

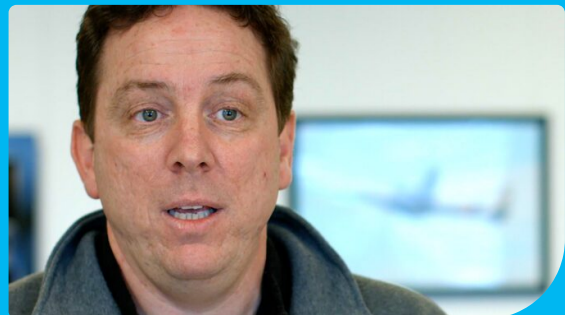


CASE STUDY

Airline replaces pen and paper with Toughpad FZ-G1

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Each West Atlantic aircraft has two FZ-G1 Toughpad tablets, one for each of the pilots. The purpose is to reduce the amount of physical materials such as critical manuals and security papers.

Robust and suitable for all types of weather

Magnus Klasson, Operations Manager at West Atlantic, says the Panasonic Toughpad is a so-called Electronic Flight Bag, or EFB.

"We chose to move away from pen and paper to simplify everyday work for all our employees. It was important for us to find devices that can bear the brunt, as it can be tough. Sometimes the devices can be dropped during loading and unloading, and we therefore cannot use devices that break. In this regard, Toughpad FZ-G1 is perfect for us. It is robust and can be used in all types of weather, come rain or shine," he explains.

Easier everyday work

Thanks to FZ-G1, the everyday work of the airline's employees has been simplified considerably. Several operations that were previously very time-consuming with large physical manuals have now been digitised. For example, it is far easier to check the cargo and make sure that it is secured and that the temperature of the aircraft is correct for its cargo. Magnus Klasson explains that it has also become much easier to check that the weight is evenly distributed, ensuring that the aircraft's centre of gravity is correct.

"With Panasonic FZ-G1, the transport is secured with only a few finger taps. The information is updated without the need for physical papers to travel by air or ground. The use of paper is virtually eliminated, which is also great for the environment," he says.

Tailored for the cockpit

The FZ-G1 is tailored for the environment in which the airline operates. Some of the most important things are the display properties. The pilots have no problems using it in strong sunlight, and it does not break if dropped. At night the brightness can easily be reduced. Stefan Elmgren, Pilot at West Atlantic, says he is extremely satisfied with the devices.

"In the beginning it was a bit difficult to get used to the digitalisation. But it didn't take long to adapt to the new system. Pilots are so lucky that we always find the sun above the clouds. Therefore, it is important that the devices can handle all types of lighting conditions. Moreover, they are very user-friendly and have many useful applications," he says.

Soon in all aircraft

West Atlantic has used FZ-G1 Toughpad devices for more than a year, and the short-term plan is to use them in all the aircrafts. Magnus Klasson says he is very satisfied with the follow-up they have received from Panasonic.

"Panasonic has been very helpful in the start-up phase. Now we look forward to using the devices in all our aircraft. FZ-G1 has already replaced the reporting system. This works so well that we will now put the technical manuals on the Toughpad devices," he explains.

"This means that if a technician has to go out to fix a problem on an aircraft that is sitting in a distant hanger, for example, the technician doesn't need to bring tonnes of manuals. Everything is available on the device. Life has quite simply become easier thanks to Toughpad FZ-G1," he concludes.

