| . Railway Reservation | |
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| N | Francisco desperante. |
| | DES AL MUNICIPAL PROPERTY IN STEEL |
| | in the got broad honey wantonspecture all |
| | tion system. facilitates the lucemation of grain |
| tickuts foor nailway | customers |
| 282 | 6 Delign consequents |
| 47.70 | * The Hetern Sharid mak have a compact france |
| 1. Introduction | & The sensity should have incorporated ter |
| 1.1. To design the | functional and non-functional orequirements of |
| the railway su | |
| | system is fast, subustmanding-reliable |
| | the payment passes Herough successfully. |
| | who remains the the metern of the second of |
| | * The personal Antar Op the teronound on NO |
| | omers are the main users of this system of |
| | kets. Peroviding the braveness with a fast, subject |
| | utform for our reservation of prairway tickuts! |
| ara Ferriba Fa | Town Warrang S I the Langer S is the |
| Time Haral Organia | |
| | units Newson I priced a |
| · | w Symmetri it days & |
| | rabases are consistent. |
| 0 | prefund in case of any issues. |
| * Integration WIT | h existing preservation system. |
| · Intenfau sugpieren | nents |
| * Integration of the | e enailway system with the existing system. |
| * Integration of sust | sem with payment gativay to make easy paymen |
| * Poroviding a usen | -foriendly experience of to the travellers and other |
| Stakeholders. | |
| | |

| | and Actomobaca Selection |
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| 5. Penformany suggistments The susernation should be | nould be sent in 5 seconds. |
| * The confirmation frame s. | hardy large amounts of travellers at |
| peak periods. | |
| 6. Design constraints | us a complex Stancture. |
| * The system should not ha | Eucoappointed Seweity Cystime. |
| * The sewenty should have | incomposited Sewerity Systems. Les more than I second susponde time. |
| | AND |
| | OF CARL III |
| Non-functional sugrinements | sutily automated we have should be transpare |
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| * The system should be comp | suchen Cland be Franching |
| Constant M 1141 | WILLIAM MANUEL CHARLES |
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