



### Acando – Your Partner

Acando is a consultancy company that in partnership with its clients identifies and implements sustainable business improvements through information enabled by technology. Acando provides a balance of high business value, short project times and low total cost. Acando's annual turnover is about EUR 160 million and the Group employs approximately 1,100 professionals in six European countries. Acando is listed at NASDAQ OMX Nordic. Acando's corporate culture is based on three core values: Team spirit, Passion and Results.

## Medas enhanced Planning of Maintenance

### Challenges & Benefits

The system MEDAS for scheduled maintenance was introduced in 1986 as a regional stand-alone software system for the AIRBUS aircraft programme WIDEBODY. MEDAS supported the central data store, data maintenance and data publishing for special chapters (ATA-Sections 3 - 8) of the documents Maintenance Planning Document (MPD) and Operational Maintenance Planning (OMP). The remaining document chapters, document parts and the final document composition were administered outside of MEDAS by means of various PC software and manual processes.

In 2001 the decision was made to use MEDAS as an AIRBUS enterprise-wide system for maintenance planning. Therefore the project MEDAS ENHANCED was set up to achieve this aim.

### Solution

The first version of MEDAS ENHANCED enclosed the functional support of all aircraft programmes, the new document Maintenance Review Board Report (MRBR) and its links to the MPD as well as interfaces to other aircraft manuals (e.g. Aircraft Maintenance Manual, AMM), functional authorization for user roles (e.g. authors, chairman) and copying of the data of a revision state.

For 2004 the second version was implemented, which was focused solely to the A380 aircraft. The most important improvements were the implementation of a configuration management (automatic calculation of the effected aircrafts by task applicability) and providing the MPD document in SGML format.

In 2005 the "Authoring Management", a special kind of workflow for the document MRBR was implemented. This version also includes the automatic generated "Summary of Changes" based on the data of the MEDAS-database, instead of the generated report. Additionally a

new "Revision Management" went to production in the year 2006.

The 2007 version was indicated by enhancements of existing features (e.g. "Summary of Changes" full support for all kind of documents).

In 2008 a new interface was developed for the import of the MRBR data from the tool (AMAM) for the MSG3-analysis. This interface delivers the data in XML-format. For A400M an additional MPD output format was realized due to the specification AECMA S1000D, issue 2.3.

The new aircrafts A330 (freighter), A400M (military freighter) and A350 (XWB wide-body jet airliner) were integrated to MEDAS.

The version of 2010 includes the MPD document in XML-format due to the specification AECMA S1000D, issue 4.0, in the first step for the aircrafts A350. An interface was realized for the import of the zone and access data from the subsystem ZAPDIS.

With MEDAS ENHANCED 45% of the online application got re-engineered. Within the last years the coding volume increased by 70% and the number of users increased from 15 to approx.300.

Acando has supported the specifications as well as the development and the implementation of all MEDAS ENHANCED project versions. Furthermore Acando is responsible for the performance of the application services for the entire MEDAS system.

With MEDAS, AIRBUS today owns a system for all aircraft programmes to produce the MPD, MRBR and its derivatives OMP, Maintenance Task Operation Plans (MTOP). The permanent further development guarantees the integration in the current process- and system environment for maintenance documentation.

Lowered planning costs and optimised MTOP brings the airlines advantages.

All supported documentation (MRBR, MPD, OMP, MTOP) are based on each other. In order to process them independently, they are held in logically different data stores. After closing a revision, the document revision will be migrated into the next data store. Between the different documents there is an inheritance of information.

#### Technology

- IMS/DC
- DB2 Database
- Arbortext Epic 5 XML Editor
- Oracle 10g Database

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