Airport Traffic Simulator

[User Requirements Specification]

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# Preface

In this document, we will discuss the processes, the requirements, the design of the website and applications. It will also include decisions we made.

# Introduction

The expected result for “SIM Software Inc.” is a detailed simulated software of Airport Traffic, where users can interact with it by adding checkpoints through where the airplanes should fly before landing at an airport. It will also be suitable to benchmark different results on based input from the user and get more in-depth information on how many planes the simulation was able to land in specific time interval.

# Processes

## Description of the processes

Let’s consider Jonathan (User who just bought our Airport Traffic simulation software) is an ATF (Air Traffic Flow) manager responsible to find the best solution for Air Traffic in the newly renovated Eindhoven Airport.

**Running the Airport Traffic Simulation**. Once the simulation is executed, the user will be able to interact with a user-friendly interface to interfere with the simulation in a way.

**Choosing simulation outcome**. One of the options during the simulation is to choose from an airplane landing or taking off. After that Jonathan sees the weather control panel where he can adjust the temperature of the air, wind direction/strength and chance of precipitations for both snow and rain. He then only needs to add at least 1 checkpoint through where the airplane should go before landing/after taking off and Jonathan is going to be ready to start the simulation.

**Inside the simulation.** When a simulation has started, Jonathan still has some options to add, for example - unexpected events. For this reason, the simulation still contains the weather control panel - so the user could make emergencies on weather conditions and checkpoint control - as an example to reroute airplanes from bad weather conditions.

**After simulation is complete.** After benchmarking is finished (it is either after Jonathan presses a finish button or after a specific time interval that simulation has to run), the user gets the results of how many planes on average the simulation is able to land in an hour (simulation process is faster), how many flights had to be redirected because of weather conditions.

## Exceptional cases

1. **A plane runs out of fuel.** If any of the planes by any chance runs out of fuel, they will land on the next checkpoint that is available after the last one they have passed.
   1. **The next checkpoint is unavailable.** If by any chance the next checkpoint is unavailable the plane will be redirected to any of the checkpoints that the nearest plane has passed.
      1. **A checkpoint is situated above water or forest.**
   2. **If another plane’s checkpoint is unavailable.** The plane takes the shortest route considering the height and speed to the safest place to land.
2. **Two planes have the exact same checkpoint.** If two planes have a mutual checkpoint, one of the planes will increase its speed in order to avoid collision.

# Non-Functional Requirements

* Users must be only clients of the company, employees and higher ups.
* Each user must have basic knowledge of how airplanes work.
* There are no instructions on how to work with the software, meaning that each user should be trained to do so.

# Requirements

# MoSCoW table

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Requirement | Must | Should | Could | Won’t |
| Simulated airport traffic | x |  |  |  |
| Benchmark-able outcome of simulation | x |  |  |  |
| Simulate arising of emergencies | x |  |  |  |
| Queue up traffic efficiently |  | x |  |  |
| Handling the closure of the airstrips |  |  | x |  |
| Managing the traffic related to the airstrips | x |  |  |  |
| Simulate severe weather conditions |  |  | x |  |
| Indicate safe speed in bad weather conditions |  |  | x |  |
| Indicate safe direction in bad weather conditions |  |  | x |  |
| Possibility to implement different airfields |  |  | x |  |
| Changing the number of airstrips |  |  | x |  |
| Changing the direction of airstrip |  | x |  |  |
| Reroute traffic to other airfields |  | x |  |  |
| Put planes on hold |  | x |  |  |
| The program will figure out a consequence in which the planes should take off and land on its own | x |  |  |  |
| The program will be able to guide the traffic safely | x |  |  |  |
| Previously handled flights should be able to be saved to a file |  |  | x |  |
| Previously handled flights should be able to be loaded from a file |  |  | x |  |
| Current position, routes, etc. of all relevant flights should be saved to a file |  |  | x |  |
| Current position, routes, etc. of all relevant flights should be loaded from a file |  |  | x |  |
| Emergencies will make it harder for planes to land/ take of |  | x |  |  |
| Average number of planes redirected in an hour |  | x |  |  |
| Average number of planes lifted/landed in an hour |  | x |  |  |
| Interaction with the air traffic by making checkpoints through where the planes should fly | x |  |  |  |
| Random planes entering/leaving air space are going to be generated, displayed and controlled |  | x |  |  |
| Application updates after release |  |  |  | x |

# Detailed requirements

## Must have

* Simulated airport traffic:
  + Random flights entering/leaving air space is going to be generated, displayed and controlled;
  + Interaction with the air traffic by making checkpoints through where the planes should fly;
* Benchmark-able outcome of simulation:
  + Average number of planes lifted/landed in an hour;
  + Average number of planes redirected in an hour;
* Simulate arising of emergencies:
  + Prompted by the user or randomly emergencies should arrive;
  + Emergencies will make it harder for planes to land/ take off;
  + It will result in slower landing/take off speeds or reroutings, which will make changes to the final benchmark outcome;
* Save and load simulation states:
  + Current position, routes, etc. of all relevant flights should be saved;
  + Previously handled flights should be able to be saved to a file;
* Queue up traffic efficiently:
  + The program will be able to guide the traffic safely;
  + The program will figure out a consequence in which the planes should take off and land on its own;

## Should have

* Handling the closure of an air strip and managing the traffic related to that strip adequately without breaking everything else:
* Reroute traffic to other airfields;
* Put planes on wait;
* In case of closed airstrip the program shouldn’t break the whole airspace, it should react accordingly in a way that the air traffic flow should be disturbed as little as possible;

## Could have

* Simulate severe weather conditions:
  + Inputted by user or randomly generated weather;
  + Ability to change chance of rain/snow, wind strength and direction, air temperature;
* Indicate safe speed/direction in bad weather conditions
  + Low visibility could lead to different speed/ altitude requirements for planes;
  + Strong winds could implement the change the direction of the planes in which they should take off or land;
* Possibility to implement different airfields:
  + Changing the number of strips;
  + Changing the direction of strip;

## Will not have

* Any kind of support or maintenance after the release of the product.

# User interface

This section will be updated in the future.

# Use Cases

This section will be updated in the future.

# Test Cases

This section will be updated in the future.