



PART-IS RAG AGENT

We are pioneering a new era of operational safety and regulatory intelligence with our **Agentic AI capabilities of MASI**. This represents more than a technological upgrade—it is a fundamental shift in how we ensure a dynamic, self-governing management system.

Moving beyond passive monitoring, our Agentic AI proactively manages procedures, compliance, safety, integrity, security, and accountability. It doesn't just alert you to issues; it autonomously orchestrates workflows, recommends corrective actions, and adapts processes in real-time to maintain continuous assurance. This is the fundamental shift: from a system of record to a system of autonomous intelligence and action.

MASI in Action: What It Does

At the core of our transformation is MASI (Massive Artificial Supported Intelligence), our proprietary Enterprise Retrieval-Augmented Generation (RAG) system. MASI forms the cognitive foundation, enabling our AI to comprehend all structured and unstructured company information.

This includes:

- Regulatory documents and operational manuals.
- Audit findings, safety issues and historical context.
- Documents exported as plain text, handwritten notes,
- Relational SQL data, tables, drawings, pictures and images.

MASI doesn't just fetch data—it synthesizes understanding from multiple sources. This capability is driven by its **Recursive, Adaptive, Multilayer Engine (R.A.M.E.)**, an agentic system designed to manage and evolve its own analytical phases. The genius of R.A.M.E. lies in its foundational architecture, built upon three specialized, customized AI models that work in concert to create a truly dynamic and self-regulating Agent system.



Thus, MASI transforms generic AI into a precise, company-aware cognitive layer. It understands not only regulations but also our specific procedures, historical decisions, and unique operational reality. MASI actively manages the entire Governance, Risk, and Compliance (GRC) lifecycle by:

1. **Agentic Governance & Policy Management**

MASI acts as an autonomous agent, continuously interpreting and mapping our complete information ecosystem—from written procedures to captured images and database records—against the evolving regulatory landscape. It doesn't just identify gaps; it autonomously drafts policy updates, recommends approval workflows, and orchestrates the implementation of governance changes to ensure dynamic alignment with both operational reality and legal requirements.

2. **Agentic Risk Intelligence**

Moving beyond static registers, MASI proactively analyzes the unified dataset—from audit findings and visual inspection records to real-time SQL database metrics—to predict, prioritize, and initiate risk mitigation. By connecting insights across documents, images, and live data, it autonomously uncovers hidden correlations, assigns risk ownership, and can trigger predefined response protocols, enabling us to address vulnerabilities before they impact safety or compliance.

3. **Agentic Compliance Automation**

The AI automates the entire lifecycle of compliance. It autonomously monitors regulatory updates in real-time, assesses their operational impact, and proactively generates actionable change plans—specifying what needs to be updated across procedures, records, and controls. It transforms compliance from a manual evidence-gathering task into an automated, self-orchestrating, and perpetually audit-ready process.

The Aviation-Specific Transformation

In practice, this means MASI operates as an intelligent agent within our ecosystem. It doesn't just read documents—it understands intricate relationships across our entire data universe and the governing framework. Using this deep contextual intelligence, it transforms regulatory navigation from a manual, reactive search into a **seamless flow of autonomous guidance and action**. Our teams are empowered with precise, actionable

insights and automated support, ensuring every decision is informed and reinforced by the most current, comprehensive understanding of both rule and risk.

By integrating **Agentic AI through MASI**, we are not just meeting standards; we are building a smarter, more resilient, and inherently safer organization. MASI provides a complete, living view of our operational truth and actively works to maintain its integrity, safety, and compliance.

◇ The Artificial Intelligence Engine:

- **EASA Level 2A Compliant AI Software:** Engineered from inception to meet the highest standards for AI trustworthiness, explainability, and compliance in aviation.
- **Massive Compute Infrastructure:** Deployed on our dedicated HPC cluster featuring **704 EPYC cores and 59,136 CUDA cores**, supported by **2 TB of RAM** for real-time, complex query resolution.



Liquid Cooled HPC Cluster

- **Legal-Operational Synergy:** Unlike conventional systems, ours creates intelligent links between procedural documents and their governing legal articles, ensuring every operational decision is legally substantiated.



- **Natural Language Intelligence:** MASI functions as your expert, on-demand compliance officer. Ask any question—in plain language—about procedures, regulations, past incidents, or audit findings, and receive perfect, context-aware answers instantly, sourced directly from our integrated document, image, and database ecosystem.

◇ **PART-IS Aviation-Grade Data Architecture:**

- **Primary Storage:** All operational data resides on our **PART-IS compliant 10 TB NAS**, protected by **multi-factor authentication (MFA)** and granular, role-based user groups.
- **Disaster Resilience:** We implement **triple-redundant NAS replication across three geographically distinct locations**, ensuring continuous data availability and instant recovery capabilities. This multi-site strategy guarantees business continuity even in extraordinary circumstances, with automatic failover and zero data loss.
- **Regulatory Data Integrity:** Every document interaction is logged, version-controlled, and cryptographically secured, maintaining full audit trails that exceed EASA documentation requirements.
- **AI-Guided PART-IS Setup:** MASI is the key to making the complex PART-IS setup manageable and precise. The AI guides the entire configuration process, from initial data classification to defining user roles and compliance workflows. It analyzes your existing data landscape to provide tailored setup recommendations, ensures all configured controls align perfectly with EASA requirements, and creates an intuitive, AI-assisted interface that makes ongoing system management efficient and error-free.

◇ **Breathing Management Ecosystem:**

This isn't just another automation tool - it's a living, breathing management ecosystem that learns, adapts, and validates. We've transformed terabytes of documents and legal texts into an intelligent partner that ensures every operational decision is not only efficient but fundamentally sound, traceable, and compliant.



Conversations

New conversation

masi air om-a nominate per...

Mali AIR - masi chat



Where the information comes from

- **OM-A 1.2-1.3** – definition and list of nominated persons (Doc 1).
- **Table of nominated persons** (names, phones, e-mail) – pages 67-68 of the manual (Docs 7 & 8).
- **Safety Manager exclusion** – “The Safety Manager shall not be one of the nominated persons” (Doc 2).
- **Deputy list** – page 69 of the manual (Doc 10).

In short: Mali Air’s Operations Manual Part A designates a set of **named individuals** (the “nominated persons”) who hold statutory responsibility for the core functional areas of the airline. The current roster (revision 13.4, 15 Oct 2024) is shown above, together with a concise description of each role’s key duties.



masi air om-a duty time limit



Thought Process

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Section (OM-A)	What the rule covers	Key numerical limit(s)	How the limit is applied / what you must do
7.1.7 – Airport standby	“Stand-by” when a crew member is required to be at an airport ready to operate the aircraft.	• Maximum uninterrupted duration = 12 h • If the standby exceeds 6 h , the subsequent Flight-Duty Period (FDP) must be reduced by the amount of time beyond the first 6 h (i.e. the excess time is subtracted from the normal FDP).	• The operator must provide adequate facilities or suitable accommodation. • The crew member must be notified of the start/end of the standby in advance.
7.1.7 – “Other” standby (e.g., away from the home base)	Stand-by that is not tied to a specific airport (e.g., on-call from a hotel).	• Maximum uninterrupted duration = 24 h • If the standby exceeds 6 h , the subsequent FDP is reduced by 50 % of the excess time (i.e. $0.5 \times (\text{time} - 6\text{h})$).	• All activity must be roster-planned and communicated ahead of time. • Suitable accommodation must be provided.
7.1.8 – Rest requirements	Minimum rest that a crew member must have before starting a duty period.	No single numeric figure is printed in the excerpts, but the text stresses that every crew member must start a duty period well-rested and fit . For pilots not employed full-time, the operator expects them to monitor. • Length of the	• Crew members are responsible for checking their own rest. • The operator expects compliance with the “standard” rest provisions that are normally defined in the Flight Duty Period (FDP) tables (e.g., minimum 10-12 h

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