



# Handling Alternatives in Temporal Networks

Roman Barták

Charles University (Czech Republic)

roman.bartak@mff.cuni.cz

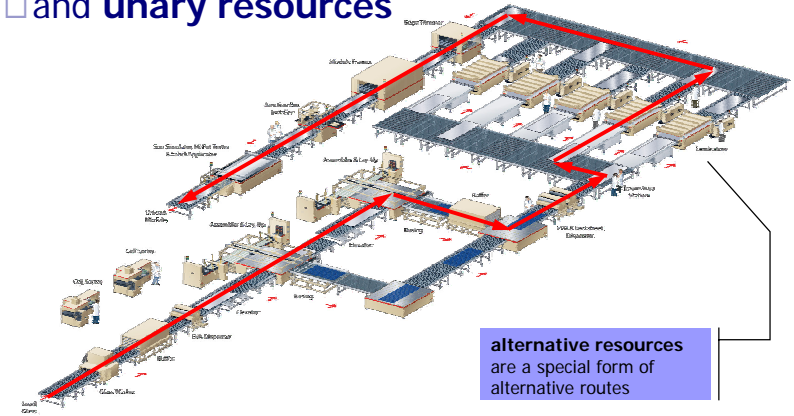
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## Motivation

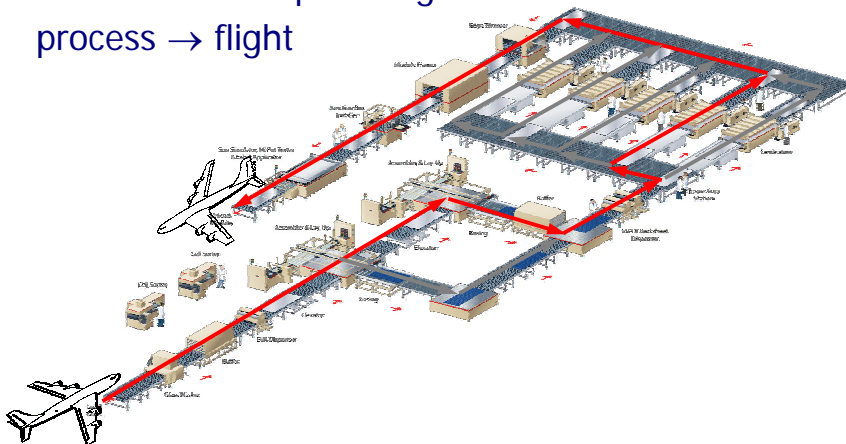
### ■ Production scheduling

- with alternative product routes
- and unary resources



## Relation to ATM?

- factory → air space
- product → airplane
- machine → air space segment
- process → flight



## Talk outline

### ■ Existing model

- temporal network with alternatives
- inference techniques (constraint propagation)
- search techniques

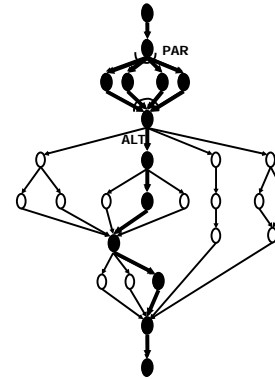
### ■ Modelling benefits for ATM

- alternative routes with preferred routes and times
- dynamic features
- mixed-initiative approach

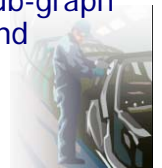
### ■ Conclusions



- We describe the problem as a directed acyclic graph called **Temporal network with alternatives (TNA)**:  
nodes = activities, arcs = precedence (temporal) relations  
logical dependencies between nodes – **branching relations**.



- The process can split into **parallel branches**, i.e., the nodes on parallel branches are processed in parallel (all must be included).
- The process can select among **alternative branches**, i.e., nodes of exactly one branch are only processed (only one branch is included).
- The **problem** is to select a sub-graph satisfying logical, temporal, and resource constraints.

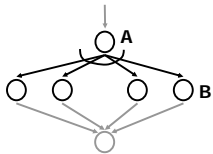


## Existing model

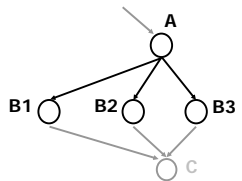


## Logical constraints

- The graph assignment problem can be modeled as a **constraint satisfaction problem**.



- each **node** A is annotated by  $\{0,1\}$  variable  $V_A$
- each arc (A,B) from a **parallel branching** defines the constraint  $V_A = V_B$



- let arc (A,B1),..., (A,Bk) be all arcs from some **alternative branching**, then we use the constraint  $V_A = \sum_{i=1,\dots,k} V_{Bi}$

- The base model can be **strengthened** by adding implied constraints  $(V_A = \sum_{i=1,\dots,k} V_{Bi} \wedge V_C = \sum_{i=1,\dots,k} V_{Bi} \Rightarrow V_A = V_C)$ .

## Temporal constraints

- We can annotate each arc (X,Y) by a **simple temporal constraint**  $[a,b]$  with the meaning  $a \leq Y - X \leq b$ .
  - **(Nested) Temporal Network with Alternatives**
- Base constraint model:
  - each **node** A is annotated by a **temporal variable**  $T_A$  with a domain  $\langle 0, \text{MaxTime} \rangle$ , where MaxTime is a constant given by the user.
  - Temporal relation  $[a,b]$  between nodes X and Y must hold if both nodes are valid!  
 $V_X * V_Y * (T_X + a) \leq T_Y \wedge V_X * V_Y * (T_Y - b) \leq T_X$ .

### Notes:

- $V_X = 0 \vee V_Y = 0 \rightarrow 0 \leq T_Y \wedge 0 \leq T_X$
- $V_X = V_Y = 1 \rightarrow (T_X + a) \leq T_Y \wedge (T_Y - b) \leq T_X$ .
- The above temporal constraint does not assume the type of branching!

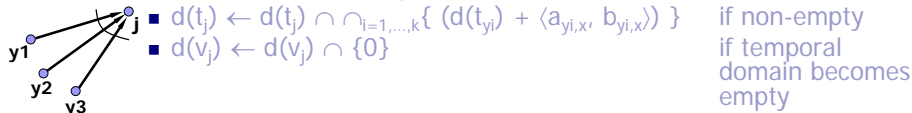
# Stronger temporal filtering

Stronger filtering based on two ideas:

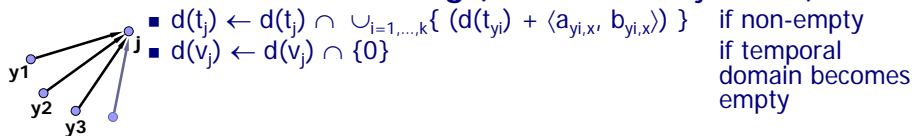
- **always propagate** the temporal constraint (unless any domain becomes empty)
- **assume type of branching** during temporal filtering

## ■ Downstream propagation (upstream is similar)

### □ parallel branching



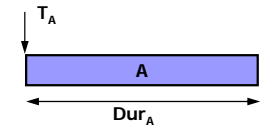
### □ alternative branching (constructive disjunction)



# Resource constraints

## ■ standard scheduling model

- start time variable:  $T_A$
- duration variable:  $Dur_A$



## ■ unary (disjunctive) resource constraints

- two activities allocated to the same resource do not overlap in time

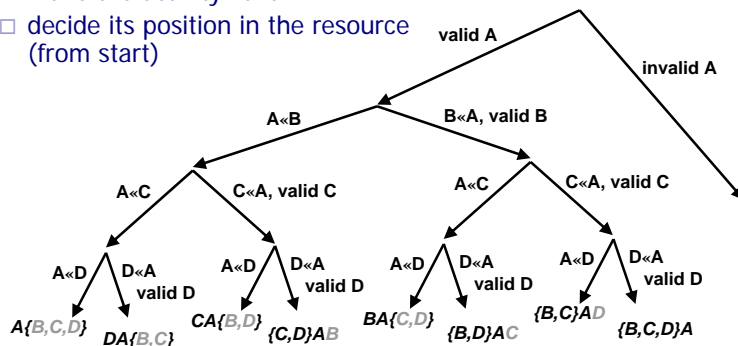
$$V_x * V_y * (T_x + Dur_x) \leq T_y \vee V_x * V_y * (T_y + Dur_y) \leq T_x$$

- or, we can use **existing global constraints** modeling unary resource (edge-finding, not-first/not-last, etc. inference techniques) extended to optional activities

- (in)valid activities:  $Val_A = 1 \Leftrightarrow Dur_A > 0$

# Branching Strategy

- constraints filter out a lot of infeasibilities, but frequently **some options remain to be explored**
- explored **by search** in a backtracking manner (try some alternative and if it leads to a failure try another one)
  - select some activity (earliest start first)
  - make the activity valid
  - decide its position in the resource (from start)



# Application to ATM

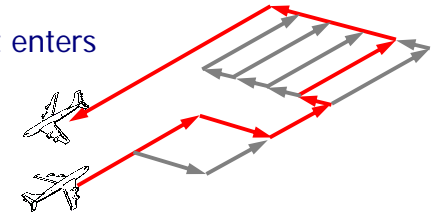


## Base model

- each **aircraft/flight** is modelled using **TNA**
  - **node** = enter to a flight segment
    - typically one enter and one exit point per flight
    - pre-specified segments to enter
  - **temporal relation** = minimal and maximal duration to fly through the segment
    - depends on possible aircraft speeds and other factors
- exclusive use of flying segments is modelled using a **unary resource**
- **The model integrates sequencing decisions with selection among alternative routes.**

## Alternative routing

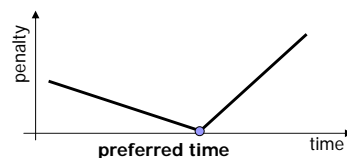
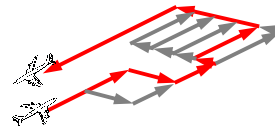
- Structure of TNA can be computed in advance from the map of flying segments and required enter/exit points for each flight
- **validity variable**
  - describes whether the flight enters the segment
  - some segments (enter/exit) are pre-selected
  - logical (branching) constraints guarantee feasibility of the route
- **temporal variable**
  - describes when the flight enters the segment
  - temporal constraints ensure „smooth“ flight



ongoing

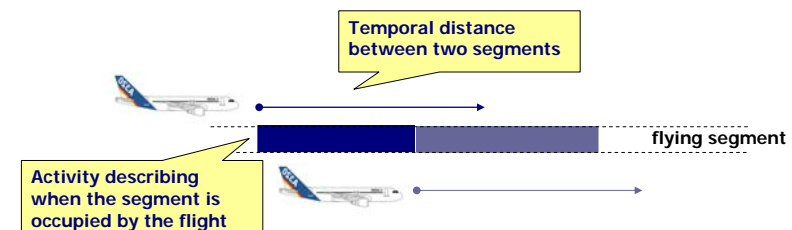
## Preferences

- **preferred route**
  - each node is annotated by a preference (positive integer)
  - guide for selection of the routes (preferred routes are tried first)
- **preferred time**
  - some nodes are annotated by preferred time and penalty for being late/early
  - optimization of on-time performance



## Flying segments

- Entering the flying segment means using it exclusively for some time
  - flying activity consuming unary (disjunctive) resource
- Separation of aircrafts



## Dynamic features

### ■ On-line demands

- new flights are coming during scheduling
  - interruption of scheduling
  - extending the model by new variables and constraints
  - continue in scheduling

### ■ Unexpected events (forbidden segment,...)

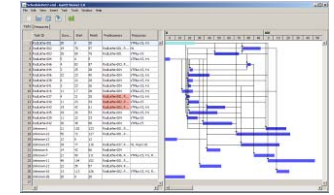
- rescheduling
  - remove some decision constraints
  - add constraints describing the event
  - continue in scheduling

### ■ Rolling horizon

- continuous planning
  - use (part) of existing schedule as constraints model and use it in the next iteration

## Mixed initiative

co-operated problem solving  
by humans and computers



### Interactive Gantt chart

- initial schedule displayed as a Gantt chart
- user modifies the schedule (sequencing, timing, resource allocation)
- visualisation of constraint violation
- automatic correction the schedule

## Conclusions

### ■ We proposed a **formal model** that **integrates**:

- **logical reasoning** about alternative routes
- **temporal reasoning**
- **resource reasoning**

### ■ The model **exploits** existing constraint satisfaction technology such as **resource constraints**.

### ■ There are two ways of exploiting the model:

- **constraint propagation**
  - removal of infeasible (conflicting) options
  - possibly incomplete
- **complete solution**
  - using search techniques
  - possibly long runtimes for optimisation



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Charles University (Czech Republic)

[roman.bartak@mff.cuni.cz](mailto:roman.bartak@mff.cuni.cz)

<http://ktiml.mff.cuni.cz/~bartak>

