Project name:	THE CRISBAG® AIRPORT PRODUCT LINE	Business Area:		
Project manager:	Tristan	Business Analysts lead:		
QA load:	Jesper	Target implmentation date:		

Req. Id.	Category or functional activity	Requirement description	Use case reference	Design document reference	Code or module reference	Test case reference	User acceptance validation	Comments
R1	Security and privacy requirement	Regardless of mechanical errors, operational faults etc. no baggage must be able to go through the area without having been security approved.						
R2	Adaptation requirements	From the point of entry, to the point of additional screening, there must pass at least 70 seconds (to allow for manual inspection of a previous taken x-ray image)						
R3	Adaptation requirements	From passing additional screening until reaching entry point of manual inspection, at least 30 seconds must pass.						
R4	Security and privacy requirement	Regardless of mechanical errors, operational faults etc. no baggage must be ableto go through the area without having been security approved.						
R5	System internal interface requirements	The conveyors must not prevent smooth passage of baggage between various parts of the system						
R6	Safety requirements	Bags can manually be removed from the system through one offset workstation. They can then be manually transported to the search room and destruction area to complete the security process.						
R7	System environment requirements	Space constraints Specified areas are as per below: • Search office: 15m² (6m x 2.5m) • Destruction area: 10m² (5m x 2m, with free high 3m)						
R8	Design and construction constraints	Items rejected at first screening (prior to the extension), or with no result supplied, must be routed to Additional Screening Area						
R9	System capability requirements	Items rejected in the additional screening machine, must wait for the final result from the operator, after which rejected items are sorted to the manual handling areafor inspection. Cleared items are sorted to their planned destination.						
R10	Design and construction constraints	It shall be possible to load cleared items back to the system at the manual handling areas.						
R11	Security and privacy requirements	It must not be possible to send full totes through the manual handling area. Even if other elements are in error						
R12	Design and construction constraints	Secure bags are then re-introduced to the system through one dedicated workstation. Bags are loaded to an empty tote and associated by a hand-held scanner/or keyboard.						
R13	System external interface requirements	The system upgrade must be able to interface with the external baggage handling system, which already is in place.						
R14	System internal data requirements	Every stored personal information about luggage should be kept in according to GDPR regulations.						
R15	System internal data requirements	The data stored in the system should be backed up to an off-site location each 24 hours.						
R16	Safety requirements	If an unexpected blockage of the system occurs, the system should stop immediately to avoid any personal or property damage.						
R17	Computer resource requirements	The system software must be able to be implemented on the already existing servers. The servers can be upgraded if this is deemed necessary						
R18	System quality factors	The system must be able to track 100% of all the baggage loaded onto the system						
R19	System quality factors	The system must include the ability to test each section of the new upgrade to identify any minor issues						
R20	System quality factors	The system must be able to be maintained without stopping the complete system if the maintenance area doesn't cover both tracks						
R21	Personnel related requirements	The system must be able to be operated by individually trained personal.						
R22	Packaging requirements	The system should have a success rate of each individual packaged system component of 98%						