj: 51809667.55 54
Iter: 1750 Obj: 50498867.98 58
Iter: 1800 Obj: 50157274.37 57
Iter: 1850 Obj: 49518197.88 51
Iter: 1900 Obj: 48119144.47 57
Iter: 1950 Obj: 47585116.88 57
Iter: 2000 Obj: 47367954.52 58
Iter: 2050 Obj: 46975123.31 58
Iter: 2100 Obj: 46042384.92 57
Iter: 2150 Obj: 45165955.41 57
Iter: 2200 Obj: 44653925.62 56
Iter: 2250 Obj: 43999048.44 59
Iter: 2300 Obj: 43140096.31 58
Iter: 2350 Obj: 42927336.97 55
Iter: 2400 Obj: 42389904.03 56
Iter: 2450 Obj: 42313222.44 62
Iter: 2500 Obj: 42114427.88 60

Iter: 2550 Obj: 41868870.43 55
Iter: 2600 Obj: 41759957.05 57
Iter: 2650 Obj: 41352620.36 55
Iter: 2700 Obj: 40878203.99 58
Iter: 2750 Obj: 40662379.94 63
Iter: 2800 Obj: 40497523.84 65
Iter: 2850 Obj: 39744916.53 59
Iter: 2900 Obj: 39203568.98 59
Iter: 2950 Obj: 38704486.22 55
Iter: 3000 Obj: 38413402.69 58
Iter: 3050 Obj: 38316401.68 54
Iter: 3100 Obj: 38229724.34 56
Iter: 3150 Obj: 38173866.73 55
Iter: 3200 Obj: 38074812.90 56
Iter: 3250 Obj: 38004278.39 54
Iter: 3300 Obj: 37950483.32 55
Iter: 3350 Obj: 37436249.79 57
Iter: 3400 Obj: 37323570.80 55
Iter: 3450 Obj: 37232677.18 60
Iter: 3500 Obj: 37183871.70 53
Iter: 3550 Obj: 37047836.90 51
Iter: 3600 Obj: 36763627.43 61
Iter: 3650 Obj: 36655092.43 58
Iter: 3700 Obj: 36493263.11 55
Iter: 3750 Obj: 36394851.47 55
Iter: 3800 Obj: 36332159.11 53
Iter: 3850 Obj: 36256760.85 54
Iter: 3900 Obj: 36200525.60 51
Iter: 3950 Obj: 36090540.77 55
Iter: 4000 Obj: 36054541.66 54
Iter: 4050 Obj: 36007144.50 62
Iter: 4100 Obj: 35992416.40 52
Iter: 4150 Obj: 35964704.91 51
Iter: 4200 Obj: 35910906.74 50
Iter: 4250 Obj: 35714567.04 53
Iter: 4300 Obj: 35688163.74 56
Iter: 4350 Obj: 35643429.34 54
Iter: 4400 Obj: 35595018.67 56
Iter: 4450 Obj: 35532697.41 56
Iter: 4500 Obj: 35413499.22 55
Iter: 4550 Obj: 35362689.16 59
Iter: 4600 Obj: 35297618.94 53
Iter: 4650 Obj: 35172227.52 56
Iter: 4700 Obj: 35137564.06 55
Iter: 4750 Obj: 34944200.13 54
Iter: 4800 Obj: 34913216.39 55
Iter: 4850 Obj: 34891290.42 59
Iter: 4900 Obj: 34884081.37 54
Iter: 4950 Obj: 34835063.40 57
Iter: 5000 Obj: 34800007.06 50
Iter: 5050 Obj: 34744805.86 54
Iter: 5100 Obj: 34707658.92 52
Iter: 5150 Obj: 34601189.94 57
Iter: 5200 Obj: 34558849.86 52
Iter: 5250 Obj: 34545495.40 52
Iter: 5300 Obj: 34499455.22 54
Iter: 5350 Obj: 34448536.52 55
Iter: 5400 Obj: 34418578.40 57
Iter: 5450 Obj: 34372938.70 59
Iter: 5500 Obj: 34335304.42 56

Iter: 5550 Obj: 34242808.65 52
Iter: 5600 Obj: 34198168.50 52
Iter: 5650 Obj: 34114371.74 51
Iter: 5700 Obj: 34065669.39 57
Iter: 5750 Obj: 34015268.31 51
Iter: 5800 Obj: 34005534.79 54
Iter: 5850 Obj: 33885883.22 50
Iter: 5900 Obj: 33857042.32 50
Iter: 5950 Obj: 33839297.82 50
Iter: 6000 Obj: 33831090.35 52
Iter: 6050 Obj: 33818665.13 51
Iter: 6100 Obj: 33811286.29 52
Iter: 6150 Obj: 33789567.10 51
Iter: 6200 Obj: 33780205.57 51
Iter: 6250 Obj: 33761147.21 52
Iter: 6300 Obj: 33755371.61 52
Iter: 6350 Obj: 33739747.21 50
Iter: 6400 Obj: 33733000.12 50
Iter: 6450 Obj: 33722670.98 50
Iter: 6500 Obj: 33714041.46 52
Iter: 6550 Obj: 33712922.41 50
Iter: 6600 Obj: 33709682.33 44
Iter: 6650 Obj: 33706010.49 44
Iter: 6700 Obj: 33661200.99 37
Iter: 6750 Obj: 33654121.07 37
Iter: 6800 Obj: 33651396.77 19
Iter: 6850 Obj: 33650018.43 19
Iter: 6900 Obj: 33649259.22 19
Iter: 6950 Obj: 33647972.25 19
Iter: 7000 Obj: 33646607.77 15

O P T I M A L S O L U T I O N ----> OBJECTIVE 33644710.27
SOLVE TIME 00:00:28 ITER 7,042 MEMORY USED 1.4%

--- Restarting execution
--- STORM.GMS(11280)
--- Reading solution for model STORM1
--- STORM.GMS(11281)
--- All done

< Metamodel 1 >

TREQ down 10% (-1) FREQ up 10% (+1)

=====

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--- Starting compilation
--- .PLANES.STM(8)
--- .ROUTE.TMP(1)
--- .BASES.STM(182)
--- .TRANS.TMP(121)
--- .D.VAR(1750)
--- .S.VAR(905)
--- .T.VAR(2494)
--- .ONROUTE.TMP(2762)
--- .START.TMP(5)
--- .ENDS.TMP(5)
--- .LENGTHS.TMP(233)
--- .VISITS.TMP(915)
--- .LOAD-10.TMP(360)
--- .FREQ10.TMP(151)
--- .TIMES.STM(234)
--- .MISC.STM(9)
--- .LX.STM(1)
--- STORM.GMS(162)
--- Starting execution
--- STORM.GMS(10296)
--- Generating model STORM1
--- STORM.GMS(10297)
--- 1833 rows, 7448 columns, and 27031 non-zeroes.
--- Executing XA
 ...Reading Header.
 ...Reading Rows.
 ...Reading Columns.
 ...Input complete.
 ...XA Memory Request 16MB.

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GAMS/XA Program Version 4.0 - Serial Number 501101

STATISTICS - GAMS Fri Feb 14 22:23:26 1997
xa VERSION 10.00 DEC Alpha - VMS USABLE MEMORY 15,999K BYTES
VARIABLES 7,448
 1 LOWER, 0 FIXED, 0 UPPER, 1 FREE,
CONSTRAINTS 1,834
 8 GE, 1,306 EQ, 519 LE, 1 NULL/FREE, 0 RANGED.
 27,032 NON-ZEROS, WORK 1,322,629
MINIMIZATION.

Iter: 50 Inf: 836.56447 51
Iter: 100 Inf: 653.56886 32
Iter: 150 Inf: 350.40085 25
Iter: 200 Inf: 106.95349 19
Iter: 250 Inf: 70.90100 17
Iter: 300 Inf: 56.87299 11
Iter: 350 Inf: 15.04404 6
Iter: 400 Inf: 4.36655 2
Iter: 450 Inf: 0.00000 0
Iter: 500 Obj: 169363962.3 59
Iter: 550 Obj: 160904439.3 70
Iter: 600 Obj: 158120651.6 62
Iter: 650 Obj: 155951075.2 62
Iter: 700 Obj: 153989124.9 62
Iter: 750 Obj: 151731183.3 61
Iter: 800 Obj: 147685470.9 62
Iter: 850 Obj: 141974219.5 64
Iter: 900 Obj: 141024843.4 64
Iter: 950 Obj: 140150367.7 65
Iter: 1000 Obj: 138538221.6 64
Iter: 1050 Obj: 137048670.4 67
Iter: 1100 Obj: 133870552.7 68
Iter: 1150 Obj: 130473428.3 65
Iter: 1200 Obj: 130129320.6 62
Iter: 1250 Obj: 127607347.2 68
Iter: 1300 Obj: 123023042.1 62
Iter: 1350 Obj: 122384224.5 58
Iter: 1400 Obj: 121917195.4 61
Iter: 1450 Obj: 120184460.0 65
Iter: 1500 Obj: 113701532.1 62
Iter: 1550 Obj: 107090312.8 60
Iter: 1600 Obj: 105720051.9 58
Iter: 1650 Obj: 104102460.2 64
Iter: 1700 Obj: 101332275.8 60
Iter: 1750 Obj: 100742926.1 60
Iter: 1800 Obj: 100627589.9 58
Iter: 1850 Obj: 99997150.63 55
Iter: 1900 Obj: 94823170.49 59
Iter: 1950 Obj: 83682398.87 63
Iter: 2000 Obj: 81130245.44 59
Iter: 2050 Obj: 73029397.46 63
Iter: 2100 Obj: 68613078.57 56
Iter: 2150 Obj: 62383836.52 59
Iter: 2200 Obj: 60027060.00 57
Iter: 2250 Obj: 57938819.21 60
Iter: 2300 Obj: 57230898.61 59
Iter: 2350 Obj: 56520551.13 62
Iter: 2400 Obj: 56170577.54 60
Iter: 2450 Obj: 55840819.17 59
Iter: 2500 Obj: 55656218.31 56
Iter: 2550 Obj: 55310847.65 55
Iter: 2600 Obj: 55154237.23 60
Iter: 2650 Obj: 54914359.44 61
Iter: 2700 Obj: 54887740.79 64
Iter: 2750 Obj: 53226777.39 58
Iter: 2800 Obj: 52696277.40 63
Iter: 2850 Obj: 51591211.00 54
Iter: 2900 Obj: 50383252.67 62
Iter: 2950 Obj: 49352206.66 60
Iter: 3000 Obj: 48512276.57 60

Iter: 3050 Obj: 47803394.02 59
Iter: 3100 Obj: 47223200.98 51
Iter: 3150 Obj: 47012903.22 56
Iter: 3200 Obj: 46268656.75 58
Iter: 3250 Obj: 45455704.00 57
Iter: 3300 Obj: 45098376.12 56
Iter: 3350 Obj: 43940573.87 59
Iter: 3400 Obj: 43188898.79 64
Iter: 3450 Obj: 42917719.68 54
Iter: 3500 Obj: 42608908.97 60
Iter: 3550 Obj: 42224227.49 56
Iter: 3600 Obj: 42064380.58 58
Iter: 3650 Obj: 41973853.90 56
Iter: 3700 Obj: 41640964.46 64
Iter: 3750 Obj: 41575232.56 57
Iter: 3800 Obj: 41507067.88 56
Iter: 3850 Obj: 41365219.18 60
Iter: 3900 Obj: 41094797.90 60
Iter: 3950 Obj: 40794779.24 56
Iter: 4000 Obj: 40746076.18 55
Iter: 4050 Obj: 40666972.34 58
Iter: 4100 Obj: 40626922.68 57
Iter: 4150 Obj: 40617040.80 55
Iter: 4200 Obj: 40608878.70 51
Iter: 4250 Obj: 40405268.24 67
Iter: 4300 Obj: 40337863.22 57
Iter: 4350 Obj: 39797582.13 60
Iter: 4400 Obj: 39581470.02 56
Iter: 4450 Obj: 39366823.17 55
Iter: 4500 Obj: 39261078.74 55
Iter: 4550 Obj: 39085943.14 56
Iter: 4600 Obj: 38746831.66 60
Iter: 4650 Obj: 38327721.16 50
Iter: 4700 Obj: 38277307.12 59
Iter: 4750 Obj: 38245947.89 60
Iter: 4800 Obj: 38215208.53 57
Iter: 4850 Obj: 38161816.38 59
Iter: 4900 Obj: 38144805.61 57
Iter: 4950 Obj: 38112953.82 54
Iter: 5000 Obj: 38074142.18 57
Iter: 5050 Obj: 38054121.34 57
Iter: 5100 Obj: 38040309.86 57
Iter: 5150 Obj: 37916614.94 57
Iter: 5200 Obj: 37758636.82 50
Iter: 5250 Obj: 37484831.25 54
Iter: 5300 Obj: 37423712.41 55
Iter: 5350 Obj: 37292321.65 55
Iter: 5400 Obj: 37249481.62 53
Iter: 5450 Obj: 37194734.67 51
Iter: 5500 Obj: 37153863.12 54
Iter: 5550 Obj: 37126360.58 57
Iter: 5600 Obj: 37077405.53 52
Iter: 5650 Obj: 36701179.89 52
Iter: 5700 Obj: 36659215.60 52
Iter: 5750 Obj: 36623623.71 56
Iter: 5800 Obj: 36576080.84 50
Iter: 5850 Obj: 36554509.48 56
Iter: 5900 Obj: 36484584.01 57
Iter: 5950 Obj: 36451179.42 55
Iter: 6000 Obj: 36438383.34 58

Iter: 6050 Obj: 36387913.34 50
Iter: 6100 Obj: 36325588.19 53
Iter: 6150 Obj: 36264172.76 54
Iter: 6200 Obj: 36227548.93 56
Iter: 6250 Obj: 36194473.84 59
Iter: 6300 Obj: 36187445.02 52
Iter: 6350 Obj: 36174098.79 51
Iter: 6400 Obj: 36141868.54 52
Iter: 6450 Obj: 36119101.70 51
Iter: 6500 Obj: 36094976.16 53
Iter: 6550 Obj: 36056622.06 55
Iter: 6600 Obj: 36043124.80 52
Iter: 6650 Obj: 36012135.98 55
Iter: 6700 Obj: 35983037.83 55
Iter: 6750 Obj: 35973276.87 54
Iter: 6800 Obj: 35948334.15 53
Iter: 6850 Obj: 35937338.05 51
Iter: 6900 Obj: 35924511.06 57
Iter: 6950 Obj: 35907970.56 53
Iter: 7000 Obj: 35890522.40 53
Iter: 7050 Obj: 35875215.60 50
Iter: 7100 Obj: 35868351.43 51
Iter: 7150 Obj: 35832974.56 51
Iter: 7200 Obj: 35751759.88 51
Iter: 7250 Obj: 35736279.95 53
Iter: 7300 Obj: 35715669.59 54
Iter: 7350 Obj: 35650672.16 52
Iter: 7400 Obj: 35616357.28 59
Iter: 7450 Obj: 35580208.88 58
Iter: 7500 Obj: 35518182.39 51
Iter: 7550 Obj: 35502358.20 50
Iter: 7600 Obj: 35403099.78 52
Iter: 7650 Obj: 35050164.97 54
Iter: 7700 Obj: 35025569.61 53
Iter: 7750 Obj: 34985788.75 51
Iter: 7800 Obj: 34925120.72 52
Iter: 7850 Obj: 34894445.63 53
Iter: 7900 Obj: 34853398.01 52
Iter: 7950 Obj: 34827621.90 51
Iter: 8000 Obj: 34812719.57 51
Iter: 8050 Obj: 34781777.60 50
Iter: 8100 Obj: 34759477.74 53
Iter: 8150 Obj: 34748129.75 52
Iter: 8200 Obj: 34741119.06 51
Iter: 8250 Obj: 34729199.61 53
Iter: 8300 Obj: 34726991.53 51
Iter: 8350 Obj: 34724091.27 50
Iter: 8400 Obj: 34718245.20 51
Iter: 8450 Obj: 34715737.34 51
Iter: 8500 Obj: 34706328.86 50
Iter: 8550 Obj: 34701555.14 35
Iter: 8600 Obj: 34695216.61 15
Iter: 8650 Obj: 34692518.12 50

O P T I M A L S O L U T I O N ---> OBJECTIVE 34692518.12
SOLVE TIME 00:00:32 ITER 8,667 MEMORY USED 1.4%

--- Restarting execution
--- STORM.GMS(10297)
--- Reading solution for model STORM1 86

< Metamodel 1 >

(Hot start)

TREQ down 10% (-1) FREQ up 10% (+1)

=====

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Wright-Patterson AFB, Ohio

--- Starting compilation
--- .PLANES.STM(8)
--- .ROUTE.TMP(1)
--- .BASES.STM(182)
--- .TRANS.TMP(121)
--- .D.VAR(1750)
--- .S.VAR(905)
--- .T.VAR(2494)
--- .ONROUTE.TMP(2762)
--- .START.TMP(5)
--- .ENDS.TMP(5)
--- .LENGTHS.TMP(233)
--- .VISITS.TMP(915)
--- .LOAD-10.TMP(360)
--- .FREQ10.TMP(151)
--- .TIMES.STM(234)
--- .MISC.STM(9)
--- .LX.STM(1)
--- .YL.STM(4)
--- .XL.STM(135)
--- .DL.STM(395)
--- .TL.STM(82)
--- .D2L.STM(44)
--- .SL.STM(67)
--- .SLKL.STM(207)
--- .SLK2L.STM(30)
--- STORM.GMS(181)
--- Starting execution
--- STORM.GMS(11279)
--- Generating model STORM1
--- STORM.GMS(11280)
--- 1833 rows, 7448 columns, and 27031 non-zeroes.
--- Executing XA
 ...Reading Header.
 ...Reading Rows.
 ...Reading Columns.
 ...Input complete.
 ...XA Memory Request 16MB.

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GAMS/XA Program Version 4.0 - Serial Number 501101

xa VERSION 10.00 DEC Alpha - VMS USABLE MEMORY 15,999K BYTES
VARIABLES 7,448
 1 LOWER, 0 FIXED, 0 UPPER, 1 FREE,
CONSTRAINTS 1,834
 8 GE, 1,306 EQ, 519 LE, 1 NULL/FREE, 0 RANGED.
 27,032 NON-ZEROS, WORK 1,322,629
MINIMIZATION.

Iter: 50	Inf:	839.72279	43
Iter: 100	Inf:	465.37219	32
Iter: 150	Inf:	265.38788	23
Iter: 200	Inf:	68.27628	15
Iter: 250	Inf:	51.60146	11
Iter: 300	Inf:	4.07031	2
Iter: 350	Inf:	3.87395	2
Iter: 400	Inf:	3.76839	1
Iter: 450	Obj:	171678780.0	68
Iter: 500	Obj:	165454018.0	66
Iter: 550	Obj:	164275074.6	61
Iter: 600	Obj:	161525591.9	67
Iter: 650	Obj:	149655999.9	63
Iter: 700	Obj:	148342923.2	61
Iter: 750	Obj:	145045994.7	64
Iter: 800	Obj:	141158222.4	63
Iter: 850	Obj:	139245401.8	68
Iter: 900	Obj:	136445518.1	64
Iter: 950	Obj:	132098238.4	60
Iter: 1000	Obj:	127483401.4	61
Iter: 1050	Obj:	125892975.1	66
Iter: 1100	Obj:	123886386.9	61
Iter: 1150	Obj:	119877139.4	66
Iter: 1200	Obj:	117882219.0	66
Iter: 1250	Obj:	116300790.9	61
Iter: 1300	Obj:	109212210.3	58
Iter: 1350	Obj:	100990494.2	64
Iter: 1400	Obj:	97192504.57	56
Iter: 1450	Obj:	95531282.03	62
Iter: 1500	Obj:	93225307.87	57
Iter: 1550	Obj:	86050990.59	61
Iter: 1600	Obj:	80802072.02	59
Iter: 1650	Obj:	80229245.55	62
Iter: 1700	Obj:	78055324.74	58
Iter: 1750	Obj:	77506019.16	63
Iter: 1800	Obj:	76226151.14	61
Iter: 1850	Obj:	75969824.80	59
Iter: 1900	Obj:	75476989.41	57
Iter: 1950	Obj:	73619637.80	50
Iter: 2000	Obj:	66729915.90	57
Iter: 2050	Obj:	58193411.37	62
Iter: 2100	Obj:	56187294.79	59
Iter: 2150	Obj:	55715027.27	58
Iter: 2200	Obj:	54303220.37	61
Iter: 2250	Obj:	52604491.11	61
Iter: 2300	Obj:	52191252.59	57
Iter: 2350	Obj:	51265954.70	57
Iter: 2400	Obj:	50531098.06	58
Iter: 2450	Obj:	50101509.12	55
Iter: 2500	Obj:	48414563.46	57
Iter: 2550	Obj:	47364949.17	57
Iter: 2600	Obj:	47240593.72	60

Iter: 2650 Obj: 46638964.99 60
Iter: 2700 Obj: 45132645.51 58
Iter: 2750 Obj: 44547941.97 58
Iter: 2800 Obj: 43058023.68 59
Iter: 2850 Obj: 42860269.40 54
Iter: 2900 Obj: 42612507.58 62
Iter: 2950 Obj: 42078291.00 57
Iter: 3000 Obj: 42026076.12 63
Iter: 3050 Obj: 41727179.31 58
Iter: 3100 Obj: 41539429.87 56
Iter: 3150 Obj: 41504133.71 61
Iter: 3200 Obj: 41394497.58 56
Iter: 3250 Obj: 41344568.50 52
Iter: 3300 Obj: 41279871.70 59
Iter: 3350 Obj: 41180815.15 57
Iter: 3400 Obj: 41078017.04 53
Iter: 3450 Obj: 40808087.72 61
Iter: 3500 Obj: 40511754.45 58
Iter: 3550 Obj: 40396262.85 53
Iter: 3600 Obj: 40335197.43 62
Iter: 3650 Obj: 40316211.00 53
Iter: 3700 Obj: 40175747.57 58
Iter: 3750 Obj: 40091233.78 53
Iter: 3800 Obj: 40036779.11 58
Iter: 3850 Obj: 40000810.73 56
Iter: 3900 Obj: 39874791.18 54
Iter: 3950 Obj: 39343031.89 54
Iter: 4000 Obj: 39097138.20 56
Iter: 4050 Obj: 38901791.11 52
Iter: 4100 Obj: 38842167.20 58
Iter: 4150 Obj: 38564327.75 56
Iter: 4200 Obj: 38360841.92 54
Iter: 4250 Obj: 38202103.56 62
Iter: 4300 Obj: 38049744.26 55
Iter: 4350 Obj: 37927072.07 52
Iter: 4400 Obj: 37585380.23 51
Iter: 4450 Obj: 37480405.68 56
Iter: 4500 Obj: 37395637.66 56
Iter: 4550 Obj: 37306554.06 57
Iter: 4600 Obj: 37175163.64 60
Iter: 4650 Obj: 37036242.39 55
Iter: 4700 Obj: 36950591.26 54
Iter: 4750 Obj: 36808352.62 50
Iter: 4800 Obj: 36746835.44 53
Iter: 4850 Obj: 36508067.07 56
Iter: 4900 Obj: 36383075.81 55
Iter: 4950 Obj: 36338333.72 53
Iter: 5000 Obj: 36210862.16 52
Iter: 5050 Obj: 36172334.79 55
Iter: 5100 Obj: 36097697.88 56
Iter: 5150 Obj: 36038483.94 52
Iter: 5200 Obj: 35955603.16 50
Iter: 5250 Obj: 35866554.53 50
Iter: 5300 Obj: 35834710.21 51
Iter: 5350 Obj: 35761907.71 51
Iter: 5400 Obj: 35744623.82 53
Iter: 5450 Obj: 35724064.19 52
Iter: 5500 Obj: 35641198.35 53
Iter: 5550 Obj: 35619237.96 53
Iter: 5600 Obj: 35611632.17 53

Iter: 5650 Obj: 35519172.93 52
Iter: 5700 Obj: 35432883.53 52
Iter: 5750 Obj: 35343770.18 51
Iter: 5800 Obj: 35264880.32 53
Iter: 5850 Obj: 35224240.93 50
Iter: 5900 Obj: 35143481.27 52
Iter: 5950 Obj: 35117093.80 50
Iter: 6000 Obj: 34966942.92 53
Iter: 6050 Obj: 34957024.52 52
Iter: 6100 Obj: 34912665.25 50
Iter: 6150 Obj: 34903260.56 51
Iter: 6200 Obj: 34884877.82 52
Iter: 6250 Obj: 34868145.45 53
Iter: 6300 Obj: 34863403.25 51
Iter: 6350 Obj: 34860318.62 52
Iter: 6400 Obj: 34856555.21 52
Iter: 6450 Obj: 34842988.70 53
Iter: 6500 Obj: 34820633.55 53
Iter: 6550 Obj: 34814945.31 51
Iter: 6600 Obj: 34812464.19 50
Iter: 6650 Obj: 34802537.84 51
Iter: 6700 Obj: 34779843.82 50
Iter: 6750 Obj: 34767384.65 50
Iter: 6800 Obj: 34753117.00 51
Iter: 6850 Obj: 34746483.98 50
Iter: 6900 Obj: 34745327.13 52
Iter: 6950 Obj: 34742063.83 51
Iter: 7000 Obj: 34731170.03 50
Iter: 7050 Obj: 34726197.36 48
Iter: 7100 Obj: 34716835.56 41
Iter: 7150 Obj: 34703931.06 55
Iter: 7200 Obj: 34701167.65 42
Iter: 7250 Obj: 34698085.31 14
Iter: 7300 Obj: 34692522.59 7

O P T I M A L S O L U T I O N ---> OBJECTIVE 34692518.12
SOLVE TIME 00:00:30 ITER 7,326 MEMORY USED 1.4%

--- Restarting execution
--- STORM.GMS(11280)
--- Reading solution for model STORM1
--- STORM.GMS(11281)
--- All done

< Metamodel 1 >

TREQ up 10% (+1) FREQ down 10% (-1)

=====

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 Wright-Patterson AFB, Ohio

```
--- Starting compilation
--- .PLANES.STM(8)
--- .ROUTE.TMP(1)
--- .BASES.STM(182)
--- .TRANS.TMP(121)
--- .D.VAR(1750)
--- .S.VAR(905)
--- .T.VAR(2494)
--- .ONROUTE.TMP(2762)
--- .START.TMP(5)
--- .ENDS.TMP(5)
--- .LENGTHS.TMP(233)
--- .VISITS.TMP(915)
--- .LOAD10.TMP(360)
--- .FREQ-10.TMP(151)
--- .TIMES.STM(234)
--- .MISC.STM(9)
--- .LX.STM(1)
--- STORM.GMS(162)
--- Starting execution
--- STORM.GMS(10296)
--- Generating model STORM1
--- STORM.GMS(10297)
---     1833 rows, 7448 columns, and 27031 non-zeroes.
--- Executing XA
...Reading Header.
...Reading Rows.
...Reading Columns.
...Input complete.
...XA Memory Request 16MB.
```

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GAMS/XA Program Version 4.0 - Serial Number 501101

```
STATISTICS - GAMS Fri Feb 14 22:26:36 1997
xa VERSION 10.00 DEC Alpha - VMS    USABLE MEMORY 15,999K BYTES
VARIABLES 7,448
   1 LOWER, 0 FIXED, 0 UPPER, 1 FREE,
CONSTRAINTS 1,834
   8 GE, 1,306 EQ, 519 LE, 1 NULL/FREE, 0 RANGED.
   27,032 NON-ZEROS, WORK 1,322,629
MINIMIZATION.
```

Iter: 50 Inf: 753.12297 44

91

Iter: 100 Inf: 355.41336 33
Iter: 150 Inf: 84.23718 17
Iter: 200 Inf: 42.30848 9
Iter: 250 Inf: 3.08323 1
Iter: 300 Inf: 3.08323 1
Iter: 350 Obj: 210299063.4 60
Iter: 400 Obj: 202815349.3 68
Iter: 450 Obj: 193948078.0 67
Iter: 500 Obj: 183592065.8 63
Iter: 550 Obj: 173994350.5 66
Iter: 600 Obj: 169882907.4 63
Iter: 650 Obj: 168769118.6 68
Iter: 700 Obj: 164756945.1 62
Iter: 750 Obj: 164157633.4 60
Iter: 800 Obj: 158664729.6 62
Iter: 850 Obj: 157928853.7 66
Iter: 900 Obj: 155827710.0 64
Iter: 950 Obj: 155405521.3 64
Iter: 1000 Obj: 152146842.0 61
Iter: 1050 Obj: 151709819.1 60
Iter: 1100 Obj: 146503593.8 60
Iter: 1150 Obj: 142686391.3 63
Iter: 1200 Obj: 140197648.2 68
Iter: 1250 Obj: 133269619.7 60
Iter: 1300 Obj: 132182988.7 55
Iter: 1350 Obj: 131287689.3 61
Iter: 1400 Obj: 130139991.2 61
Iter: 1450 Obj: 119451135.0 62
Iter: 1500 Obj: 117511020.3 62
Iter: 1550 Obj: 114820221.5 63
Iter: 1600 Obj: 113815600.8 60
Iter: 1650 Obj: 112143714.6 61
Iter: 1700 Obj: 103702266.4 58
Iter: 1750 Obj: 95311182.96 61
Iter: 1800 Obj: 89362293.53 56
Iter: 1850 Obj: 86009331.94 57
Iter: 1900 Obj: 83912165.08 55
Iter: 1950 Obj: 79612932.26 66
Iter: 2000 Obj: 73025661.57 60
Iter: 2050 Obj: 72501916.47 61
Iter: 2100 Obj: 70799733.21 64
Iter: 2150 Obj: 70535872.18 58
Iter: 2200 Obj: 69825324.61 59
Iter: 2250 Obj: 69416418.85 66
Iter: 2300 Obj: 69114753.50 59
Iter: 2350 Obj: 68147429.09 66
Iter: 2400 Obj: 67062154.82 56
Iter: 2450 Obj: 61447703.45 64
Iter: 2500 Obj: 60917506.03 58
Iter: 2550 Obj: 59749349.76 51
Iter: 2600 Obj: 59061041.32 62
Iter: 2650 Obj: 58809287.20 68
Iter: 2700 Obj: 58590808.58 59
Iter: 2750 Obj: 58392138.44 64
Iter: 2800 Obj: 57981415.28 61
Iter: 2850 Obj: 57458826.80 60
Iter: 2900 Obj: 56026541.16 52
Iter: 2950 Obj: 54069176.06 54
Iter: 3000 Obj: 53745401.34 60
Iter: 3050 Obj: 53533020.71 60

Iter: 3100 Obj: 53435924.77 55
Iter: 3150 Obj: 53288486.47 54
Iter: 3200 Obj: 53165772.19 61
Iter: 3250 Obj: 52982041.40 61
Iter: 3300 Obj: 52350870.46 54
Iter: 3350 Obj: 52009115.95 51
Iter: 3400 Obj: 51594232.10 59
Iter: 3450 Obj: 50977497.87 53
Iter: 3500 Obj: 50659324.64 52
Iter: 3550 Obj: 49547683.39 58
Iter: 3600 Obj: 48976581.55 57
Iter: 3650 Obj: 48727794.38 57
Iter: 3700 Obj: 48601342.23 57
Iter: 3750 Obj: 48466361.71 58
Iter: 3800 Obj: 48360699.07 52
Iter: 3850 Obj: 48310398.28 53
Iter: 3900 Obj: 48244722.17 54
Iter: 3950 Obj: 48157975.20 56
Iter: 4000 Obj: 47960303.96 59
Iter: 4050 Obj: 47894955.65 57
Iter: 4100 Obj: 47828359.33 58
Iter: 4150 Obj: 47702810.36 60
Iter: 4200 Obj: 47554652.57 54
Iter: 4250 Obj: 47514739.02 61
Iter: 4300 Obj: 47457763.96 57
Iter: 4350 Obj: 47395971.29 51
Iter: 4400 Obj: 47320045.30 55
Iter: 4450 Obj: 47267874.26 55
Iter: 4500 Obj: 47154932.14 61
Iter: 4550 Obj: 47009210.28 52
Iter: 4600 Obj: 46898494.72 52
Iter: 4650 Obj: 46810412.06 51
Iter: 4700 Obj: 46259836.87 55
Iter: 4750 Obj: 46202203.59 55
Iter: 4800 Obj: 46094556.97 54
Iter: 4850 Obj: 45911932.99 55
Iter: 4900 Obj: 45778384.64 64
Iter: 4950 Obj: 45648096.39 63
Iter: 5000 Obj: 45525734.89 59
Iter: 5050 Obj: 45448147.74 53
Iter: 5100 Obj: 45369996.63 58
Iter: 5150 Obj: 45079776.17 62
Iter: 5200 Obj: 44918132.22 59
Iter: 5250 Obj: 44847150.68 52
Iter: 5300 Obj: 44723132.65 58
Iter: 5350 Obj: 44526599.02 56
Iter: 5400 Obj: 44490180.47 55
Iter: 5450 Obj: 44436890.33 60
Iter: 5500 Obj: 44308033.46 63
Iter: 5550 Obj: 44254405.88 59
Iter: 5600 Obj: 44207977.08 56
Iter: 5650 Obj: 44071174.81 58
Iter: 5700 Obj: 44002376.43 53
Iter: 5750 Obj: 43936049.16 57
Iter: 5800 Obj: 43841368.84 55
Iter: 5850 Obj: 43787102.96 60
Iter: 5900 Obj: 43741807.01 54
Iter: 5950 Obj: 43703723.70 57
Iter: 6000 Obj: 43673385.03 50
Iter: 6050 Obj: 43653156.39 61

Iter: 6100 Obj: 43642320.56 60
Iter: 6150 Obj: 43625083.69 56
Iter: 6200 Obj: 43605129.03 57
Iter: 6250 Obj: 43503455.40 63
Iter: 6300 Obj: 43429080.57 60
Iter: 6350 Obj: 43338880.59 55
Iter: 6400 Obj: 43267588.70 50
Iter: 6450 Obj: 43193566.48 53
Iter: 6500 Obj: 43163078.13 52
Iter: 6550 Obj: 43121031.15 52
Iter: 6600 Obj: 43077154.42 56
Iter: 6650 Obj: 43062978.64 60
Iter: 6700 Obj: 43049314.19 53
Iter: 6750 Obj: 43028853.59 56
Iter: 6800 Obj: 43008728.14 57
Iter: 6850 Obj: 42929712.84 53
Iter: 6900 Obj: 42818417.98 51
Iter: 6950 Obj: 42790839.91 52
Iter: 7000 Obj: 42749680.11 51
Iter: 7050 Obj: 42595552.96 54
Iter: 7100 Obj: 42511580.35 53
Iter: 7150 Obj: 42457361.18 53
Iter: 7200 Obj: 42434994.02 55
Iter: 7250 Obj: 42423564.85 53
Iter: 7300 Obj: 42333333.80 53
Iter: 7350 Obj: 42228506.99 54
Iter: 7400 Obj: 42206683.43 54
Iter: 7450 Obj: 42164425.22 54
Iter: 7500 Obj: 42135977.79 53
Iter: 7550 Obj: 42120622.97 50
Iter: 7600 Obj: 42088795.74 52
Iter: 7650 Obj: 42081933.29 50
Iter: 7700 Obj: 42072215.07 56
Iter: 7750 Obj: 42053437.30 56
Iter: 7800 Obj: 42003123.46 56
Iter: 7850 Obj: 41986941.34 59
Iter: 7900 Obj: 41973497.36 58
Iter: 7950 Obj: 41964179.12 51
Iter: 8000 Obj: 41956248.16 56
Iter: 8050 Obj: 41946968.48 51
Iter: 8100 Obj: 41940950.82 54
Iter: 8150 Obj: 41922702.75 56
Iter: 8200 Obj: 41881577.46 58
Iter: 8250 Obj: 41843391.27 52
Iter: 8300 Obj: 41722332.05 53
Iter: 8350 Obj: 41705543.98 58
Iter: 8400 Obj: 41691831.28 53
Iter: 8450 Obj: 41651347.07 53
Iter: 8500 Obj: 41636308.76 51
Iter: 8550 Obj: 41610931.14 52
Iter: 8600 Obj: 41596941.16 58
Iter: 8650 Obj: 41576751.98 51
Iter: 8700 Obj: 41442510.42 51
Iter: 8750 Obj: 41432737.24 52
Iter: 8800 Obj: 41408540.79 53
Iter: 8850 Obj: 41329257.56 50
Iter: 8900 Obj: 41303212.72 55
Iter: 8950 Obj: 41257036.44 51
Iter: 9000 Obj: 41249377.63 50
Iter: 9050 Obj: 41199232.22 54

Iter: 9100 Obj: 41182042.30 52
Iter: 9150 Obj: 41131021.45 53
Iter: 9200 Obj: 41084683.54 53
Iter: 9250 Obj: 41061975.04 54
Iter: 9300 Obj: 41047981.14 51
Iter: 9350 Obj: 41019601.56 52
Iter: 9400 Obj: 41009137.51 53
Iter: 9450 Obj: 40959539.60 52
Iter: 9500 Obj: 40911655.47 51
Iter: 9550 Obj: 40882582.18 52
Iter: 9600 Obj: 40863846.50 52
Iter: 9650 Obj: 40740908.56 56
Iter: 9700 Obj: 40729671.47 50
Iter: 9750 Obj: 40675188.04 50
Iter: 9800 Obj: 40670834.45 53
Iter: 9850 Obj: 40667563.59 52
Iter: 9900 Obj: 40662640.79 50
Iter: 9950 Obj: 40619533.97 50
Iter: 10000 Obj: 40604784.11 50
Iter: 10050 Obj: 40590864.67 20
Iter: 10100 Obj: 40570074.20 19
Iter: 10150 Obj: 40567833.21 50

O P T I M A L S O L U T I O N ---> OBJECTIVE 40567833.21
SOLVE TIME 00:00:46 ITER 10,169 MEMORY USED 1.4%

--- Restarting execution
--- STORM.GMS(10297)
--- Reading solution for model STORM1
--- STORM.GMS(10298)
--- All done

< Metamodel 1 >

(Hot start)

TREQ up 10% (+1) FREQ down 10% (-1)

=====

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 Wright-Patterson AFB, Ohio

--- Starting compilation
--- .PLANES.STM(8)
--- .ROUTE.TMP(1)
--- .BASES.STM(182)
--- .TRANS.TMP(121)
--- .D.VAR(1750)
--- .S.VAR(905)
--- .T.VAR(2494)
--- .ONROUTE.TMP(2762)
--- .START.TMP(5)
--- .ENDS.TMP(5)
--- .LENGTHS.TMP(233)
--- .VISITS.TMP(915)
--- .LOAD10.TMP(360)
--- .FREQ-10.TMP(151)
--- .TIMES.STM(234)
--- .MISC.STM(9)
--- .LX.STM(1)
--- .YL.STM(4)
--- .XL.STM(135)
--- .DL.STM(395)
--- .TL.STM(82)
--- .D2L.STM(44)
--- .SL.STM(67)
--- .SLKL.STM(207)
--- .SLK2L.STM(30)
--- STORM.GMS(181)
--- Starting execution
--- STORM.GMS(11279)
--- Generating model STORM1
--- STORM.GMS(11280)
--- 1833 rows, 7448 columns, and 27031 non-zeroes.
--- Executing XA
 ...Reading Header.
 ...Reading Rows.
 ...Reading Columns.
 ...Input complete.
 ...XA Memory Request 16MB.

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STATISTICS - GAMS Fri Feb 14 23:45:40 1997
xa VERSION 10.00 DEC Alpha - VMS USABLE MEMORY 15,999K BYTES
VARIABLES 7,448
1 LOWER, 0 FIXED, 0 UPPER, 1 FREE,
CONSTRAINTS 1,834
8 GE, 1,306 EQ, 519 LE, 1 NULL/FREE, 0 RANGED.
27,032 NON-ZEROS, WORK 1,322,629
MINIMIZATION.

Iter:	50	Inf:	690.08052	49
Iter:	100	Inf:	537.48969	33
Iter:	150	Inf:	211.59935	25
Iter:	200	Inf:	134.95141	25
Iter:	250	Inf:	90.72038	18
Iter:	300	Inf:	26.80856	7
Iter:	350	Inf:	3.08323	1
Iter:	400	Inf:	0.00000	0
Iter:	450	Obj:	198235506.8	64
Iter:	500	Obj:	197314376.9	64
Iter:	550	Obj:	194700258.2	64
Iter:	600	Obj:	193049031.6	68
Iter:	650	Obj:	191249885.8	70
Iter:	700	Obj:	178971359.0	57
Iter:	750	Obj:	175002773.2	65
Iter:	800	Obj:	171997747.3	59
Iter:	850	Obj:	169366129.3	65
Iter:	900	Obj:	164841919.1	71
Iter:	950	Obj:	162305506.1	64
Iter:	1000	Obj:	161971983.7	66
Iter:	1050	Obj:	158717303.8	65
Iter:	1100	Obj:	158420968.8	60
Iter:	1150	Obj:	155262796.6	62
Iter:	1200	Obj:	151059989.6	65
Iter:	1250	Obj:	138033703.4	63
Iter:	1300	Obj:	131639013.0	66
Iter:	1350	Obj:	129463540.8	58
Iter:	1400	Obj:	128058451.6	66
Iter:	1450	Obj:	126826656.8	62
Iter:	1500	Obj:	125399644.0	53
Iter:	1550	Obj:	124342413.3	63
Iter:	1600	Obj:	123005614.9	69
Iter:	1650	Obj:	122430196.6	56
Iter:	1700	Obj:	120057952.0	61
Iter:	1750	Obj:	113584585.2	63
Iter:	1800	Obj:	110515040.8	57
Iter:	1850	Obj:	100699086.9	64
Iter:	1900	Obj:	94939936.89	58
Iter:	1950	Obj:	89820002.48	61
Iter:	2000	Obj:	88209397.97	63
Iter:	2050	Obj:	86405737.72	55
Iter:	2100	Obj:	76864423.93	61
Iter:	2150	Obj:	75391869.02	65
Iter:	2200	Obj:	74545242.06	63
Iter:	2250	Obj:	73777585.98	63
Iter:	2300	Obj:	73496205.93	62
Iter:	2350	Obj:	72607476.40	57
Iter:	2400	Obj:	69579905.77	57
Iter:	2450	Obj:	68096926.25	61

Iter: 2500 Obj: 66248343.76 55
Iter: 2550 Obj: 62162451.56 61
Iter: 2600 Obj: 60798077.86 60
Iter: 2650 Obj: 59682712.57 57
Iter: 2700 Obj: 59009766.89 60
Iter: 2750 Obj: 58643619.07 60
Iter: 2800 Obj: 58150305.86 58
Iter: 2850 Obj: 57539184.99 57
Iter: 2900 Obj: 57132130.74 57
Iter: 2950 Obj: 56823898.57 60
Iter: 3000 Obj: 56522587.63 57
Iter: 3050 Obj: 55310147.05 61
Iter: 3100 Obj: 54654993.06 54
Iter: 3150 Obj: 54316999.14 62
Iter: 3200 Obj: 53603259.89 51
Iter: 3250 Obj: 53297080.18 52
Iter: 3300 Obj: 53040362.77 60
Iter: 3350 Obj: 52877331.77 61
Iter: 3400 Obj: 52451118.01 53
Iter: 3450 Obj: 50875701.06 58
Iter: 3500 Obj: 50213479.58 63
Iter: 3550 Obj: 49847775.33 58
Iter: 3600 Obj: 49112780.76 56
Iter: 3650 Obj: 48890894.43 55
Iter: 3700 Obj: 48748364.15 53
Iter: 3750 Obj: 48624978.09 57
Iter: 3800 Obj: 47524629.86 59
Iter: 3850 Obj: 47260078.26 61
Iter: 3900 Obj: 46752566.62 60
Iter: 3950 Obj: 46228807.36 55
Iter: 4000 Obj: 46138566.54 56
Iter: 4050 Obj: 46019354.89 56
Iter: 4100 Obj: 45770170.46 61
Iter: 4150 Obj: 45672697.53 58
Iter: 4200 Obj: 45539683.95 54
Iter: 4250 Obj: 45465926.29 57
Iter: 4300 Obj: 45340601.98 55
Iter: 4350 Obj: 45108317.54 56
Iter: 4400 Obj: 45016504.86 57
Iter: 4450 Obj: 44990154.11 54
Iter: 4500 Obj: 44921786.26 59
Iter: 4550 Obj: 44699028.65 55
Iter: 4600 Obj: 44694558.92 58
Iter: 4650 Obj: 44679766.49 52
Iter: 4700 Obj: 44609785.90 56
Iter: 4750 Obj: 44339408.59 60
Iter: 4800 Obj: 44307331.74 55
Iter: 4850 Obj: 44167898.79 52
Iter: 4900 Obj: 43761876.94 52
Iter: 4950 Obj: 43040126.22 60
Iter: 5000 Obj: 42958768.36 56
Iter: 5050 Obj: 42944880.70 57
Iter: 5100 Obj: 42678379.04 52
Iter: 5150 Obj: 42464291.76 55
Iter: 5200 Obj: 42424541.40 58
Iter: 5250 Obj: 42050662.53 52
Iter: 5300 Obj: 41997280.56 54
Iter: 5350 Obj: 41931418.51 55
Iter: 5400 Obj: 41882742.73 53
Iter: 5450 Obj: 41848685.73 50

Iter: 5500 Obj: 41766635.41 51
Iter: 5550 Obj: 41737800.07 56
Iter: 5600 Obj: 41643607.43 50
Iter: 5650 Obj: 41526414.30 52
Iter: 5700 Obj: 41509385.28 54
Iter: 5750 Obj: 41454027.21 52
Iter: 5800 Obj: 41393998.10 52
Iter: 5850 Obj: 41300058.53 52
Iter: 5900 Obj: 41251858.25 55
Iter: 5950 Obj: 41207621.07 55
Iter: 6000 Obj: 41182144.12 57
Iter: 6050 Obj: 41169028.42 52
Iter: 6100 Obj: 41145703.45 51
Iter: 6150 Obj: 41119771.87 51
Iter: 6200 Obj: 41031208.92 50
Iter: 6250 Obj: 41027546.16 53
Iter: 6300 Obj: 40940241.49 50
Iter: 6350 Obj: 40911941.68 51
Iter: 6400 Obj: 40780965.89 50
Iter: 6450 Obj: 40759109.16 50
Iter: 6500 Obj: 40742179.31 51
Iter: 6550 Obj: 40718912.87 50
Iter: 6600 Obj: 40697319.88 51
Iter: 6650 Obj: 40684932.03 51
Iter: 6700 Obj: 40679737.86 50
Iter: 6750 Obj: 40667622.17 50
Iter: 6800 Obj: 40663713.20 51
Iter: 6850 Obj: 40659045.32 50
Iter: 6900 Obj: 40654868.75 50
Iter: 6950 Obj: 40624872.55 52
Iter: 7000 Obj: 40621141.17 51
Iter: 7050 Obj: 40617602.73 50
Iter: 7100 Obj: 40597117.28 50
Iter: 7150 Obj: 40583266.48 51
Iter: 7200 Obj: 40576258.83 47
Iter: 7250 Obj: 40573547.52 47
Iter: 7300 Obj: 40572395.52 42
Iter: 7350 Obj: 40567944.48 17
Iter: 7400 Obj: 40567833.21 18

O P T I M A L S O L U T I O N ----> OBJECTIVE 40567833.21
SOLVE TIME 00:00:28 ITER 7,400 MEMORY USED 1.4%

--- Restarting execution
--- STORM.GMS(11280)
--- Reading solution for model STORM1
--- STORM.GMS(11281)
--- All done

< Metamodel 1 >

TREQ up 10% (+1) FREQ up 10% (+1)
=====

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 Wright-Patterson AFB, Ohio

--- Starting compilation
--- .PLANES.STM(8)
--- .ROUTE.TMP(1)
--- .BASES.STM(182)
--- .TRANS.TMP(121)
--- .D.VAR(1750)
--- .S.VAR(905)
--- .T.VAR(2494)
--- .ONROUTE.TMP(2762)
--- .START.TMP(5)
--- .ENDS.TMP(5)
--- .LENGTHS.TMP(233)
--- .VISITS.TMP(915)
--- .LOAD10.TMP(360)
--- .FREQ10.TMP(151)
--- .TIMES.STM(234)
--- .MISC.STM(9)
--- .LX.STM(1)
--- STORM.GMS(162)
--- Starting execution
--- STORM.GMS(10296)
--- Generating model STORM1
--- STORM.GMS(10297)
--- 1833 rows, 7448 columns, and 27031 non-zeroes.
--- Executing XA
 ...Reading Header.
 ...Reading Rows.
 ...Reading Columns.
 ...Input complete.
 ...XA Memory Request 16MB.

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GAMS/XA Program Version 4.0 - Serial Number 501101

STATISTICS - GAMS Fri Feb 14 22:29:04 1997
 xa VERSION 10.00 DEC Alpha - VMS USABLE MEMORY 15,999K BYTES
 VARIABLES 7,448
 1 LOWER, 0 FIXED, 0 UPPER, 1 FREE,
 CONSTRAINTS 1,834
 8 GE, 1,306 EQ, 519 LE, 1 NULL/FREE, 0 RANGED.
 27,032 NON-ZEROS, WORK 1,322,629
 MINIMIZATION.

Iter: 50 Inf: 869.23189 49
Iter: 100 Inf: 479.43776 37
Iter: 150 Inf: 296.62448 25
Iter: 200 Inf: 126.56623 18
Iter: 250 Inf: 50.64685 10
Iter: 300 Inf: 11.67880 4
Iter: 350 Inf: 3.76839 1
Iter: 400 Inf: 3.76839 1
Iter: 450 Obj: 200170948.6 68
Iter: 500 Obj: 191638944.2 67
Iter: 550 Obj: 181322999.0 59
Iter: 600 Obj: 180667312.7 60
Iter: 650 Obj: 176080333.4 68
Iter: 700 Obj: 174649663.6 69
Iter: 750 Obj: 171994120.7 65
Iter: 800 Obj: 170374443.8 61
Iter: 850 Obj: 151987168.2 67
Iter: 900 Obj: 150756102.5 71
Iter: 950 Obj: 146917787.1 66
Iter: 1000 Obj: 144769962.9 66
Iter: 1050 Obj: 143109864.6 63
Iter: 1100 Obj: 142260571.2 62
Iter: 1150 Obj: 140320252.2 66
Iter: 1200 Obj: 136265000.7 61
Iter: 1250 Obj: 130921451.3 66
Iter: 1300 Obj: 126067266.2 63
Iter: 1350 Obj: 124905791.8 58
Iter: 1400 Obj: 122183614.7 67
Iter: 1450 Obj: 120893151.8 63
Iter: 1500 Obj: 118131574.0 69
Iter: 1550 Obj: 114195851.1 63
Iter: 1600 Obj: 103063873.9 55
Iter: 1650 Obj: 99958373.52 60
Iter: 1700 Obj: 94826576.89 53
Iter: 1750 Obj: 92023126.79 69
Iter: 1800 Obj: 89787751.93 66
Iter: 1850 Obj: 79870642.62 59
Iter: 1900 Obj: 76094210.91 62
Iter: 1950 Obj: 68651489.70 55
Iter: 2000 Obj: 67474901.91 59
Iter: 2050 Obj: 64184686.25 61
Iter: 2100 Obj: 63599098.99 56
Iter: 2150 Obj: 63321399.59 60
Iter: 2200 Obj: 59844306.53 59
Iter: 2250 Obj: 58790278.57 55
Iter: 2300 Obj: 57513942.28 54
Iter: 2350 Obj: 56172084.29 59
Iter: 2400 Obj: 55256702.39 64
Iter: 2450 Obj: 54793757.20 58
Iter: 2500 Obj: 53842436.75 64
Iter: 2550 Obj: 53269076.15 57
Iter: 2600 Obj: 52819545.74 60
Iter: 2650 Obj: 52605579.30 60
Iter: 2700 Obj: 52196856.68 53
Iter: 2750 Obj: 51821759.48 61
Iter: 2800 Obj: 51643858.89 62
Iter: 2850 Obj: 51521152.74 62
Iter: 2900 Obj: 51380300.66 55
Iter: 2950 Obj: 51126278.30 60

Iter: 3000 Obj: 50639864.68 60
Iter: 3050 Obj: 50297076.82 59
Iter: 3100 Obj: 49935195.69 60
Iter: 3150 Obj: 49607650.27 58
Iter: 3200 Obj: 49257889.87 58
Iter: 3250 Obj: 48830159.98 50
Iter: 3300 Obj: 48492420.00 52
Iter: 3350 Obj: 47823865.30 55
Iter: 3400 Obj: 47541017.08 59
Iter: 3450 Obj: 47424669.96 63
Iter: 3500 Obj: 47312928.28 57
Iter: 3550 Obj: 47269837.85 61
Iter: 3600 Obj: 47232712.74 62
Iter: 3650 Obj: 47193535.46 54
Iter: 3700 Obj: 47146872.20 62
Iter: 3750 Obj: 47061791.34 57
Iter: 3800 Obj: 46622229.57 59
Iter: 3850 Obj: 46530690.55 51
Iter: 3900 Obj: 46173221.28 56
Iter: 3950 Obj: 45794945.46 60
Iter: 4000 Obj: 45543137.05 57
Iter: 4050 Obj: 45386922.04 54
Iter: 4100 Obj: 45111746.51 54
Iter: 4150 Obj: 45076836.26 58
Iter: 4200 Obj: 44978567.34 58
Iter: 4250 Obj: 44268952.88 58
Iter: 4300 Obj: 44138779.85 54
Iter: 4350 Obj: 44038683.52 55
Iter: 4400 Obj: 43942576.31 58
Iter: 4450 Obj: 43780643.86 61
Iter: 4500 Obj: 43732329.58 51
Iter: 4550 Obj: 43686603.83 52
Iter: 4600 Obj: 43572406.85 58
Iter: 4650 Obj: 43410790.31 54
Iter: 4700 Obj: 43355332.01 56
Iter: 4750 Obj: 43338192.63 56
Iter: 4800 Obj: 43257130.95 55
Iter: 4850 Obj: 43207841.58 55
Iter: 4900 Obj: 43155556.63 50
Iter: 4950 Obj: 43134367.48 52
Iter: 5000 Obj: 43129711.57 57
Iter: 5050 Obj: 43109637.50 51
Iter: 5100 Obj: 43079976.03 57
Iter: 5150 Obj: 43068263.35 54
Iter: 5200 Obj: 42978856.15 55
Iter: 5250 Obj: 42956165.00 58
Iter: 5300 Obj: 42929439.31 51
Iter: 5350 Obj: 42831029.83 59
Iter: 5400 Obj: 42780157.99 56
Iter: 5450 Obj: 42761078.00 50
Iter: 5500 Obj: 42746653.96 60
Iter: 5550 Obj: 42699061.56 55
Iter: 5600 Obj: 42608776.20 51
Iter: 5650 Obj: 42530832.08 53
Iter: 5700 Obj: 42490125.85 58
Iter: 5750 Obj: 42472835.91 53
Iter: 5800 Obj: 42453379.58 51
Iter: 5850 Obj: 42393200.48 54
Iter: 5900 Obj: 42330168.66 50
Iter: 5950 Obj: 42280045.85 55

Iter: 6000 Obj: 42257260.24 55
Iter: 6050 Obj: 42184000.43 53
Iter: 6100 Obj: 42180768.83 54
Iter: 6150 Obj: 41998886.57 53
Iter: 6200 Obj: 41970648.48 50
Iter: 6250 Obj: 41912204.43 54
Iter: 6300 Obj: 41904813.08 52
Iter: 6350 Obj: 41895743.13 55
Iter: 6400 Obj: 41871228.59 52
Iter: 6450 Obj: 41843794.73 51
Iter: 6500 Obj: 41816690.85 50
Iter: 6550 Obj: 41794088.29 51
Iter: 6600 Obj: 41767261.85 51
Iter: 6650 Obj: 41743673.35 50
Iter: 6700 Obj: 41675404.65 51
Iter: 6750 Obj: 41626277.47 53
Iter: 6800 Obj: 41605875.36 52
Iter: 6850 Obj: 41569514.95 51
Iter: 6900 Obj: 41501352.70 51
Iter: 6950 Obj: 41491003.31 50
Iter: 7000 Obj: 41465674.00 50
Iter: 7050 Obj: 41455022.73 51
Iter: 7100 Obj: 41448913.82 50
Iter: 7150 Obj: 41417190.78 51
Iter: 7200 Obj: 41408778.56 51
Iter: 7250 Obj: 41399173.77 35
Iter: 7300 Obj: 41359269.84 35
Iter: 7350 Obj: 41355977.30 35
Iter: 7400 Obj: 41352674.22 10
Iter: 7450 Obj: 41351275.00 7

O P T I M A L S O L U T I O N ---> OBJECTIVE 41351256.59
SOLVE TIME 00:00:32 ITER 7,476 MEMORY USED 1.4%

--- Restarting execution
--- STORM.GMS(10297)
--- Reading solution for model STORM1
--- STORM.GMS(10298)
--- All done

< Metamodel 1 >

(Hot start)

TREQ up 10% (+1) FREQ up 10% (+1)

=====

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 Wright-Patterson AFB, Ohio

--- Starting compilation
--- .PLANES.STM(8)
--- .ROUTE.TMP(1)
--- .BASES.STM(182)
--- .TRANS.TMP(121)
--- .D.VAR(1750)
--- .S.VAR(905)
--- .T.VAR(2494)
--- .ONROUTE.TMP(2762)
--- .START.TMP(5)
--- .ENDS.TMP(5)
--- .LENGTHS.TMP(233)
--- .VISITS.TMP(915)
--- .LOAD10.TMP(360)
--- .FREQ10.TMP(151)
--- .TIMES.STM(234)
--- .MISC.STM(9)
--- .LX.STM(1)
--- .YL.STM(4)
--- .XL.STM(135)
--- .DL.STM(395)
--- .TL.STM(82)
--- .D2L.STM(44)
--- .SL.STM(67)
--- .SLKL.STM(207)
--- .SLK2L.STM(30)
--- STORM.GMS(181)
--- Starting execution
--- STORM.GMS(11279)
--- Generating model STORM1
--- STORM.GMS(11280)
--- 1833 rows, 7448 columns, and 27031 non-zeroes.
--- Executing XA
 ...Reading Header.
 ...Reading Rows.
 ...Reading Columns.
 ...Input complete.
 ...XA Memory Request 16MB.

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STATISTICS - GAMS Fri Feb 14 23:47:54 1997
xa VERSION 10.00 DEC Alpha - VMS USABLE MEMORY 15,999K BYTES
VARIABLES 7,448
1 LOWER, 0 FIXED, 0 UPPER, 1 FREE,
CONSTRAINTS 1,834
8 GE, 1,306 EQ, 519 LE, 1 NULL/FREE, 0 RANGED.
27,032 NON-ZEROS, WORK 1,322,629
MINIMIZATION.

Iter: 50 Inf: 852.65266 49
Iter: 100 Inf: 665.24167 32
Iter: 150 Inf: 309.12670 25
Iter: 200 Inf: 132.67594 18
Iter: 250 Inf: 26.04604 7
Iter: 300 Inf: 10.84092 3
Iter: 350 Inf: 3.76839 1
Iter: 400 Inf: 0.00000 0
Iter: 450 Obj: 208304071.3 72
Iter: 500 Obj: 202741474.1 64
Iter: 550 Obj: 198071058.8 69
Iter: 600 Obj: 192859775.8 69
Iter: 650 Obj: 191418640.5 63
Iter: 700 Obj: 185410260.6 64
Iter: 750 Obj: 179050783.7 70
Iter: 800 Obj: 159081206.8 60
Iter: 850 Obj: 156988931.1 66
Iter: 900 Obj: 153866568.9 71
Iter: 950 Obj: 152671686.1 56
Iter: 1000 Obj: 151732794.2 66
Iter: 1050 Obj: 149517085.9 60
Iter: 1100 Obj: 146226975.7 64
Iter: 1150 Obj: 145794484.5 61
Iter: 1200 Obj: 142016510.8 62
Iter: 1250 Obj: 141752858.7 60
Iter: 1300 Obj: 140512977.6 60
Iter: 1350 Obj: 138436586.1 65
Iter: 1400 Obj: 134361523.1 60
Iter: 1450 Obj: 131814854.5 70
Iter: 1500 Obj: 123095681.2 61
Iter: 1550 Obj: 117929795.3 63
Iter: 1600 Obj: 107733768.1 56
Iter: 1650 Obj: 94161350.82 58
Iter: 1700 Obj: 83285014.27 64
Iter: 1750 Obj: 77675254.74 62
Iter: 1800 Obj: 74532566.33 59
Iter: 1850 Obj: 72187323.83 63
Iter: 1900 Obj: 67497619.27 62
Iter: 1950 Obj: 66864529.53 57
Iter: 2000 Obj: 64314421.50 54
Iter: 2050 Obj: 63070672.90 60
Iter: 2100 Obj: 62529793.71 61
Iter: 2150 Obj: 59888476.91 59
Iter: 2200 Obj: 59264475.80 53
Iter: 2250 Obj: 58403961.30 59
Iter: 2300 Obj: 57962258.52 58
Iter: 2350 Obj: 57107897.89 58
Iter: 2400 Obj: 56060805.26 57
Iter: 2450 Obj: 55494454.70 61

Iter: 2500 Obj: 54744047.33 60
Iter: 2550 Obj: 54498677.35 60
Iter: 2600 Obj: 54207866.76 56
Iter: 2650 Obj: 53714874.53 57
Iter: 2700 Obj: 53105896.27 59
Iter: 2750 Obj: 52860998.18 60
Iter: 2800 Obj: 52544551.61 57
Iter: 2850 Obj: 51866351.56 55
Iter: 2900 Obj: 51698629.62 60
Iter: 2950 Obj: 51564805.14 61
Iter: 3000 Obj: 51182890.25 54
Iter: 3050 Obj: 50779729.23 57
Iter: 3100 Obj: 50058820.75 57
Iter: 3150 Obj: 49954682.29 58
Iter: 3200 Obj: 49558589.04 54
Iter: 3250 Obj: 49390771.95 53
Iter: 3300 Obj: 48664040.37 55
Iter: 3350 Obj: 48385857.01 55
Iter: 3400 Obj: 48196109.12 54
Iter: 3450 Obj: 47934751.58 52
Iter: 3500 Obj: 47617417.77 52
Iter: 3550 Obj: 47278185.84 60
Iter: 3600 Obj: 46979017.75 50
Iter: 3650 Obj: 46861592.46 58
Iter: 3700 Obj: 46376017.06 58
Iter: 3750 Obj: 46253094.41 54
Iter: 3800 Obj: 46123666.43 55
Iter: 3850 Obj: 46047062.90 50
Iter: 3900 Obj: 45996613.74 54
Iter: 3950 Obj: 45919992.61 53
Iter: 4000 Obj: 45532726.02 53
Iter: 4050 Obj: 45323123.17 58
Iter: 4100 Obj: 44953529.01 53
Iter: 4150 Obj: 44825913.67 55
Iter: 4200 Obj: 44732753.44 52
Iter: 4250 Obj: 44614773.07 55
Iter: 4300 Obj: 44501062.45 55
Iter: 4350 Obj: 44003889.83 54
Iter: 4400 Obj: 43807488.49 55
Iter: 4450 Obj: 43390086.60 54
Iter: 4500 Obj: 43149170.67 54
Iter: 4550 Obj: 43047321.98 57
Iter: 4600 Obj: 42927686.18 52
Iter: 4650 Obj: 42883979.59 52
Iter: 4700 Obj: 42857482.64 55
Iter: 4750 Obj: 42769192.04 58
Iter: 4800 Obj: 42724280.32 55
Iter: 4850 Obj: 42688702.14 53
Iter: 4900 Obj: 42668275.65 51
Iter: 4950 Obj: 42594458.26 53
Iter: 5000 Obj: 42354319.49 52
Iter: 5050 Obj: 42289981.03 51
Iter: 5100 Obj: 42254193.65 53
Iter: 5150 Obj: 42157722.91 50
Iter: 5200 Obj: 42120472.80 53
Iter: 5250 Obj: 42079485.02 51
Iter: 5300 Obj: 42068557.38 53
Iter: 5350 Obj: 41958631.24 54
Iter: 5400 Obj: 41929263.87 51
Iter: 5450 Obj: 41913471.85 52

Iter: 5500 Obj: 41837946.69 51
Iter: 5550 Obj: 41788402.04 50
Iter: 5600 Obj: 41775255.74 51
Iter: 5650 Obj: 41721787.25 51
Iter: 5700 Obj: 41600574.63 53
Iter: 5750 Obj: 41584204.60 52
Iter: 5800 Obj: 41575778.36 51
Iter: 5850 Obj: 41551895.60 54
Iter: 5900 Obj: 41535418.04 51
Iter: 5950 Obj: 41523353.09 50
Iter: 6000 Obj: 41518476.62 51
Iter: 6050 Obj: 41504487.99 50
Iter: 6100 Obj: 41487216.43 53
Iter: 6150 Obj: 41475210.74 53
Iter: 6200 Obj: 41469884.33 52
Iter: 6250 Obj: 41453853.03 52
Iter: 6300 Obj: 41449355.23 50
Iter: 6350 Obj: 41424184.62 51
Iter: 6400 Obj: 41421231.51 50
Iter: 6450 Obj: 41411920.52 51
Iter: 6500 Obj: 41358323.85 41
Iter: 6550 Obj: 41352145.71 18

O P T I M A L S O L U T I O N ---> OBJECTIVE 41351256.59
SOLVE TIME 00:00:23 ITER 6,593 MEMORY USED 1.4%

--- Restarting execution
--- STORM.GMS(11280)
--- Reading solution for model STORM1
--- STORM.GMS(11281)
--- All done

**Appendix D. The data sets of Tonnege and frequency
requirement**

TONNAGE REQUIREMENT

NUMBER	BASE	VALUE	CONTRY	TYPE	AREA	TOTAL
1	KCHS.DRRN	5.53	usa	TREQ	1	1
2	KCHS.EDAF	3.91	usa	TREQ	1	2
3	KCHS.EGUN	292.91	usa	TREQ	1	3
4	KCHS.FTTJ	4.24	usa	TREQ	1	4
5	KCHS.FZAA	2.55	usa	TREQ	1	5
6	KCHS.GLRB	0.34	usa	TREQ	1	6
7	KCHS.GOOY	10.64	usa	TREQ	1	7
8	KCHS.MGGT	17.36	usa	TREQ	1	8
9	KCHS.MHSC	216.94	usa	TREQ	1	9
10	KCHS.MHTG	17.25	usa	TREQ	1	10
11	KCHS.MNMG	0.22	usa	TREQ	1	11
12	KCHS.MPHO	493.74	usa	TREQ	1	12
13	KCHS.MSSS	52.38	usa	TREQ	1	13
14	KCHS.MUGM	14.82	usa	TREQ	1	14
15	KCHS.SAEZ	0.1	usa	TREQ	1	15
16	KCHS.SBBR	26.89	usa	TREQ	1	16
17	KCHS.SBGL	1.59	usa	TREQ	1	17
18	KCHS.SCEL	9.18	usa	TREQ	1	18
19	KCHS.SEQU	14.81	usa	TREQ	1	19
20	KCHS.SGAS	1.17	usa	TREQ	1	20
21	KCHS.SKBO	64.34	usa	TREQ	1	21
22	KCHS.SLLP	37.02	usa	TREQ	1	22
23	KCHS.SPIM	14.93	usa	TREQ	1	23
24	KCHS.SUMU	0.32	usa	TREQ	1	24
25	KCHS.SVMI	9.31	usa	TREQ	1	25
26	KCHS.TAPA	18.67	usa	TREQ	1	26
27	KCHS.TJNR	8.68	usa	TREQ	1	27
28	KCOF.FHAW	77.06	usa	TREQ	1	28
29	KCOF.TAPA	52.91	usa	TREQ	1	29
30	KDOV.EDAF	787.57	usa	TREQ	1	30
31	KDOV.EDAR	744	usa	TREQ	1	31
32	KDOV.EGUN	6.08	usa	TREQ	1	32
33	KDOV.HECA	55.52	usa	TREQ	1	33
34	KDOV.LETO	22.12	usa	TREQ	1	34
35	KDOV.LGIR	9.07	usa	TREQ	1	35
36	KDOV.LIPA	173.77	usa	TREQ	1	36
37	KDOV.LLBG	5.65	usa	TREQ	1	37
38	KDOV.LTAG	140.19	usa	TREQ	1	38
39	KDOV.OEDR	323.47	usa	TREQ	1	39
40	KDOV.OERY	199.12	usa	TREQ	1	40
41	KDOV.OJAF	8.64	usa	TREQ	1	41
42	KDOV.RODN	8.87	usa	TREQ	1	42
43	KNGU.BIKF	142.76	usa	TREQ	1	43

44	KNGU.HKNA	3.7	usa	TREQ	1	44
45	KNGU.LERT	132.13	usa	TREQ	1	45
46	KNGU.LICZ	105.19	usa	TREQ	1	46
47	KNGU.LIPA	21.26	usa	TREQ	1	47
48	KNGU.LIRN	64.63	usa	TREQ	1	48
49	KNGU.MUGM	271.3	usa	TREQ	1	49
50	KNGU.OBBI	63.69	usa	TREQ	1	50
51	KNGU.OMFJ	40.88	usa	TREQ	1	51
52	KNGU.TISX	29.87	usa	TREQ	1	52
53	KNGU.TJNR	211.93	usa	TREQ	1	53
54	KNGU.TXKF	128.44	usa	TREQ	1	54
55	KSUU.ABAS	106.86	usa	TREQ	1	55
56	KSUU.APLM	25.32	usa	TREQ	1	56
57	KSUU.APWR	11.04	usa	TREQ	1	57
58	KSUU.ASRI	34.67	usa	TREQ	1	58
59	KSUU.FJDG	40.33	usa	TREQ	1	59
60	KSUU.NSTU	1.1	usa	TREQ	1	60
61	KSUU.NZCH	22.55	usa	TREQ	1	61
62	KSUU.OBBI	0.04	usa	TREQ	1	62
63	KSUU.OEDR	0.02	usa	TREQ	1	63
64	KSUU.PAED	239.52	usa	TREQ	1	64
65	KSUU.PGUA	196.14	usa	TREQ	1	65
66	KSUU.PHIK	545.56	usa	TREQ	1	66
67	KSUU.PJON	11.91	usa	TREQ	1	67
68	KSUU.PKWA	70.41	usa	TREQ	1	68
69	KSUU.PWAK	1.87	usa	TREQ	1	69
70	KSUU.RJFF	16.32	usa	TREQ	1	70
71	KSUU.RJOI	25.02	usa	TREQ	1	71
72	KSUU.RJSM	108.69	usa	TREQ	1	72
73	KSUU.RJTY	340.32	usa	TREQ	1	73
74	KSUU.RKJK	32.71	usa	TREQ	1	74
75	KSUU.RKPK	20.47	usa	TREQ	1	75
76	KSUU.RKSO	634.2	usa	TREQ	1	76
77	KSUU.RODN	392.99	usa	TREQ	1	77
78	KSUU.VTBD	9.09	usa	TREQ	1	78
79	KSUU.WIIH	5.06	usa	TREQ	1	79
80	KSUU.WSAP	18.68	usa	TREQ	1	80
81	KTCM.PADK	81.12	usa	TREQ	1	81
82	KTCM.PAED	62.5	usa	TREQ	1	82
83	KTCM.PHIK	6.39	usa	TREQ	1	83
84	KTCM.RJTY	0.12	usa	TREQ	1	84
85	KTCM.RODN	10.71	usa	TREQ	1	85
86	KWRI.BGTL	146.24	usa	TREQ	1	86
87	KWRI.EDAR	1.4	usa	TREQ	1	87
88	KWRI.LPLA	285.47	usa	TREQ	1	88
89	PADK.KSUU	29.37	alaska	TREQ	1	89
90	PADK.KTCM	9.96	alaska	TREQ	1	90
91	PADK.PAED	2.33	alaska	TREQ	1	91
92	PADK.PHIK	1.92	alaska	TREQ	1	92
93	PAED.KSUU	330.32	alaska	TREQ	1	93
94	PAED.KTCM	14.41	alaska	TREQ	1	94

95	PAED.PADK	10.15	alaska	TREQ	1	95
96	PAED.PHIK	4.6	alaska	TREQ	1	96
97	PAED.RJTY	18.74	alaska	TREQ	1	97
98	PAED.RKSO	25.54	alaska	TREQ	1	98
99	PAED.RODN	7.99	alaska	TREQ	1	99
100	PAHT.PAED	4.53	alaska	TREQ	1	100
101	PGUA.KSUU	83.91	mariana island	TREQ	1	101
102	PGUA.PHIK	4.93	mariana island	TREQ	1	102
103	PGUA.RJSM	0.01	mariana island	TREQ	1	103
104	PGUA.RJTY	2.83	mariana island	TREQ	1	104
105	PGUA.RKSO	9.66	mariana island	TREQ	1	105
106	PGUA.RODN	9.89	mariana island	TREQ	1	106
107	PJON.KSUU	18.63	johnston island	TREQ	1	107
108	PJON.PHIK	30.43	johnston island	TREQ	1	108
109	PKWA.KSUU	27.65	mashall island	TREQ	1	109
110	PKWA.PHIK	73.3	mashall island	TREQ	1	110
111	PMDY.PHIK	4.49	line island	TREQ	1	111
112	PWAK.KSUU	6.53	wake island	TREQ	1	112
113	PWAK.PHIK	0.39	wake island	TREQ	1	113
1	MGST.MPHO	0.02	guatemala	TREQ	2	114
2	MHSC.KCHS	83.21	honduras	TREQ	2	115
3	MHSC.MPHO	29.94	honduras	TREQ	2	116
4	MHTG.KCHS	6.68	honduras	TREQ	2	117
5	MHTG.MPHO	0.13	honduras	TREQ	2	118
6	MKJP.MUGM	6.21	jamaica	TREQ	2	119
7	MPHO.KCHS	356.59	panama	TREQ	2	120
8	MPHO.MGST	8.39	panama	TREQ	2	121
9	MPHO.MHSC	109.61	panama	TREQ	2	122
10	MPHO.MHTG	19.69	panama	TREQ	2	123
11	MPHO.MNMG	14.06	panama	TREQ	2	124
12	MPHO.MROC	3.2	panama	TREQ	2	125
13	MPHO.MSSS	23.18	panama	TREQ	2	126
14	MPHO.MZBZ	9.79	panama	TREQ	2	127
15	MPHO.SAEZ	4.59	panama	TREQ	2	128
16	MPHO.SBBR	6.22	panama	TREQ	2	129
17	MPHO.SBGL	0.74	panama	TREQ	2	130
18	MPHO.SCEL	0.65	panama	TREQ	2	131
19	MPHO.SQU	12.63	panama	TREQ	2	132
20	MPHO.SGAS	1.4	panama	TREQ	2	133
21	MPHO.SKBO	9.42	panama	TREQ	2	134
22	MPHO.SLLP	14.02	panama	TREQ	2	135
23	MPHO.SPIM	12.9	panama	TREQ	2	136
24	MPHO.SUMU	0.03	panama	TREQ	2	137
25	MPHO.SVMI	0.71	panama	TREQ	2	138
26	MROC.MPHO	3	costa rica	TREQ	2	139
27	MSSS.KCHS	27.5	el salvador	TREQ	2	140
28	MSSS.MPHO	0.01	el salvador	TREQ	2	141
29	MUGM.KNGU	34.81	cuba	TREQ	2	142
30	SAEZ.MPHO	0.04	argentina	TREQ	2	143
31	SBBR.KCHS	7.13	brazil	TREQ	2	144
32	SBGL.KCHS	6.94	brazil	TREQ	2	145

33	SBGL.MPHO	7.01	brazil	TREQ	2	146
34	SCEL.KCHS	11.92	chile	TREQ	2	147
35	SEQU.MPHO	0.5	ecuador	TREQ	2	148
36	SGAS.KCHS	7.16	paraguay	TREQ	2	149
37	SGAS.MPHO	0.16	paraguay	TREQ	2	150
38	SKBO.KCHS	12.01	colombia	TREQ	2	151
39	SKBO.MPHO	0.35	colombia	TREQ	2	152
40	SLLP.KCHS	0.39	bolivia	TREQ	2	153
41	SLLP.MPHO	0.89	bolivia	TREQ	2	154
42	SPIM.KCHS	3.67	peru	TREQ	2	155
43	SPIM.MPHO	0.6	peru	TREQ	2	156
44	SUMU.MPHO	0.09	uruguay	TREQ	2	157
45	SVMI.KCHS	5.55	venezuela	TREQ	2	158
46	SVMI.MPHO	0.23	venezuela	TREQ	2	159
47	TAPA.KCOF	6.53	antigua and barbuda	TREQ	2	160
48	TJNR.KCHS	36.62	pueto rico	TREQ	2	161
49	TJNR.KNGU	42.64	pueto rico	TREQ	2	162
50	TJNR.MUGM	0.24	pueto rico	TREQ	2	163
51	TJNR.TAPA	1.07	pueto rico	TREQ	2	164
52	TJNR.TBPB	8.54	pueto rico	TREQ	2	165
53	TXKF.KNGU	28.11	bermuda	TREQ	2	166
1	BGTL.KWRI	156.18	greenland(denmark)	TREQ	3	167
2	BIKF.KNGU	2.86	iceland	TREQ	3	168
3	EDAF.EDAR	4.64	germany	TREQ	3	169
4	EDAF.EGUN	81.32	germany	TREQ	3	170
5	EDAF.KDOV	923.74	germany	TREQ	3	171
6	EDAF.LETO	5.97	germany	TREQ	3	172
7	EDAF.LGIR	10.46	germany	TREQ	3	173
8	EDAF.LICZ	8.16	germany	TREQ	3	174
9	EDAF.LIPA	69.31	germany	TREQ	3	175
10	EDAF.LIRN	1.84	germany	TREQ	3	176
11	EDAF.LLBG	11.01	germany	TREQ	3	177
12	EDAF.LTAG	211.83	germany	TREQ	3	178
13	EDAF.OEDR	162.35	germany	TREQ	3	179
14	EDAF.OERY	100.03	germany	TREQ	3	180
15	EDAF.OJAF	5	germany	TREQ	3	181
16	EDAR.EDAF	4.86	germany	TREQ	3	182
17	EDAR.EGUN	58.06	germany	TREQ	3	183
18	EDAR.HECA	21.67	germany	TREQ	3	184
19	EDAR.KDOV	947.49	germany	TREQ	3	185
20	EDAR.KNGU	23.6	germany	TREQ	3	186
21	EDAR.KWRI	9.6	germany	TREQ	3	187
22	EDAR.LETO	7.4	germany	TREQ	3	188
23	EDAR.LGIR	1.34	germany	TREQ	3	189
24	EDAR.LICZ	16.59	germany	TREQ	3	190
25	EDAR.LIPA	51.65	germany	TREQ	3	191
26	EDAR.LIRN	6.83	germany	TREQ	3	192
27	EDAR.LPLA	20.44	germany	TREQ	3	193
28	EDAR.LTAG	17.96	germany	TREQ	3	194
29	EDAR.OEDR	14.08	germany	TREQ	3	195
30	EDAR.OJAF	19.14	germany	TREQ	3	196

31	EGUN.EDAF	18.93	united kindom	TREQ	3	197
32	EGUN.EDAR	27.97	united kindom	TREQ	3	198
33	EGUN.KCHS	345.78	united kindom	TREQ	3	199
34	EGUN.KDOV	35.71	united kindom	TREQ	3	200
35	EGUN.KNGU	0.19	united kindom	TREQ	3	201
36	EGUN.LETO	3.74	united kindom	TREQ	3	202
37	EGUN.LICZ	5.85	united kindom	TREQ	3	203
38	EGUN.LIPA	4.84	united kindom	TREQ	3	204
39	EGUN.LPLA	0.09	united kindom	TREQ	3	205
40	EGUN.LTAG	18.42	united kindom	TREQ	3	206
41	FHAW.KCOF	18.09	ascension island	TREQ	3	207
42	FJDG.KSUU	95.26	british indian ocean territory	TREQ	3	208
43	FJDG.OMFJ	15.76	british indian ocean territory	TREQ	3	209
44	FJDG.RJTY	27.14	british indian ocean territory	TREQ	3	210
45	FJDG.RODN	0.47	british indian ocean territory	TREQ	3	211
46	FJDG.WSAP	17.1	british indian ocean territory	TREQ	3	212
47	HECA.EDAR	5.62	egypt	TREQ	3	213
48	HECA.KDOV	16.39	egypt	TREQ	3	214
49	LERT.KNGU	138.37	espania	TREQ	3	215
50	LERT.LICZ	12.32	espania	TREQ	3	216
51	LERT.LIRN	8.19	espania	TREQ	3	217
52	LERT.LPLA	0.42	espania	TREQ	3	218
53	LERT.LTAG	5.51	espania	TREQ	3	219
54	LERT.OBBI	4.52	espania	TREQ	3	220
55	LETO.EDAF	10.02	espania	TREQ	3	221
56	LETO.EDAR	2.31	espania	TREQ	3	222
57	LETO.EGUN	0.88	espania	TREQ	3	223
58	LETO.KDOV	58.26	espania	TREQ	3	224
59	LETO.LERT	5.6	espania	TREQ	3	225
60	LETO.LGIR	1.99	espania	TREQ	3	226
61	LETO.LICZ	1.95	espania	TREQ	3	227
62	LETO.LIPA	16.57	espania	TREQ	3	228
63	LETO.LIRN	3.09	espania	TREQ	3	229
64	LETO.LLBG	9.9	espania	TREQ	3	230
65	LETO.LTAG	2.71	espania	TREQ	3	231
66	LETO.OBBI	0.23	espania	TREQ	3	232
67	LGIR.KDOV	19.61	greece	TREQ	3	233
68	LGIR.LIPA	7.53	greece	TREQ	3	234
69	LICZ.EDAF	4.03	italie	TREQ	3	235
70	LICZ.KDOV	9.81	italie	TREQ	3	236
71	LICZ.KNGU	143.87	italie	TREQ	3	237
72	LICZ.LERT	11.36	italie	TREQ	3	238
73	LICZ.LETO	0.07	italie	TREQ	3	239
74	LICZ.LIPA	11.99	italie	TREQ	3	240
75	LICZ.LIRN	18.47	italie	TREQ	3	241
76	LICZ.LTAG	4.82	italie	TREQ	3	242
77	LICZ.OBBI	11.51	italie	TREQ	3	243
78	LICZ.OEDR	1.98	italie	TREQ	3	244
79	LICZ.OMFJ	1.22	italie	TREQ	3	245
80	LIPA.EDAF	0.03	italie	TREQ	3	246
81	LIPA.EDAR	0.05	italie	TREQ	3	247

82	LIPA.EGUN	0.55	italie	TREQ	3	248
83	LIPA.KDOV	3.41	italie	TREQ	3	249
84	LIPA.LETO	0.02	italie	TREQ	3	250
85	LIPA.LIRN	4.09	italie	TREQ	3	251
86	LLBG.KDOV	10.28	israel	TREQ	3	252
87	LPLA.KWRI	99.07	portugal	TREQ	3	253
88	LTAG.EDAF	60.28	turkey	TREQ	3	254
89	LTAG.EDAR	101.43	turkey	TREQ	3	255
90	LTAG.EGUN	71.51	turkey	TREQ	3	256
91	LTAG.KDOV	176.99	turkey	TREQ	3	257
92	LTAG.LETO	2.13	turkey	TREQ	3	258
93	LTAG.LGIR	4.02	turkey	TREQ	3	259
94	LTAG.LIPA	7.65	turkey	TREQ	3	260
95	LTAG.LIRN	6.23	turkey	TREQ	3	261
96	LTAG.LLBG	1.31	turkey	TREQ	3	262
97	OBBI.KNGU	110.03	bahrain	TREQ	3	263
98	OBBI.LICZ	9.34	bahrain	TREQ	3	264
99	OEDR.EDAF	15.09	saudi arabia	TREQ	3	265
100	OEDR.KDOV	106.79	saudi arabia	TREQ	3	266
101	OJAF.EDAR	6.34	jordan	TREQ	3	267
102	OJAF.KDOV	5.19	jordan	TREQ	3	268
1	RJAM.RJTY	1	japan	TREQ	4	269
2	RJAW.RJTY	11.86	japan	TREQ	4	270
3	RJCB.RJTY	1.77	japan	TREQ	4	271
4	RJFF.KSUU	6.41	japan	TREQ	4	272
5	RJFF.RJTY	0.07	japan	TREQ	4	273
6	RJOI.KSUU	14.3	japan	TREQ	4	274
7	RJOI.RJTY	6.99	japan	TREQ	4	275
8	RJOI.RODN	26.18	japan	TREQ	4	276
9	RJSM.KSUU	57.58	japan	TREQ	4	277
10	RJSM.PHIK	0.19	japan	TREQ	4	278
11	RJSM.RJTY	52.2	japan	TREQ	4	279
12	RJSM.RKJK	0.03	japan	TREQ	4	280
13	RJSM.RODN	2.1	japan	TREQ	4	281
14	RJTY.EDAF	0.28	japan	TREQ	4	282
15	RJTY.FJDG	162.67	japan	TREQ	4	283
16	RJTY.KSUU	338.31	japan	TREQ	4	284
17	RJTY.KTCM	31.05	japan	TREQ	4	285
18	RJTY.OMFJ	45.88	japan	TREQ	4	286
19	RJTY.PAED	16.6	japan	TREQ	4	287
20	RJTY.PGUA	25.51	japan	TREQ	4	288
21	RJTY.PHIK	13.83	japan	TREQ	4	289
22	RJTY.PWAK	4.05	japan	TREQ	4	290
23	RJTY.RJAM	2.68	japan	TREQ	4	291
24	RJTY.RJAW	8.71	japan	TREQ	4	292
25	RJTY.RJCB	1.66	japan	TREQ	4	293
26	RJTY.RJFF	13.58	japan	TREQ	4	294
27	RJTY.RJOI	27.51	japan	TREQ	4	295
28	RJTY.RJSM	159.37	japan	TREQ	4	296
29	RJTY.RKJK	0.49	japan	TREQ	4	297
30	RJTY.RKPK	0.16	japan	TREQ	4	298

31	RJTY.RKSO	50.9	japan	TREQ	4	299
32	RJTY.RKTN	0.18	japan	TREQ	4	300
33	RJTY.RODN	69.03	japan	TREQ	4	301
34	RJTY.VTBD	2.57	japan	TREQ	4	302
35	RJTY.WSAP	28.43	japan	TREQ	4	303
36	RKJK.KSUU	25.67	korea	TREQ	4	304
37	RKJK.RJTY	1.8	korea	TREQ	4	305
38	RKJK.RKSO	3.81	korea	TREQ	4	306
39	RKJK.RODN	8.22	korea	TREQ	4	307
40	RKSO.KSUU	647.15	korea	TREQ	4	308
41	RKSO.KTCM	14.96	korea	TREQ	4	309
42	RKSO.PHIK	4.19	korea	TREQ	4	310
43	RKSO.RJTY	28.92	korea	TREQ	4	311
44	RKSO.RKJK	10.88	korea	TREQ	4	312
45	RKSO.RKPK	12.8	korea	TREQ	4	313
46	RKSO.RODN	25.7	korea	TREQ	4	314
47	RODN.FJDG	2.67	japan	TREQ	4	315
48	RODN.KSUU	254.33	japan	TREQ	4	316
49	RODN.PAED	6.68	japan	TREQ	4	317
50	RODN.PGUA	20.17	japan	TREQ	4	318
51	RODN.PHIK	25.37	japan	TREQ	4	319
52	RODN.RJOI	30.77	japan	TREQ	4	320
53	RODN.RJSM	3.68	japan	TREQ	4	321
54	RODN.RJTY	87.59	japan	TREQ	4	322
55	RODN.RKJK	3.69	japan	TREQ	4	323
56	RODN.RKPK	2.91	japan	TREQ	4	324
57	RODN.RKSO	41.46	japan	TREQ	4	325
58	RODN.VTBD	17.53	japan	TREQ	4	326
59	RODN.WIIH	1.96	japan	TREQ	4	327
60	RODN.WSAP	10.55	japan	TREQ	4	328
1	ABAS.KSUU	18.58	solomom islands	TREQ	5	329
2	APLM.KSUU	31.68	solomom islands	TREQ	5	330
3	APLM.PGUA	5.74	solomom islands	TREQ	5	331
4	APLM.PHIK	0.35	solomom islands	TREQ	5	332
5	APWR.KSUU	17.24	solomom islands	TREQ	5	333
6	ASRI.ABAS	2.7	papua new guinea	TREQ	5	334
7	ASRI.APLM	2.57	papua new guinea	TREQ	5	335
8	ASRI.APWR	6.88	papua new guinea	TREQ	5	336
9	ASRI.KSUU	50.51	papua new guinea	TREQ	5	337
10	ASRI.PHIK	5.01	papua new guinea	TREQ	5	338
11	NSTU.PHIK	0.4	samoa	TREQ	5	339
12	NZCH.KSUU	20.14	new zealand	TREQ	5	340
13	PHIK.ASRI	13.12	hawaii	TREQ	5	341
14	PHIK.FJDG	9.79	hawaii	TREQ	5	342
15	PHIK.KSUU	451.39	hawaii	TREQ	5	343
16	PHIK.KTCM	51.49	hawaii	TREQ	5	344
17	PHIK.NSTU	1.84	hawaii	TREQ	5	345
18	PHIK.PAED	2.95	hawaii	TREQ	5	346
19	PHIK.PGUA	17.56	hawaii	TREQ	5	347
20	PHIK.PJON	163.57	hawaii	TREQ	5	348
21	PHIK.PKWA	122.46	hawaii	TREQ	5	349

22	PHIK.PMDY	11.82 hawaii	TREQ	5	350
23	PHIK.PWAK	70.38 hawaii	TREQ	5	351
24	PHIK.RJTY	7.57 hawaii	TREQ	5	352
25	PHIK.RKSO	3.02 hawaii	TREQ	5	353
26	PHIK.RODN	17.69 hawaii	TREQ	5	354
27	VTBD.RODN	2.76 thailand	TREQ	5	355
28	WIIH.KSUU	4.33 indonesia	TREQ	5	356
29	WIIH.RODN	0.01 indonesia	TREQ	5	357
30	WSAP.FJDG	12.69 singapore	TREQ	5	358
31	WSAP.KSUU	6.92 singapore	TREQ	5	359
32	WSAP.RJTY	2.31 singapore	TREQ	5	360

FREQUENCY REQUIREMENT

NUMBER	BASE	VALUE	CONTRY	TYPE	AREA	TOTAL
1	CYYT.KWRI	2	canada	FREQ	1	1
2	KCHS.FTTJ	1	usa	FREQ	1	2
3	KCHS.FZAA	2	usa	FREQ	1	3
4	KCHS.GLRB	2	usa	FREQ	1	4
5	KCHS.MHSC	4	usa	FREQ	1	5
6	KCHS.MPHO	4	usa	FREQ	1	6
7	KCHS.SAEZ	2	usa	FREQ	1	7
8	KCHS.SBGL	2	usa	FREQ	1	8
9	KCHS.SCEL	2	usa	FREQ	1	9
10	KCHS.SGAS	2	usa	FREQ	1	10
11	KCHS.SLLP	2	usa	FREQ	1	11
12	KCHS.SUMU	2	usa	FREQ	1	12
13	KDOV.OJAF	2	usa	FREQ	1	13
14	KNGU.LICZ	15	usa	FREQ	1	14
15	KNGU.LIRN	12	usa	FREQ	1	15
16	KNGU.MUGM	12	usa	FREQ	1	16
17	KNGU.OBBI	12	usa	FREQ	1	17
18	KNGU.OMFJ	15	usa	FREQ	1	18
19	KNGU.TJNR	4	usa	FREQ	1	19
20	KNGU.TXKF	3	usa	FREQ	1	20
21	KSUU.PGUA	4	usa	FREQ	1	21
22	KTCM.PADK	4	usa	FREQ	1	22
23	KWRI.BGTL	4	usa	FREQ	1	23
24	KWRI.CYYT	2	usa	FREQ	1	24
25	KWRI.LPLA	13	usa	FREQ	1	25
26	PADK.KTCM	4	alaska	FREQ	1	26
27	PGUA.KSUU	4	mariana island	FREQ	1	27
28	PGUA.RODN	8	mariana island	FREQ	1	28
29	PJON.PHIK	8	johnston island	FREQ	1	29
30	PKWA.PHIK	8	mashall island	FREQ	1	30
31	PMDY.PHIK	4	line island	FREQ	1	31
32	PWAK.PHIK	6	wake island	FREQ	1	32
1	MGGT.MPHO	2	guatemala	FREQ	2	33
2	MHSC.KCHS	4	honduras	FREQ	2	34
3	MHSC.MPHO	8	honduras	FREQ	2	35
4	MHTG.MPHO	8	honduras	FREQ	2	36
5	MNMG.MPHO	2	nicaragua	FREQ	2	37
6	MPHO.KCHS	4	panama	FREQ	2	38
7	MPHO.MGGT	2	panama	FREQ	2	39
8	MPHO.MHSC	8	panama	FREQ	2	40
9	MPHO.MHTG	8	panama	FREQ	2	41
10	MPHO.MNMG	2	panama	FREQ	2	42
11	MPHO.MROC	2	panama	FREQ	2	43
12	MPHO.MSSS	8	panama	FREQ	2	44
13	MPHO.SAEZ	2	panama	FREQ	2	45

14	MPHO.SBBR	2 panama	FREQ	2	46
15	MPHO.SBGL	2 panama	FREQ	2	47
16	MPHO.SCEL	2 panama	FREQ	2	48
17	MPHO.SEQU	1 panama	FREQ	2	49
18	MPHO.SGAS	2 panama	FREQ	2	50
19	MPHO.SKBO	1 panama	FREQ	2	51
20	MPHO.SLLP	2 panama	FREQ	2	52
21	MPHO.SPIM	2 panama	FREQ	2	53
22	MPHO.SUMU	2 panama	FREQ	2	54
23	MPHO.SVMI	1 panama	FREQ	2	55
24	MROC.MPHO	2 costa rica	FREQ	2	56
25	MSSS.MPHO	8 el salvador	FREQ	2	57
26	MUGM.KNGU	12 cuba	FREQ	2	58
27	SAEZ.KCHS	2 argentina	FREQ	2	59
28	SAEZ.MPHO	2 argentina	FREQ	2	60
29	SBGL.KCHS	2 brazil	FREQ	2	61
30	SBGL.MPHO	2 brazil	FREQ	2	62
31	SCEL.KCHS	2 chile	FREQ	2	63
32	SCEL.MPHO	2 chile	FREQ	2	64
33	SEQU.MPHO	1 ecuador	FREQ	2	65
34	SGAS.MPHO	2 paraguay	FREQ	2	66
35	SKBO.MPHO	1 colombia	FREQ	2	67
36	SLLP.KCHS	2 bolivia	FREQ	2	68
37	SLLP.MPHO	2 bolivia	FREQ	2	69
38	SPIM.MPHO	2 peru	FREQ	2	70
39	SUMU.KCHS	2 uruguay	FREQ	2	71
40	SUMU.MPHO	2 uruguay	FREQ	2	72
41	SVMI.MPHO	1 venezuela	FREQ	2	73
42	TAPA.TJNR	2 antigua and barbuda	FREQ	2	74
43	TISX.TJNR	4 virgin island	FREQ	2	75
44	TJNR.KNGU	4 pueto rico	FREQ	2	76
45	TJNR.MTPP	1 pueto rico	FREQ	2	77
46	TJNR.TAPA	2 pueto rico	FREQ	2	78
47	TJNR.TISX	4 pueto rico	FREQ	2	79
48	TXKF.KNGU	3 bermuda	FREQ	2	80
1	BGTL.KWRI	4 greenland(denmark)	FREQ	3	81
2	EDAF.LETO	4 germany	FREQ	3	82
3	EDAF.LTAG	12 germany	FREQ	3	83
4	EDAF.OEDR	24 germany	FREQ	3	84
5	EDAR.EGUN	12 germany	FREQ	3	85
6	EDAR.HECA	4 germany	FREQ	3	86
7	EDAR.LETO	4 germany	FREQ	3	87
8	EDAR.LIPA	8 germany	FREQ	3	88
9	EGUN.EDAR	12 united kindom	FREQ	3	89
10	EGUN.LETO	4 united kindom	FREQ	3	90
11	EGUN.LIPA	4 united kindom	FREQ	3	91
12	FJDG.OMFJ	12 british indian ocean territory	FREQ	3	92
13	FJDG.RJTY	4 british indian ocean territory	FREQ	3	93
14	FJDG.WSAP	13 british indian ocean territory	FREQ	3	94
15	GLRB.KCHS	2 liberia	FREQ	3	95
16	HECA.EDAR	4 egypt	FREQ	3	96

17	LETO.EDAF	4	espania	FREQ	3	97
18	LETO.EDAR	4	espania	FREQ	3	98
19	LETO.EGUN	4	espania	FREQ	3	99
20	LETO.LIPA	4	espania	FREQ	3	100
21	LGSA.LIRN	4	greece	FREQ	3	101
22	LICZ.KNGU	15	italie	FREQ	3	102
23	LICZ.LIRN	12	italie	FREQ	3	103
24	LIEO.LIRN	12	italie	FREQ	3	104
25	LIPA.EDAR	8	italie	FREQ	3	105
26	LIPA.EGUN	4	italie	FREQ	3	106
27	LIPA.LETO	4	italie	FREQ	3	107
28	LIRN.KNGU	12	italie	FREQ	3	108
29	LIRN.LGSA	4	italie	FREQ	3	109
30	LIRN.LICZ	12	italie	FREQ	3	110
31	LIRN.LIEO	12	italie	FREQ	3	111
32	LPLA.KWRI	13	portugal	FREQ	3	112
33	LTAG.EDAF	12	turkey	FREQ	3	113
34	OBBI.KNGU	12	bahrain	FREQ	3	114
35	OEDR.EDAF	24	saudi arabia	FREQ	3	115
36	OJAF.KDOV	2	jordan	FREQ	3	116
37	OMFJ.FJDG	12	united arab emirates	FREQ	3	117
38	OMFJ.KNGU	15	united arab emirates	FREQ	3	118
1	RJAM.RJTY	4	japan	FREQ	4	119
2	RJAW.RJTY	4	japan	FREQ	4	120
3	RJCB.RJTY	4	japan	FREQ	4	121
4	RJFF.RJTY	4	japan	FREQ	4	122
5	RJSM.RJTY	13	japan	FREQ	4	123
6	RJSM.RKJK	13	japan	FREQ	4	124
7	RJSM.RODN	13	japan	FREQ	4	125
8	RJTY.FJDG	4	japan	FREQ	4	126
9	RJTY.RJAM	4	japan	FREQ	4	127
10	RJTY.RJAW	4	japan	FREQ	4	128
11	RJTY.RJCB	4	japan	FREQ	4	129
12	RJTY.RJFF	4	japan	FREQ	4	130
13	RJTY.RJSM	13	japan	FREQ	4	131
14	RJTY.RKJK	4	japan	FREQ	4	132
15	RJTY.RKSO	13	japan	FREQ	4	133
16	RJTY.WSAP	16	japan	FREQ	4	134
17	RKSO.RJTY	13	korea	FREQ	4	135
18	RKSO.RODN	13	korea	FREQ	4	136
19	RODN.PGUA	8	japan	FREQ	4	137
20	RODN.RJSM	13	japan	FREQ	4	138
21	RODN.RKJK	13	japan	FREQ	4	139
22	RODN.RKPK	4	japan	FREQ	4	140
23	RODN.RKSO	13	japan	FREQ	4	141
24	RODN.VVNB	1	japan	FREQ	4	142
1	APLM.ASRI	4	solomom islands	FREQ	5	143
2	ASRI.APLM	4	papua new guinea	FREQ	5	144
3	PHIK.PJON	8	hawaii	FREQ	5	145
4	PHIK.PKWA	8	hawaii	FREQ	5	146
5	PHIK.PMDY	4	hawaii	FREQ	5	147

6 PHIK.PWAK	6 hawaii	FREQ	5	148
7 WNB.RODN	1 vietnam	FREQ	5	149
8 WSAP.FJDG	13 singapore	FREQ	5	150
9 WSAP.RJTY	16 singapore	FREQ	5	151

**Appendix E. The comparison with validation design for
metamodels**

METAMODEL 1

TREQ	FREQ	Y-hat	Real Y	Error	Error/Real Y
-0.5	-0.5	35637443.50	35570398	67045.50	0.001884868
-0.5	0.5	36095251.50	36029101.77	66149.73	0.001836008
0.5	-0.5	39032908.50	39006052.42	26856.08	0.000688511
0.5	0.5	39490716.50	39423802.92	66913.58	0.001697289

MSE 3517390517.68

MAPE 0.152666889

METAMODEL 2

TREQ	FREQ	Unit Cost	Y-hat	Real Y	Error	Error/Real Y
-0.5	-0.5	-0.5	33944850.00	33968875.15	-24025.15	-0.00070727
-0.5	-0.5	0.5	37329790.00	37172520.86	157269.14	0.00423079
-0.5	0.5	-0.5	34402618.00	34404501.03	-1883.03	-5.47321E-05
-0.5	0.5	0.5	37787558.00	37653702.52	133855.48	0.003554909
0.5	-0.5	-0.5	37340156.00	37249811.08	90344.92	0.002425379
0.5	-0.5	0.5	40725096.00	40762115.94	-37019.94	-0.000908195
0.5	0.5	-0.5	37797924.00	37647500.19	150423.81	0.003995586
0.5	0.5	0.5	41182864.00	41200061.52	-17197.52	-0.000417415

MSE 9460922924.17

MAPE 0.151488159

METAMODEL3

A	B	C	D	E	Y-hat	Real Y	Error	Error/Real Y
-0.5	-0.5	-0.5	-0.5	0.5	37389601.50	37384953.74	4647.76	0.000124322
-0.5	-0.5	-0.5	0.5	-0.5	37327287.50	37309861.83	17425.67	0.000467053
-0.5	-0.5	0.5	-0.5	-0.5	37339146.50	37320347.28	18799.22	0.000503726
-0.5	-0.5	0.5	0.5	0.5	37429580.50	37417128.21	12452.29	0.000332797
-0.5	0.5	-0.5	-0.5	-0.5	37356985.50	37343606.69	13378.81	0.000358262
-0.5	0.5	-0.5	0.5	0.5	37447419.50	37435996.02	11423.48	0.000305147
-0.5	0.5	0.5	-0.5	0.5	37459278.50	37446524.97	12753.53	0.00034058
-0.5	0.5	0.5	0.5	-0.5	37396964.50	37375701.48	21263.02	0.0005689
0.5	-0.5	-0.5	-0.5	-0.5	37569487.50	37541590.25	27897.25	0.000743103
0.5	-0.5	-0.5	0.5	0.5	37659921.50	37632022.16	27899.34	0.000741372
0.5	-0.5	0.5	-0.5	0.5	37671780.50	37642691.81	29088.69	0.000772758
0.5	-0.5	0.5	0.5	-0.5	37609466.50	37570514.00	38952.50	0.001036784
0.5	0.5	-0.5	-0.5	0.5	37689619.50	37665958.98	23660.52	0.000628167
0.5	0.5	-0.5	0.5	-0.5	37627305.50	37594017.36	33288.14	0.000885464
0.5	0.5	0.5	-0.5	-0.5	37639164.50	37605073.33	34091.17	0.000906558
0.5	0.5	0.5	0.5	0.5	37729598.50	37698521.97	31076.53	0.000824343

MSE 592121298.65

MAPE 0.059620838

METAMODEL 4

A	B	C	D	E	F	Y-hat	Real Y	Error	Error/Real Y
-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	34362884.50	34178960.52	183923.98	0.005381205
-0.5	-0.5	-0.5	0.5	0.5	0.5	38028780.50	37682711.59	346068.91	0.009183758
-0.5	-0.5	0.5	-0.5	0.5	0.5	38505621.50	38106679.33	398942.17	0.010469088
-0.5	-0.5	0.5	0.5	-0.5	-0.5	35189479.50	34921610.80	267868.70	0.007670571
-0.5	0.5	-0.5	-0.5	0.5	-0.5	34507964.50	34313473.12	194491.38	0.005668076
-0.5	0.5	-0.5	0.5	-0.5	0.5	37991722.50	37647448.25	344274.25	0.009144669
-0.5	0.5	0.5	-0.5	-0.5	0.5	38468563.50	38070328.08	398235.42	0.01046052
-0.5	0.5	0.5	0.5	0.5	-0.5	35334559.50	35055154.14	279405.36	0.00797045
0.5	-0.5	-0.5	-0.5	-0.5	0.5	40190680.50	40189305.87	1374.63	3.42039E-05
0.5	-0.5	-0.5	0.5	0.5	-0.5	37056676.50	36961550.51	95125.99	0.002573647
0.5	-0.5	0.5	-0.5	0.5	-0.5	37533517.50	37232519.89	300997.61	0.008084266
0.5	-0.5	0.5	0.5	-0.5	0.5	41017275.50	40829938.79	187336.71	0.004588219
0.5	0.5	-0.5	-0.5	0.5	0.5	40335760.50	40334448.91	1311.59	3.25179E-05
0.5	0.5	-0.5	0.5	-0.5	-0.5	37019618.50	36928005.86	91612.64	0.002480844
0.5	0.5	0.5	-0.5	-0.5	-0.5	37496459.50	37198895.76	297563.74	0.007999263
0.5	0.5	0.5	0.5	0.5	0.5	41162355.50	40975607.11	186748.39	0.00455755

MSE 65254366356.58

MAPE 0.601867938

METAMODEL 5

A	B	C	D	E	F	Y-hat	Real Y	Error	Error/Real Y
-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	35686884.50	35603709.57	83174.93	0.002336131
-0.5	-0.5	-0.5	0.5	0.5	0.5	39185830.50	39105623.83	80206.67	0.002051026
-0.5	-0.5	0.5	-0.5	0.5	0.5	39268800.50	39283122.29	-14321.79	-0.000364579
-0.5	-0.5	0.5	0.5	-0.5	-0.5	35948424.50	35928958.81	19465.69	0.000541783
-0.5	0.5	-0.5	-0.5	0.5	-0.5	35753341.50	35692196.57	61144.93	0.001713118
-0.5	0.5	-0.5	0.5	-0.5	0.5	39193679.50	39094865.02	98814.48	0.002527556
-0.5	0.5	0.5	-0.5	-0.5	0.5	39276649.50	39247895.73	28753.77	0.000732619
-0.5	0.5	0.5	0.5	0.5	-0.5	36014881.50	35995289.99	19591.51	0.00054428
0.5	-0.5	-0.5	-0.5	-0.5	0.5	39176704.50	39148122.13	28582.37	0.000730108
0.5	-0.5	-0.5	0.5	0.5	-0.5	35914936.50	35878948.29	35988.21	0.001003045
0.5	-0.5	0.5	-0.5	0.5	-0.5	35997906.50	35919524.76	78381.74	0.002182149
0.5	-0.5	0.5	0.5	-0.5	0.5	39438244.50	39371476.71	66767.79	0.001695842
0.5	0.5	-0.5	-0.5	0.5	0.5	39243161.50	39218227.69	24933.81	0.000635771
0.5	0.5	-0.5	0.5	-0.5	-0.5	35922785.50	35894338.53	28446.97	0.00079252
0.5	0.5	0.5	-0.5	-0.5	-0.5	36005755.50	35912366.74	93388.76	0.002600462
0.5	0.5	0.5	0.5	0.5	0.5	39504701.50	39416932.73	87768.77	0.002226677

MSE 3701143541.90

MAPE 0.137178178

METAMODEL 6

A	B	C	D	E	F	G	H	J	K	L	Y-hat	Real Y	Error	Error/Real Y
-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	34288149.00	33968875.15	319273.85	0.009399012
-0.5	-0.5	-0.5	-0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	38215665.00	37744120.93	471544.07	0.012493179
-0.5	-0.5	-0.5	0.5	-0.5	0.5	0.5	0.5	0.5	-0.5	-0.5	34866520.00	34558417.42	308102.58	0.008915413
-0.5	-0.5	0.5	0.5	0.5	-0.5	-0.5	-0.5	-0.5	0.5	0.5	37987636.00	37521097.16	466538.84	0.01243404
-0.5	-0.5	0.5	0.5	0.5	-0.5	0.5	-0.5	0.5	0.5	0.5	38544333.00	38064077.91	480255.09	0.012617016
-0.5	0.5	0.5	-0.5	0.5	-0.5	0.5	0.5	-0.5	-0.5	-0.5	35284619.00	34970398.25	314220.75	0.008985335
-0.5	0.5	0.5	0.5	0.5	-0.5	-0.5	0.5	0.5	0.5	0.5	38857094.00	38396491.76	460602.24	0.011995946
-0.5	0.5	0.5	0.5	0.5	-0.5	-0.5	0.5	0.5	-0.5	-0.5	35322200.00	35013701.06	308498.94	0.008810806
-0.5	0.5	0.5	0.5	0.5	0.5	0.5	-0.5	-0.5	0.5	-0.5	34674093.00	34349432.63	324660.37	0.009451695
-0.5	0.5	-0.5	-0.5	0.5	-0.5	0.5	0.5	0.5	-0.5	0.5	37935879.00	37467552.37	468326.63	0.012499526
-0.5	0.5	-0.5	0.5	0.5	-0.5	0.5	-0.5	0.5	0.5	-0.5	34673980.00	34357843.23	316136.77	0.009201298
-0.5	0.5	-0.5	0.5	0.5	-0.5	0.5	-0.5	0.5	0.5	-0.5	38286334.00	37830383.85	455950.15	0.012052485
-0.5	0.5	-0.5	0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	38633697.00	38144338.87	489356.13	0.012829116
-0.5	0.5	-0.5	0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	35301413.00	34969469.20	331943.80	0.009492389
-0.5	0.5	-0.5	0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	38786642.00	38339184.68	447457.32	0.011671018
-0.5	0.5	-0.5	0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	35498810.00	35185689.42	313120.58	0.008899089
-0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	40303500.00	40253035.81	50464.19	0.001253674
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	37015668.00	36916463.46	99204.54	0.002687271
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	40500897.00	40428063.48	72833.52	0.001801558
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	37168613.00	37027181.86	141431.14	0.003819657
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	37515976.00	37106171.87	409804.13	0.011044096
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	41128330.00	40831913.49	296416.51	0.007259432
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	37866431.00	37419459.92	446971.08	0.011944883
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	41128217.00	40828474.5	299742.50	0.007341506
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	40480110.00	40418929.21	61180.79	0.001513667
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	36945216.00	36844063.09	101152.91	0.002745433
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	40517691.00	40448300.61	69390.39	0.001715533
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	37257977.00	37257567.29	130409.71	0.003512477
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	37814674.00	37393975.81	420698.19	0.011250427
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	40935790.00	40649216.38	286573.62	0.007049917
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	37586645.00	37164345.63	422299.37	0.011363025
0.5	-0.5	-0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	-0.5	0.5	41514161.00	41200061.52	314099.48	0.007623762

MSE 115909333080.99
MAPE 0.830230262

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