* ATTENTION * THE FOLLOWING JUNCTIONS ARE IN THE ATMOSPHERE.

1   3   4   27   33   34

* WARNING * NO FAN IN THE NETWORK.

****

OUTPUT OF PROGRAM MFIRE

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REF.TEMP.(TR):   75.0 DEG.F   REF. DENSITY (DR): .0600 LBM/FT3

LIST OF UNITS USED IN THIS OUTPUT FILE:

```
LENGTH:  FT.;           AREA:  FT2;       VOLUME:   FT3;    MASS:   LBM;
AIRFLOW: FT3/MIN;       TEMP.  F;         RESISTANCE: 1.E-10IN.W.G./CFM2;
FRICTION FACTOR: 1.E-10LBM*MIN2/FT4;      THERMAL DIFFUSIVITY:   FT2/HR;
THERMAL CONDUCTIVITY:  BTU/HR*FT*F;       CONCENTRATION:     PERCENTAGE;
HEADLOSS:               IN.W.G.;          HEAT INPUT:           BTU/MIN;
CH4 PRODUCTION:         FT3/MIN;
```

BASIC DATA FOR AIRWAYS IN THE NETWORK

AIRWAY	FROM	TO	AIRFLOW	TYPE	LENGTH	AREA	R	K	PERI.
1	5	32	9240.	0	430.0	50.0	.159E+01	100.0	30.0
2	5	6	42000.	0	1000.0	55.5	.270E+01	100.0	30.0
3	8	30	3600.	0	650.0	40.0	.469E+01	100.0	30.0
4	6	8	5430.	0	200.0	50.0	.738E+00	100.0	30.0
5	6	7	5660.	0	50.0	60.0	.107E+00	100.0	30.0
6	7	31	4000.	0	50.0	60.0	.107E+00	100.0	30.0
7	30	9	3600.	0	110.0	45.0	.464E+00	100.0	25.0
8	8	10	1740.	0	110.0	15.0	.100E+02	100.0	20.0
9	7	12	1660.	0	110.0	25.0	.195E+01	100.0	18.0
10	31	14	4000.	0	110.0	90.0	.812E-01	100.0	35.0
11	9	28	6800.	0	200.0	45.0	.101E+01	100.0	30.0
12	10	9	3200.	0	325.0	45.0	.549E+01	100.0	100.0
13	11	10	1460.	0	200.0	40.0	.144E+01	100.0	30.0
14	12	11	1960.	0	300.0	60.0	.641E+00	100.0	30.0
15	12	13	4500.	0	50.0	55.0	.139E+00	100.0	30.0
16	14	13	2800.	0	80.0	35.0	.632E+00	100.0	22.0
17	14	29	1000.	0	350.0	35.0	.377E+01	100.0	30.0
18	28	15	6800.	0	150.0	80.0	.225E+00	100.0	50.0
19	11	16	1000.	0	150.0	15.0	.137E+02	100.0	20.0
20	13	19	2200.	0	150.0	45.0	.658E+00	100.0	26.0
21	29	20	1000.	0	150.0	5.0	.369E+03	100.0	20.0
22	16	15	1000.	0	585.0	55.0	.162E+01	100.0	30.0
23	16	17	1700.	0	55.0	28.0	.771E+00	100.0	20.0
24	18	17	1000.	0	90.0	35.0	.807E+00	100.0	25.0
25	19	18	1000.	0	385.0	30.0	.548E+01	100.0	25.0
26	19	20	1000.	0	650.0	40.0	.375E+01	100.0	24.0
27	15	22	5600.	0	210.0	45.0	.922E+00	100.0	26.0
28	17	23	1000.	0	260.0	36.0	.274E+01	100.0	32.0
29	18	24	1000.	0	260.0	28.0	.364E+01	100.0	20.0
30	19	26	1000.	0	260.0	27.0	.406E+01	100.0	20.0
31	20	26	1680.	0	500.0	14.0	.561E+02	100.0	20.0
32	21	27	3120.	0	255.0	30.0	.320E+01	100.0	22.0
33	22	21	4200.	0	100.0	30.0	.114E+01	100.0	20.0
34	23	22	1400.	0	585.0	30.0	.667E+01	100.0	20.0
35	24	23	1400.	0	190.0	40.0	.160E+01	100.0	35.0
36	24	25	3000.	0	95.0	40.0	.685E+00	100.0	30.0
37	25	26	1000.	0	220.0	45.0	.966E+00	100.0	26.0
38	26	2	3000.	0	450.0	35.0	.404E+01	100.0	25.0
39	21	1	1100.	0	150.0	5.0	.369E+03	100.0	20.0
40	25	1	1750.	0	150.0	8.0	.901E+02	100.0	20.0
41	33	27	100000.	0	95.0	10000.0	.585E-06	100.0	400.0
42	27	34	100000.	0	4.0	10000.0	.246E-07	100.0	400.0
43	34	3	100000.	0	151.0	10000.0	.929E-06	100.0	400.0
44	4	3	100000.	0	156.0	10000.0	.960E-06	100.0	400.0
45	3	5	1500.	0	155.0	65.0	.278E+00	100.0	32.0
46	32	4	9500.	0	10.0	30.0	.142E+00	100.0	25.0
47	23	1	1000.	0	150.0	5.0	.369E+03	100.0	20.0
48	1	33	10000.	0	800.0	10000.0	.492E-05	100.0	400.0
49	2	34	3000.	0	600.0	10000.0	.500E+01	100.0	400.0

JUNCTION	TEMP.	ELEVATION	CH4	JUNCTION	TEMP.	ELEVATION	CH4
1	62.8	7690.0	.00	2	60.0	7591.0	.00
3	64.2	7440.0	.00	4	65.0	7284.0	.00
5	53.0	7286.0	.00	6	55.0	7289.0	.00
7	55.0	7289.0	.00	8	58.0	7289.0	.00
9	60.0	7365.0	.00	10	60.0	7365.0	.00
11	60.0	7365.0	.00	12	60.0	7365.0	.00
13	60.0	7365.0	.00	14	60.0	7365.0	.00
15	60.0	7470.0	.00	16	60.0	7470.0	.00
17	60.0	7470.0	.00	18	60.0	7470.0	.00
19	60.0	7470.0	.00	20	60.0	7470.0	.00
21	60.0	7595.0	.00	22	60.0	7595.0	.00
23	60.0	7595.0	.00	24	60.0	7594.0	.00
25	60.0	7593.0	.00	26	60.0	7593.0	.00
27	63.3	7595.0	.00	28	60.0	7365.0	.00
29	60.0	7365.0	.00	30	60.0	7290.0	.00
31	57.0	7289.0	.00	32	47.0	7284.0	.00
33	62.8	7690.0	.00	34	63.4	7591.0	.00

AVE.-VALUE CARD WAS OMITTED BY USER (NAV=0)

THE FOLLOWING AVERAGE VALUES WILL BE USED TO FILL ANY MISSING DATA:

THERMAL DIFFUSIVITY OF ROCK	.100	FT2/HR
ROCK THERMAL CONDUCTIVITY	3.000	BTU/(HR*FT*F)
FRICTION FACTOR	100	1.E-10 LBF*MIN2/FT4
AIRWAY LENGTH	500	FT
SECTIONAL AREA	100.000	FT2
PERIMETER	40.000	FT

NETWORK CALCULATION RESULTS

AIRWAY	FROM	TO	TYPE	RESISTANCE	AIRFLOW	HEADLOSS
1	5	32	0	.1588E+01	10810.	.019
2	5	6	0	.2700E+01	-5185.	-.007
3	8	30	0	.4688E+01	665.	.000
4	6	8	0	.7385E+00	200.	.000
5	6	7	0	.1068E+00	-5385.	.000
6	7	31	0	.1068E+00	-2169.	.000
7	30	9	0	.4643E+00	665.	.000
8	8	10	0	.1003E+02	-465.	.000
9	7	12	0	.1950E+01	-3217.	-.002
10	31	14	0	.8125E-01	-2169.	.000
11	9	28	0	.1013E+01	-839.	.000
12	10	9	0	.5487E+01	-1504.	-.001
13	11	10	0	.1442E+01	-1039.	.000
14	12	11	0	.6410E+00	-2038.	.000
15	12	13	0	.1387E+00	-1179.	.000
16	14	13	0	.6315E+00	-2009.	.000
17	14	29	0	.3768E+01	-160.	.000
18	28	15	0	.2254E+00	-839.	.000
19	11	16	0	.1368E+02	-999.	-.001
20	13	19	0	.6584E+00	-3188.	-.001
21	29	20	0	.3692E+03	-160.	-.001
22	16	15	0	.1623E+01	-949.	.000
23	16	17	0	.7709E+00	-50.	.000
24	18	17	0	.8074E+00	-651.	.000
25	19	18	0	.5484E+01	-1300.	-.001
26	19	20	0	.3750E+01	-270.	.000
27	15	22	0	.9218E+00	-1788.	.000
28	17	23	0	.2743E+01	-701.	.000
29	18	24	0	.3644E+01	-649.	.000
30	19	26	0	.4064E+01	-1617.	-.001
31	20	26	0	.5607E+02	-430.	-.001
32	21	27	0	.3197E+01	-2090.	-.001
33	22	21	0	.1140E+01	-2452.	-.001
34	23	22	0	.6667E+01	-664.	.000
35	24	23	0	.1599E+01	-360.	.000
36	24	25	0	.6851E+00	-289.	.000
37	25	26	0	.9657E+00	511.	.000
38	26	2	0	.4037E+01	-1536.	-.001
39	21	1	0	.3692E+03	-362.	-.005
40	25	1	0	.9014E+02	-800.	-.006
41	33	27	0	.5846E-06	-1559.	.000
42	27	34	0	.2462E-07	-3649.	.000
43	34	3	0	.9292E-06	-5185.	.000
44	4	3	0	.9600E-06	10810.	.000
45	3	5	0	.2779E+00	5625.	.001
46	32	4	0	.1425E+00	10810.	.002
47	23	1	0	.3692E+03	-397.	-.006
48	1	33	0	.4923E-05	-1559.	.000
49	2	34	0	.5000E+01	-1536.	-.001

NETWORK CONTAINS NO FANS

REVERSAL OF AIRFLOW HAS OCCURRED IN THE FOLLOWING PLACES

```
AIRWAY     2 IS NOW CARRYING AIR FROM    6 TO    5
AIRWAY     5 IS NOW CARRYING AIR FROM    7 TO    6
AIRWAY     6 IS NOW CARRYING AIR FROM   31 TO    7
AIRWAY     8 IS NOW CARRYING AIR FROM   10 TO    8
AIRWAY     9 IS NOW CARRYING AIR FROM   12 TO    7
AIRWAY    10 IS NOW CARRYING AIR FROM   14 TO   31
AIRWAY    11 IS NOW CARRYING AIR FROM   28 TO    9
AIRWAY    12 IS NOW CARRYING AIR FROM    9 TO   10
AIRWAY    13 IS NOW CARRYING AIR FROM   10 TO   11
AIRWAY    14 IS NOW CARRYING AIR FROM   11 TO   12
AIRWAY    15 IS NOW CARRYING AIR FROM   13 TO   12
AIRWAY    16 IS NOW CARRYING AIR FROM   13 TO   14
AIRWAY    17 IS NOW CARRYING AIR FROM   29 TO   14
AIRWAY    18 IS NOW CARRYING AIR FROM   15 TO   28
AIRWAY    19 IS NOW CARRYING AIR FROM   16 TO   11
AIRWAY    20 IS NOW CARRYING AIR FROM   19 TO   13
AIRWAY    21 IS NOW CARRYING AIR FROM   20 TO   29
AIRWAY    22 IS NOW CARRYING AIR FROM   15 TO   16
AIRWAY    23 IS NOW CARRYING AIR FROM   17 TO   16
AIRWAY    24 IS NOW CARRYING AIR FROM   17 TO   18
AIRWAY    25 IS NOW CARRYING AIR FROM   18 TO   19
AIRWAY    26 IS NOW CARRYING AIR FROM   20 TO   19
AIRWAY    27 IS NOW CARRYING AIR FROM   22 TO   15
AIRWAY    28 IS NOW CARRYING AIR FROM   23 TO   17
AIRWAY    29 IS NOW CARRYING AIR FROM   24 TO   18
AIRWAY    30 IS NOW CARRYING AIR FROM   26 TO   19
AIRWAY    31 IS NOW CARRYING AIR FROM   26 TO   20
AIRWAY    32 IS NOW CARRYING AIR FROM   27 TO   21
AIRWAY    33 IS NOW CARRYING AIR FROM   21 TO   22
AIRWAY    34 IS NOW CARRYING AIR FROM   22 TO   23
AIRWAY    35 IS NOW CARRYING AIR FROM   23 TO   24
AIRWAY    36 IS NOW CARRYING AIR FROM   25 TO   24
AIRWAY    38 IS NOW CARRYING AIR FROM    2 TO   26
AIRWAY    39 IS NOW CARRYING AIR FROM    1 TO   21
AIRWAY    40 IS NOW CARRYING AIR FROM    1 TO   25
AIRWAY    41 IS NOW CARRYING AIR FROM   27 TO   33
AIRWAY    42 IS NOW CARRYING AIR FROM   34 TO   27
AIRWAY    43 IS NOW CARRYING AIR FROM    3 TO   34
AIRWAY    47 IS NOW CARRYING AIR FROM    1 TO   23
AIRWAY    48 IS NOW CARRYING AIR FROM   33 TO    1
AIRWAY    49 IS NOW CARRYING AIR FROM   34 TO    2
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THE STATED NUMBER OF AIRWAYS WAS 49
THE STATED NUMBER OF JUNCTIONS WAS 34

DATA FOR CONCENTRATION AND TEMPERATURE CALCULATION

AIRWAY	FROM	TO	ELEV. DIFF.	ROCK T	CH4 PROD.	COND.	DIFFUSIVITY
1	5	32	-2.00	60.00	.0	3.00	.100
2	5	6	3.00	60.00	.0	3.00	.100
3	8	30	1.00	60.00	.0	3.00	.100
4	6	8	.00	60.00	.0	3.00	.100
5	6	7	.00	60.00	.0	3.00	.100
6	7	31	.00	60.00	.0	3.00	.100
7	30	9	75.00	60.00	.0	3.00	.100
8	8	10	76.00	60.00	.0	3.00	.100
9	7	12	76.00	60.00	.0	3.00	.100
10	31	14	76.00	60.00	.0	3.00	.100
11	9	28	.00	60.00	.0	3.00	.100
12	10	9	.00	60.00	.0	3.00	.100
13	11	10	.00	60.00	.0	3.00	.100
14	12	11	.00	60.00	.0	3.00	.100

15	12	13	.00	60.00	.0	3.00	.100
16	14	13	.00	60.00	.0	3.00	.100
17	14	29	.00	60.00	.0	3.00	.100
18	28	15	105.00	60.00	.0	3.00	.100
19	11	16	105.00	60.00	.0	3.00	.100
20	13	19	105.00	60.00	.0	3.00	.100
21	29	20	105.00	60.00	.0	3.00	.100
22	16	15	.00	60.00	.0	3.00	.100
23	16	17	.00	60.00	.0	3.00	.100
24	18	17	.00	60.00	.0	3.00	.100
25	19	18	.00	60.00	.0	3.00	.100
26	19	20	.00	60.00	.0	3.00	.100
27	15	22	125.00	60.00	.0	3.00	.100
28	17	23	125.00	60.00	.0	3.00	.100
29	18	24	124.00	60.00	.0	3.00	.100
30	19	26	123.00	60.00	.0	3.00	.100
31	20	26	123.00	60.00	.0	3.00	.100
32	21	27	.00	60.00	.0	3.00	.100
33	22	21	.00	60.00	.0	3.00	.100
34	23	22	.00	60.00	.0	3.00	.100
35	24	23	1.00	60.00	.0	3.00	.100
36	24	25	-1.00	60.00	.0	3.00	.100
37	25	26	.00	60.00	.0	3.00	.100
38	26	2	-2.00	60.00	.0	3.00	.100
39	21	1	95.00	60.00	.0	3.00	.100
40	25	1	97.00	60.00	.0	3.00	.100
41	33	27	-95.00	60.00	.0	3.00	.100
42	27	34	-4.00	60.00	.0	3.00	.100
43	34	3	-151.00	60.00	.0	3.00	.100
44	4	3	156.00	60.00	.0	3.00	.100
45	3	5	-154.00	60.00	.0	3.00	.100
46	32	4	.00	60.00	.0	3.00	.100
47	23	1	95.00	60.00	.0	3.00	.100
48	1	33	.00	60.00	.0	3.00	.100
49	2	34	.00	60.00	.0	3.00	.100

A TEMPERATURE OF 64.2 WAS ASSIGNED TO JUNCTION NO. 3

NO HEAT/CONTAMINATION WAS SPECIFIED

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OUTPUT OF THE TEMPERATURE PART OF THE PROGRAM

****

THE CALCULATION WAS NOT COMPLETED SINCE THE NUMBER OF EXCHANGES BETWEEN NETWORK AND TEMPERATURE PARTS OF THE PROGRAM BECAME EXCESSIVE. THRESHOLD IN NVP IS 0.0002 IN.W.G. PER MESH. THE NVP CORRECTION PER MESH NOW EQUALS .00266 IN.W.G.

THE FOLLOWING UNSTABLE AIRWAYS MAY HAVE CAUSED THE INCOMPLETION OF NETWOK BALANCING:

AIRWAY 13 OF AIRFLOW RATE 593. (CFM) AND HEADLOSS .000 IN.W.G.
HAD ITS AIRFLOW DIRECTION REVERSED 10 TIMES IN 10 ITERATIONS
AIRWAY 45 OF AIRFLOW RATE 5546. (CFM) AND HEADLOSS .001 IN.W.G.
HAD ITS AIRFLOW DIRECTION REVERSED 10 TIMES IN 10 ITERATIONS

THE FAILURE IN CONVERGING WAS CAUSED BY A CYCLIC PATTERN IN EVERY 2 ITERATIONS AS SHOWN BELOW: ("ITR" STANDS FOR ITERATION)

UNITS: Q: AIRFLOW RATE IN 1000FT3/MIN; T: TEMP. IN F;
H: NVP CORRECTION PER MESH IN IN.W.G.

ITR	1	2	3	4	5	6	7	8	9	10
H	.0057	.0029	.0026	.0027	.0027	.0027	.0027	.0027	.0027	.0027

AIRWAY: 45 JS: 3 JF: 5

T	63.7	59.7	63.7	59.7	63.7	59.7	63.7	59.7	63.7	59.7
Q	-3.8	5.5	-3.8	5.5	-3.8	5.5	-3.8	5.5	-3.8	5.5

TEMP. AND CONCENTRA. AT AIRWAY ENDS, HEADLOSS IN AIRWAYS

AIRWAY	FROM	TO	AIRFLOW	AVE. T	T AT END	FUMES	METHANE	HEADLOSS
1	5	32	10896.	61.01	60.58	.00000	.00	.0179
2	6	5	5350.	60.08	60.02	.00000	.00	.0073
3	30	8	940.	60.06	60.00	.00000	.00	.0004
4	8	6	1858.	60.08	60.04	.00000	.00	.0002
5	7	6	3492.	60.40	60.37	.00000	.00	.0001
6	31	7	1741.	60.46	60.41	.00000	.00	.0000
7	9	30	940.	60.25	60.36	.00000	.00	.0000
8	10	8	918.	60.16	60.26	.00000	.00	.0008
9	12	7	1751.	60.40	60.48	.00000	.00	.0006
10	14	31	1741.	60.42	60.52	.00000	.00	.0000
11	28	9	1264.	60.26	60.11	.00000	.00	.0002
12	9	10	324.	60.01	60.00	.00000	.00	.0001
13	11	10	593.	60.16	60.05	.00000	.00	.0000
14	11	12	418.	60.15	60.04	.00000	.00	.0000
15	13	12	1334.	60.46	60.40	.00000	.00	.0000
16	13	14	1576.	60.43	60.34	.00000	.00	.0001
17	29	14	165.	60.05	60.00	.00000	.00	.0000
18	15	28	1264.	60.44	60.49	.00000	.00	.0000
19	16	11	1011.	60.31	60.37	.00000	.00	.0013
20	19	13	2910.	60.39	60.54	.00000	.00	.0005
21	20	29	165.	60.18	60.28	.00000	.00	.0009
22	16	15	293.	60.05	60.00	.00000	.00	.0000
23	17	16	1304.	60.31	60.26	.00000	.00	.0001
24	17	18	172.	60.23	60.12	.00000	.00	.0000
25	18	19	1120.	60.10	60.01	.00000	.00	.0007
26	20	19	278.	60.05	60.00	.00000	.00	.0000
27	22	15	971.	60.45	60.51	.00000	.00	.0001
28	23	17	1477.	60.24	60.37	.00000	.00	.0006
29	24	18	947.	60.26	60.40	.00000	.00	.0003
30	26	19	1512.	60.27	60.41	.00000	.00	.0009
31	26	20	443.	60.18	60.33	.00000	.00	.0010
32	27	21	1880.	61.68	60.71	.00000	.00	.0011
33	21	22	2295.	60.50	60.39	.00000	.00	.0006
34	22	23	1324.	60.10	60.01	.00000	.00	.0011
35	23	24	316.	60.08	60.01	.00000	.00	.0000
36	25	24	632.	60.25	60.15	.00000	.00	.0000

37	25	26	279.	60.16	60.05	.00000	.00	.0000
38	2	26	1676.	60.68	60.11	.00000	.00	.0011
39	1	21	415.	60.55	60.26	.00000	.00	.0060
40	1	25	911.	60.99	60.38	.00000	.00	.0071
41	27	33	1794.	62.93	62.57	.00000	.00	.0000
42	34	27	3674.	63.38	63.37	.00000	.00	.0000
43	3	34	5350.	63.61	63.04	.00000	.00	.0000
44	4	3	10896.	64.38	63.79	.00000	.00	.0000
45	3	5	5546.	63.65	63.20	.00000	.00	.0008
46	32	4	10896.	60.57	60.56	.00000	.00	.0016
47	1	23	468.	60.57	60.26	.00000	.00	.0077
48	33	1	1794.	62.08	61.50	.00000	.00	.0000
49	34	2	1676.	62.71	62.12	.00000	.00	.0013

PARAMETERS OF AIR IN JUNCTIONS

JUNCTION	TEMP.	FUMES	METHANE	JUNCTION	TEMP.	FUMES	METHANE
1	62.80	.00000	.00	2	62.12	.00000	.00
3	64.20	.00000	.00	4	65.00	.00000	.00
5	61.64	.00000	.00	6	60.25	.00000	.00
7	60.44	.00000	.00	8	60.13	.00000	.00
9	60.11	.00000	.00	10	60.03	.00000	.00
11	60.37	.00000	.00	12	60.31	.00000	.00
13	60.54	.00000	.00	14	60.31	.00000	.00
15	60.40	.00000	.00	16	60.26	.00000	.00
17	60.37	.00000	.00	18	60.35	.00000	.00
19	60.22	.00000	.00	20	60.33	.00000	.00
21	60.63	.00000	.00	22	60.39	.00000	.00
23	60.08	.00000	.00	24	60.10	.00000	.00
25	60.38	.00000	.00	26	60.10	.00000	.00
27	63.30	.00000	.00	28	60.49	.00000	.00
29	60.28	.00000	.00	30	60.36	.00000	.00
31	60.52	.00000	.00	32	60.58	.00000	.00
33	62.80	.00000	.00	34	63.40	.00000	.00

REVERSAL OF AIRFLOW HAS OCCURRED IN THE FOLLOWING PLACES

AIRWAY 2 IS NOW CARRYING AIR FROM 6 TO 5
AIRWAY 3 IS NOW CARRYING AIR FROM 30 TO 8
AIRWAY 4 IS NOW CARRYING AIR FROM 8 TO 6
AIRWAY 5 IS NOW CARRYING AIR FROM 7 TO 6
AIRWAY 6 IS NOW CARRYING AIR FROM 31 TO 7
AIRWAY 7 IS NOW CARRYING AIR FROM 9 TO 30
AIRWAY 8 IS NOW CARRYING AIR FROM 10 TO 8
AIRWAY 9 IS NOW CARRYING AIR FROM 12 TO 7
AIRWAY 10 IS NOW CARRYING AIR FROM 14 TO 31
AIRWAY 11 IS NOW CARRYING AIR FROM 28 TO 9
AIRWAY 12 IS NOW CARRYING AIR FROM 9 TO 10
AIRWAY 14 IS NOW CARRYING AIR FROM 11 TO 12
AIRWAY 15 IS NOW CARRYING AIR FROM 13 TO 12
AIRWAY 16 IS NOW CARRYING AIR FROM 13 TO 14
AIRWAY 17 IS NOW CARRYING AIR FROM 29 TO 14
AIRWAY 18 IS NOW CARRYING AIR FROM 15 TO 28
AIRWAY 19 IS NOW CARRYING AIR FROM 16 TO 11
AIRWAY 20 IS NOW CARRYING AIR FROM 19 TO 13
AIRWAY 21 IS NOW CARRYING AIR FROM 20 TO 29
AIRWAY 23 IS NOW CARRYING AIR FROM 17 TO 16
AIRWAY 24 IS NOW CARRYING AIR FROM 17 TO 18
AIRWAY 25 IS NOW CARRYING AIR FROM 18 TO 19
AIRWAY 26 IS NOW CARRYING AIR FROM 20 TO 19
AIRWAY 27 IS NOW CARRYING AIR FROM 22 TO 15
AIRWAY 28 IS NOW CARRYING AIR FROM 23 TO 17
AIRWAY 29 IS NOW CARRYING AIR FROM 24 TO 18
AIRWAY 30 IS NOW CARRYING AIR FROM 26 TO 19
AIRWAY 31 IS NOW CARRYING AIR FROM 26 TO 20
AIRWAY 32 IS NOW CARRYING AIR FROM 27 TO 21
AIRWAY 33 IS NOW CARRYING AIR FROM 21 TO 22
AIRWAY 34 IS NOW CARRYING AIR FROM 22 TO 23
AIRWAY 35 IS NOW CARRYING AIR FROM 23 TO 24
AIRWAY 36 IS NOW CARRYING AIR FROM 25 TO 24
AIRWAY 38 IS NOW CARRYING AIR FROM 2 TO 26
AIRWAY 39 IS NOW CARRYING AIR FROM 1 TO 21
AIRWAY 40 IS NOW CARRYING AIR FROM 1 TO 25
AIRWAY 41 IS NOW CARRYING AIR FROM 27 TO 33
AIRWAY 42 IS NOW CARRYING AIR FROM 34 TO 27
AIRWAY 43 IS NOW CARRYING AIR FROM 3 TO 34
AIRWAY 47 IS NOW CARRYING AIR FROM 1 TO 23
AIRWAY 48 IS NOW CARRYING AIR FROM 33 TO 1
AIRWAY 49 IS NOW CARRYING AIR FROM 34 TO 2

NO AIR RECIRCULATION WAS DETECTED IN THE SYSTEM.

IN THE FOLLOWING AIRWAYS EXIST CRITICAL CONDITIONS

AIRWAY	FROM	TO	CH4 %	FUMES %	TEMPERATURE	HEADLOSS
			> .05000	> .00001	> 95. F	< .00006 IN.WG.
6	31	7	.00	.00000	60.4	.00003
7	9	30	.00	.00000	60.4	.00004
10	14	31	.00	.00000	60.5	.00002
12	9	10	.00	.00000	60.0	.00005
13	11	10	.00	.00000	60.0	.00005
14	11	12	.00	.00000	60.0	.00001
15	13	12	.00	.00000	60.4	.00002
17	29	14	.00	.00000	60.0	.00001
18	15	28	.00	.00000	60.5	.00003
22	16	15	.00	.00000	60.0	.00001
24	17	18	.00	.00000	60.1	.00000
26	20	19	.00	.00000	60.0	.00003
35	23	24	.00	.00000	60.0	.00002
36	25	24	.00	.00000	60.1	.00003
37	25	26	.00	.00000	60.1	.00001
41	27	33	.00	.00000	62.6	.00000
42	34	27	.00	.00000	63.4	.00000
43	3	34	.00	.00000	63.0	.00000
44	4	3	.00	.00000	63.8	.00000
48	33	1	.00	.00000	61.5	.00000

NO CRITICAL CONDITIONS IN JUNCTIONS WERE DETECTED.

***** NO FURTHER CALCULATIONS BEYOND TEMP. CALCULATIONS WERE
DEMANDED DUE TO NTEMP=1, PROG. RUN COMPLETED.