Traceability Matrix-Company B

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Revision

Date	Author	Version	Change Description
13-03-2020	OR	0.1	Created the document and added Traceability Matrix
14-03-2020	OR	0.2	Updated the Traceability Matrix

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1. Traceability Matrix

System requirements are traceable to user needs through the following traceability matrix-

Project name:		Baggage Handling Upgrade	Business Area:					
Project Manager:			Business Analysis lead:					
QA lead:			Target implementation date:		January 1. 2021			
Requirement Id.	**Category or functional activity**	**Requirement description**	**use case reference**	**Design document reference**	**Code or module reference**	**Test case reference**	**User acceptance validation**	**Comments**
REQ-1	Demonstration	Regardless of mechanical errors, operational faults, etc. no baggage must be able to go through the area without having been security approved.	RS&M- 3.1					
REQ-2	Test	Baggage, from the point of entry (Yellow circle see figure 1), to the point of additional screening (Green circle, see figure 1), there must pass at least 70 seconds to allow for manual inspection of a previous taken x-ray image.	SCR-3.2					

REQ-3	Analyse	From passing additional screening (Green circle in figure 1) until reaching the entry point of manual inspection (The red lines), at least 30 seconds must pass.	SCR-3.2					
REQ-4	Inspection	The unsecure baggage in the CrisBag totes [1] are conveyed through two additional screening machines. The machines are foreseen to be of type SecureScreen RX 5001[1]. (The machines are not included in this supply), but a software interface must be made.	SEIR-3.3					
REQ-5	Test	Baggage can manually be removed from the system through one Offset workstation (First in the green circle, see figure 1). Afterwards they can manually be transported to the search room Ultimate Control Area (red area, see figure 2) to complete the security process.	RS&M- 3.1					

REQ-6	Analyse	Space constraints for the ultimate control area are listed below. Specified areas are as per below: . Search office: 15m² (6m x 2.5m) . Destruction area: 10m² (5m x 2m, with free high 3m) See figure 2 for space constraints area diagram.	D&CC-3.5					
REQ-7	Inspection	Baggage rejected or with no result at first screening (prior to the extension) must be routed to Additional Screening Area (green circle, see figure 1).	RS&M- 3.1					
REQ-8	Demonstration	Baggage checked in the additional screening machine, must wait for the final result from the operator of the Level 3 X-Ray Screening.	RS&M- 3.1					

REQ-9	Test	It shall be possible to manually load cleared baggage back to the system at the manual handling areas.	RS&M- 3.1					
REQ-10	Analyse	It must not be possible to send non-empty totes on the transport section in the manually handling area, between the offloading of the bags and the onloading of the bags.	D&CC-3.5					
REQ-11	Inspection	Secure baggage is re-introduced to the system through one dedicated workstation (blue circle, see figure 1).	D&CC-3.5					
REQ-12	Demonstration	Baggage rejected after the additional screening (green circle, see figure 1) must be safely manually moved by airport personnel to the search office (yellow area on figure 2).	SR-3.4					
REQ-13	Demonstration	Reintroduced baggage is manually loaded onto an empty tote. The baggage and tote are associated by using a	PRR-3.6					

		hand-held scanner or keyboard.						
REQ-14	Demonstration	Regarding requirement 8. Rejected baggage are sorted to the manual handling area (blue circle, see figure 1) for inspection. Cleared baggage are sorted to their planned destination.	D&CC-3.5					
REQ-15	Demonstration	The system must be operational starting September 1st 2020.	LRR-3.7					
REQ-16	Demonstration	The system must be ready for public use on January 1st 2021.	LRR-3.7					
REQ-17	Demonstration	All components must comply to European regulations for industrial electrical components	OR-3.8					