

Simmod *PLUS!* / *PRO!* Maintenance

Simmod *PLUS!* version 7.2 released in August 2006

Network Builder and Animator changes:

1. The SIMMODHOME environment variable has been eliminated. During installation, the icons placed in the “Program Files” and (optionally) on the desktop have the installation path preconfigured.

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Network Builder and Animator changes:

2. The country boundaries layer has been updated.
3. Extraneous entries may be left in the PROC_AIRSPACE_AC_GROUP table after deleting a procedure using the Procedures Builder. Fixed.
4. Eliminated the AC_MODEL_FAA table and the INM_ID field of the AC_MODEL table.

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Network Builder and Animator changes:

5. Added GND_LINK_RESTRICT_AIRLINE, GND_LINK_RESTRICT_TIME, and HOLDING_APRON tables.

Added THRESHOLD and WAIT_DQTHRESH to the DEPARTURE_Q_GROUPS table.

6. The .dbf files can be directly edited in Excel or other programs. The Network Builder will automatically try correct errors that other programs make to the .dbf file.

SIMMOD Engine Maintenance

Recompiled with latest SIMSCRIPT compiler.
Internal array dimensions are no longer
limited to 64K!

Hurray!!



SIMMOD Engine Maintenance

Ground logic change:

1. Corrected gate blocking logic. In some cases where an aircraft must hold at a gate because the gate-blocking links are occupied, the aircraft may not push back from the gate at the earliest possible opportunity but instead incur excessive delay with a PD code in the SIMU26 output.
2. Previously, the engine would break if more than ten holding stack types were defined. Now the number of stacks is limited to the number of airspace nodes.

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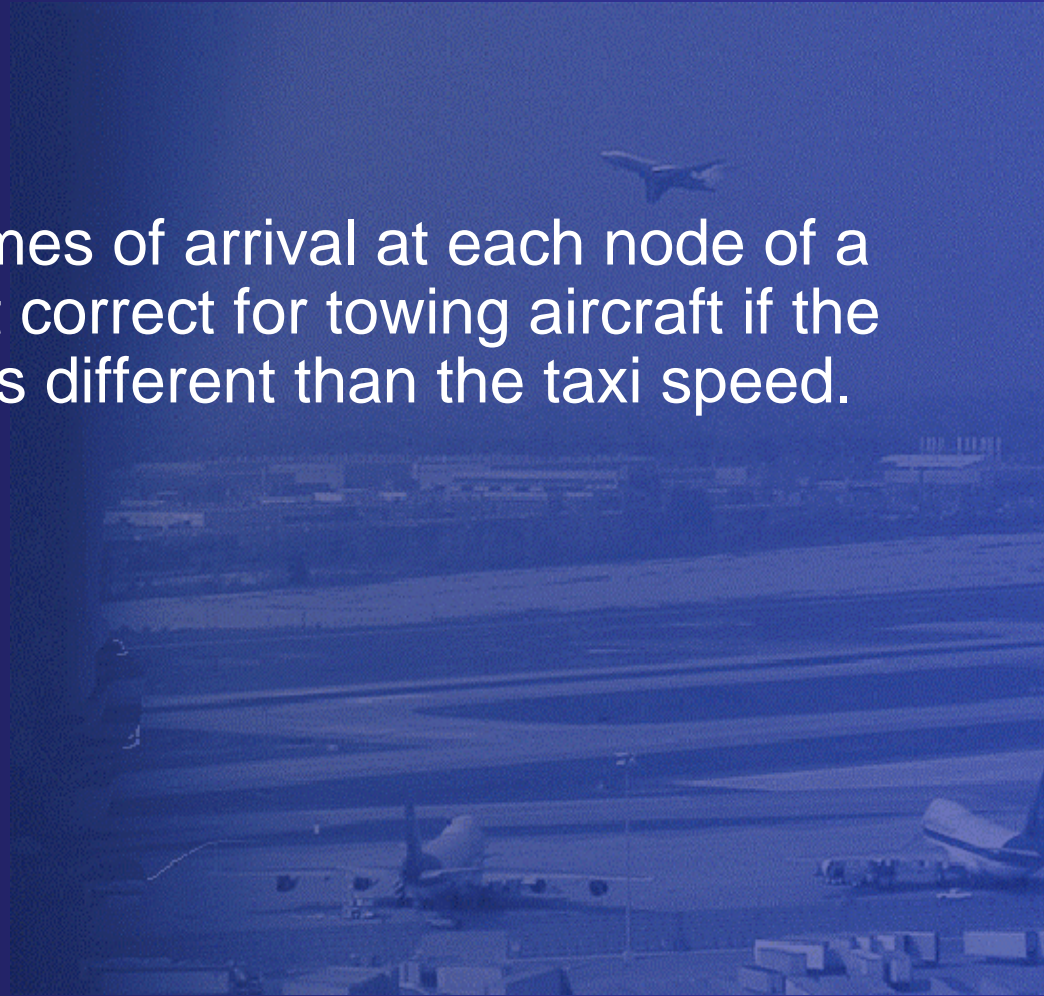
Ground logic change:

3. When reaching a gate or tow node, aircraft now continue to occupy the link on which they used to enter the node until they either taxi away from the node or until they leave the simulation.
4. In cases where a tow node is also a gate node, any aircraft towed to the node will also occupy one unit of space at the gate.

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Ground logic change:

5. The estimated times of arrival at each node of a taxiplan were not correct for towing aircraft if the towing speed was different than the taxi speed.



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Airspace logic change:

1. Nodes with a control strategy other than first-in-first-out (FIFO) would automatically enforce FIFO if another aircraft was already holding (due to some reason other than separation requirements) for the node. Fixed.
2. The logic related to the PATTERN and TNGSET inputs was re-implemented to eliminate extraneous fields in the PATTERN inputs.

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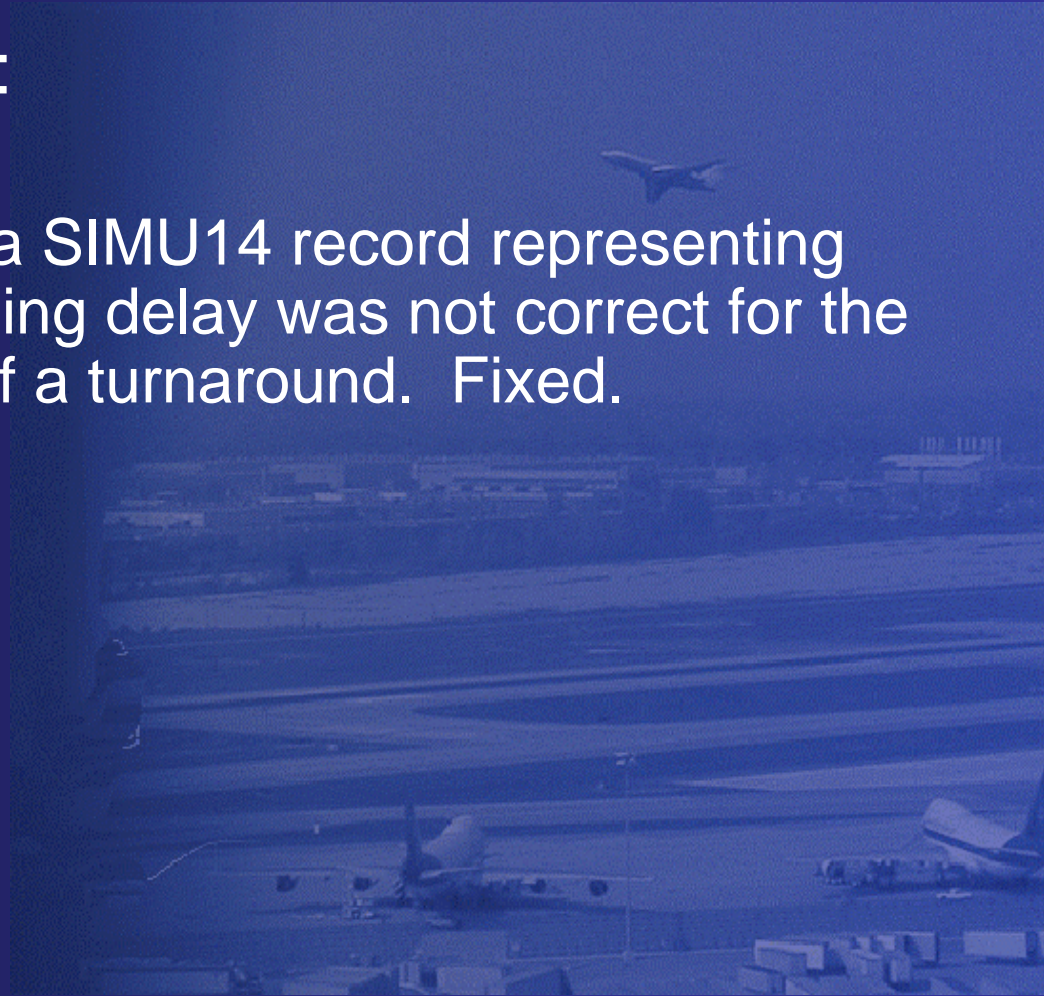
Airspace logic change:

3. Two new versions of the metering logic have been implemented. To activate these versions, specify a GLOBAL data input “new_metering_logic” with a value of “1” or “2”. Value “2” is more robust in which aircraft do not hold between the meter and post nodes. If this GLOBAL input is missing or equal to “0”, the engine uses the legacy metering logic.

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Output logic changes:

1. The final field of a SIMU14 record representing the runway crossing delay was not correct for the departure flight of a turnaround. Fixed.



ATAC SIMMOD User Base

188 users (including 68 Simmod *PLUS!* customers) have obtained the ATAC Simmod engine since the release of version 2.5 in October 2001. These users are from the following 35 countries:

Argentina	Denmark	Kazakhstan	Spain
Australia	Estonia	Malaysia	Sweden
Austria	France	Mexico	Taiwan
Bosnia and Herzegovina	Germany	Netherlands	Thailand
Brazil	Greece	Poland	Turkey
Canada	India	Russia	United Kingdom
Chile	Indonesia	Singapore	United States
China	Italy	South Africa	Vietnam
Croatia	Japan	South Korea	