the Product:

ACS System Enterprise

IT system supporting operational management of the airline

Executive Summary
Airline Control Software, LTD (ACS) is a software producer, specialized in aviation sector only. Company employs aviation and IT specialists (project managers, developers and programmers, implementers, testers, consultants and help desk staff). Company is based in Poland / Europe.

ACS Headquarter is localized in Warsaw, Capital city of Poland. Country of origin of all ACS products is Poland. ACS capital fund is over 1,000,000.00 EUR paid in its entirety.

Partners
Marketing activities are provided by our world wide Partners.
Actual contact to our partners you can find at www.airlinecontrol.com/contact-us
The Mission

“We are developing customized aviation software solutions using most up to date IT features, with faster program execution, cheaper than the competitors, for efficient management decisions to save the company costs.”

Who We Are

**MAIN TEAM**
the company employs (IT) developers, programmers, implementers, (AVIATION) ex Post Holders and specialists (OPS, CREW, HANDLING, SCHED, COMMERCIAL, T&B). They have years of experience and wide know-how. Mixed IT & AVIATION sectors in one company.

**EXTRA TEAM**
Dozens of people who are former and current Post Holders of FLIGHT OPS, CAMO, MRO, Quality & SMS, Crew Training and Logistic and other specialists. They are associated with us.

**PARTNERS**
ACS marketing activities are based on worldwide Business Partners Network.

**BOARD**
Jacek Lyczba President & CEO - former CEO&CFO and owner of the airlines Yes Airways and OLT Express Poland. Founder of ACS. Roman Ambrozy – SVP – 15 years of experience in IT sector, deep know-how of developing IT systems. Also founder of ACS.
Based on our experience, we know that every airline needs to rebuild some parts of the system and sometimes even needs a new, unique features which have to be created on specific request. 
Our team is always for you.
ACS company is ready to cooperate in case of R&D common activity.

**Flexible System, Flexible Team, Methodology of Implementation and Development**

In the case of large projects the company uses PRINCE2 method.

In the course of internal development work uses Scrum Development method.
ACS System Enterprise – Key Features

- EASA/FAA approved;
- Airline-oriented thinking – made by airline people;
- Multi-currency & Multi-language;
- User-friendly
- Saving user time, no complication, easy using;
- One, efficient database;
- Automatic machines and Artificial Intelligence;
- Access rights and security of the data always under your control;

- Easy importing and exporting of data - “your data is your value”;
- Many different reports + those as the customer wish to have;
- Open for other systems to integrate;
- Database on-line backups and replication in real time for more safety of your data;
- Main application PC based;
- Crew Portal accessible via web browser;
- Detailed system logs;
- Possibility use a server located in the data center;
- Over 400 functionalities at your service.

And other – will discover with you…

For more information download another presentation at: www.airlinecontrol.com/downloads
We apply this method to work in the field of Flight Operations, OCC, Connection Grid Planning (SCHED), Contracts Mng, Crew Planning including graphical information for the crews on their Crew Panel on web. This kind of communication is available in PC and web.

Graphics User Interface (GUI) is based on stripes. User needs to have quick information presented via the graphics. The stripes view is a standard in aviation.
Any third party system can be connected to the ACS System Enterprise and exchange data online.

The System uses mechanisms to exchange the data we call Interfaces. Most of them are working on the basis of well known web-service mechanism.

Any needs, to connect with other systems are determined at the stage of the implementation analysis. Time needed to create the interface is related to its type and complexity. Usually is up to 7 days.
Multilevel access control and rights.

Levels:

- **Personal**
  each specific employee can be allowed to have access

- **Position level**
  position in the company structure

- **Department**
  each specific department, defined part of the department

- **Date and time scope**
  for temporary use in case of any manager needs

- **Third Party companies**
  other defined e.g. handling agents

- **Guests**
  view only

Each type you can mix.
Efficient and fast mathematical model (using elements of artificial intelligence) Autoplanner Engine, makes planning of duties quick and easy, in addition without mistakes. After you build the distribution by the engine you can improve it according to your own preferences.

For example, an airline which has 11 aircraft A320, more than 100 pilots and more than 200 flight attendants, performing 50 flight operations per day, the Autoplanner Engine executes the roster in 25 minutes.

*The result of the work of one of the users of ACS System Enterprise.*

Increasing the fleet is a linear function to the time needed to plan.
Flight Operations

Management of network, flights, rotation of aircraft and crews.

The module enables the fastest reaction on threats and irregularities (which can occur during the flights) by using advanced transfer and edition tools.

OCC - the center of all information related to the current operational supervision over performed operations. Users have all necessary information on one screen, easy communication between the departments involved in the supervision of the operations of the airline.

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All essential documents and information can be gathered on this panel – visible and easily accessible for the crew members from their own accounts on Crew Portal.

This part of the system is responsible for the creation of duty plans (rostering), crew control, and crew support. The system involves the automatic planning option which allows for the creation of any roster according to the aviation authority regulations and internal company procedures. **FAA OPS and EU EASA OPS regulations compatibility.**

According to the requirements, the system can discriminate different types of crew duties such as: stand by, day off, holidays, sickness, session on simulator, etc.
The biggest issue of every airline is cost control especially connected with the operations. The Ground Handling Department is an area of the airline in which the highest cost related to proper and safe flight operations execution are generated (for example, GPU, Fire Bridge, passenger services, de-icing, etc. and sometimes Handling Dept is responsible for fuel cost control).

In our system, we concentrate all efforts to enable effective cost control and give customized tools helpful in decreasing costs.

The features:
- Multi-parameters contract definition;
- Multi-parameters provided;
- Services definition;
- Services provided;

Matrix Contracts – Easy Cost Control
Four levels of mutual financial control with handling service suppliers: after flight crew report + handling agents + on duty ground handling employees + Ground Operations Post Holder.
After defining the contract system will automatically register the services, or will remain the user to provide the data.
Detailed report with direct operating costs for each flight.
The system supports Quality and Safety department activities by organizing audits preparation and procedures in separated areas of airline activity. The alerting and reporting option in this module supports discrepancy removal.

The system clearly presents the current condition of the organization in any optional moment.

All the essential information which can improve airline safety is used by the Safety Management System. On the way of airline risk minimization, the system does analysis of the risk conditions and uses key processes to prevent security breaches.

The main role is the supervision of work in all of the departments and collecting information about any safety or security rule breaking and reporting them.

In cooperation with the Quality, SMS takes care of staff authorization certificates of approval and documents as well.

**Law Basis**

We started to create our QSMS module at the beginning of 2013. Key documents with law terms and regulations, which have been implemented in the system:

- Doc 9859 An/474 Safety Management Manual – from ICAO;
- ICAO Annex 13 (ADREP);
- Military standard STANAG 7169;
- Others documents issued by FAA Office of Aviation Safety, especially - SMS Aviation Rulemaking Committee (ARC).
The System leads the certificates base and specialized training for employees. The application keeps and monitors all important terms of validity required by aviation authorities.

WBT/CBT (Web/Computer Base Training) is the most important center of the trainings and can be used on all platforms.

It is not designed only for the crew, but for all employees to control, relay knowledge, and training renewal.

The user can create examples of exercises and exams based on the various kinds of instructional materials (videos, presentations, and descriptions).

The system allows for the leading of different trainings and exams and then sends the results to the superiors at the same time keeping the forms in storage.
Responsible for an employee database, company structure, customers database, correspondence register (auto-numbering), resources...
Support integration to third party systems.
The system enables document management (simple files and structured documents).

The database of the system stores any scanned documents of the company like state certificates, documentation, and other documents. The system supports the creation of document patterns used in the organization. The user can have access to all documents on a multi-platform (PC and web browser). The system maintains the numbering of incoming and outgoing documents and keeps all versions and revisions of the documents on all platforms.

The structure of the documents have a number of attributes, edition, revision, duration. This documents are also connected to the server to their predecessors.
The panel is responsible for assigning access rights to modules, functions, and interfaces and datas that are included in the system administration module. Access rights are assigned due to the organizational structure of an airline. They can be grouped in many ways. The system can assign access rights for external entities for permanent or a short period of time.

Admin or an authorized user can change company document patterns, report definitions or define personalized document patterns by using Word and Excel.

The user is allowed and obligated to execute system updates according to ACS requirements. The system enables access to system logs.
Let’s discuss more...

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