

Kagoshima Instructor's Brief - updated 8th April 2022.

TRE, TRI, SFI briefing - Kagoshima, Japan.

Background information.

Mission Kagoshima training is undertaken in the JAC (Japan Air Commuter) Training buildings and Simulator at Kagoshima airport KOJ (RJFK Apt - Elevation 891'). The training is done on behalf of HAC (Hokkaido Air Commuter). So HAC effectively pay JAC for their facilities. HAC is part of Japan Airlines (JAL), whereas JAC is a separate commuter airline company; though it also falls under the umbrella of Japan Airlines. JAC operate out of Kagoshima airport. The Aviation Authority is JCAB (Japan Civil Aviation Bureau).

Kagoshima (blue dot on the map below) has a sub-tropical climate. Annual temperature range is very approximately +2C to +32C. So it's hot, humid and wet in Summer and cool and drier (but very rarely below freezing) in Winter. Summer typhoons can severely disrupt all travel plans <https://www.jma.go.jp/en/typh/>

Hokkaido lies about 1600 kms to the North East of Kagoshima. Annual temperature range in Hokkaido is very approximately +28C to -10C. So there are cold Winters with icing conditions there. HAC operate out of Sapporo Okadama airport (RJCO Airport - Elevation 26').

The highest mountain between the two locations is Fuji (3776m = 12389 feet). Transition Altitude in Japan is 14,000' and Transition Level is FL 140. The nearest large International airport to Kagoshima is Fukuoka (RJFF) - about 2 hours by Bullet train.

European Smartphones work in Japan and a local Sim card or Data only card may be purchased on arrival into Japan. Modern technology and internet access means that there's no need for long distance phone calls to be expensive.



The Japanese Bureau of Immigration advise that there is no need to request a Business visa if an Instructor's training period is less 90 days in Japan. You will probably be issued with Immigration letters by ATR Trainee Care (one is in Japanese) before leaving Toulouse. You must clear Japan Immigration & Customs (with your baggage) at the first port of entry into Japan.

Expect to be met at Kagoshima airport after your arrival, by the HAC representative (called Kurahara or Kura-san). He's the Director of HAC Ops Planning. His personal mobile number is +81 90 1528 3587. He can use WhatsApp.

The average journey time from the airport to the Hotel "Kyocera" in Kirishima city is 20-25 minutes.

There is a Cabin wheelie Bag with a combination lock (code 7700) that's held in the baggage storage area under the care of Reception at the Kyocera hotel. Inside the bag are various ATR manuals to be used if there's a failure of your Tablet (Systems, QRH & FCTM - but they need to be UPDATED with current Manuals. If you're positioning to Kagoshima in 2022, then please do take the latest QRH & FCTM from Toulouse. The Systems Manual may have been updated too.

From the hotel, the nearest Pharmacies with Doctor:-

(1) 111 Hayatocho Togo, Kirishima, Kagoshima 899-5115,
+81 995-42-0439

<https://maps.app.goo.gl/h9YNEz68xQgqfsQu5>

(2) 09:00-18:00 is 'Kirishima City Pharmacy' quite near Kokubu station (by taxi about 1100 yen).

Ask the hotel Reception if you need the nearest General Hospital or Dentist.

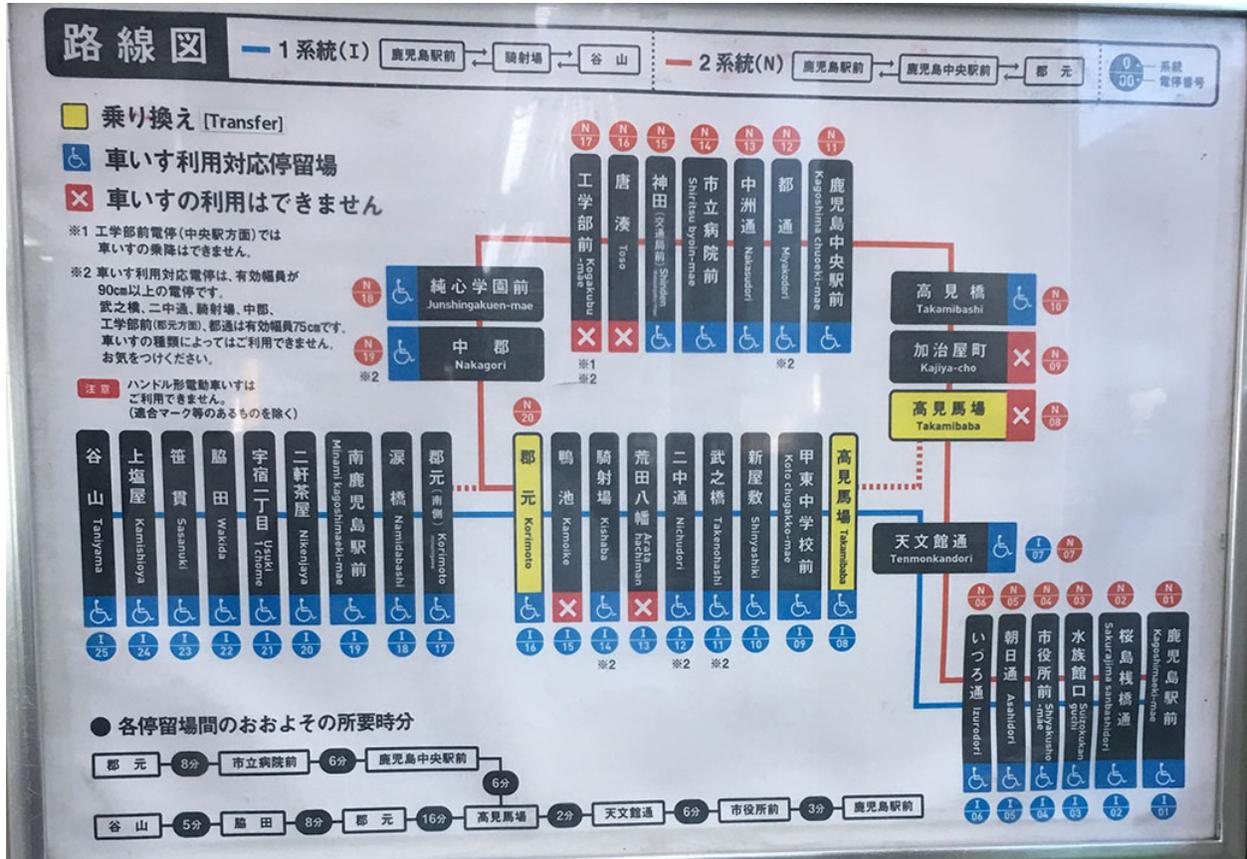
**Note that NOT all ATM's in the area will accept European Debit and Credit cards. The closest 'mini-market' shop with "usable" ATM for cash is called "Lawson Station" (similar to 'Casino' in France). It's open 24 hours and is a 5 minute walk from hotel (turn right out of hotel, then turn left). Another 5 minutes walk beyond Lawson is the closest general shopping area with some acceptable restaurants, plus fast food (e.g. McDonalds & Kentucky Fried) etc etc. There's a good supermarket in that area called "Aeon" (quite similar to Carrefour). The Kyocera Hotel is next to a river. A walk to local shops (mentioned above) is available alongside that river - head south towards the shops.

The Kyocera Hotel lies roughly midway between 'Hayato' JR railway station (the closest one) and 'Kokubu' JR railway station. To get to 'Hayato', turn RIGHT out of hotel, then turn left towards Lawson and right just before reaching Lawson. After about 50m, turn left towards the rail crossing. Allow 15 minutes to walk to the station. To get to 'Kokubu' station, turn LEFT out of hotel, cross the river and allow 25 mins to walk there.

Train to Kagoshima:-



Kagoshima Tram map:-



A forty minute (660 Yen **2019 fares) scenic train ride from ‘Hayato’ will take you south to Kagoshima-chūō (‘centre ville’). Do NOT get off the train at the earlier station of ‘Kagoshima’. On arrival at “Kagoshima-chūō” there are very good shops and a Mall (food on 5th floor) within the main station area. You can also get a decent coffee and croissant at “Seattle’s Best Coffee”. Beyond the coffee place is a Technology area. There is an efficient tram system in the Kagoshima downtown area too (pay as you DISEMBARK). The Kyocera hotel can provide you with a Kagoshima Tourist Guide and local area Kirishima map.

What’s included in the hotel package?? In 2019 it was Room, Breakfast on the ground floor of the Annex building (on production of your pink daily ‘dated’ voucher before 9:30 am), and Laundry (but not including underwear or socks). Some hot springs (basement) are included; but check with Kyocera Reception for details.

There’s a ‘last orders time’ in all hotel restaurants - be sure not to be late for your chosen meal ! It’s hard to give a guide as to the cost of lunch or supper in the Kyocera restaurants; as menus are quite varied.

The Fitness Centre price is NOT included. Pedal bicycles and battery assisted bicycles are available for rental from the hotel reception. If you want to rent a car, then the airport is the best location to do that. A specific International Driving Licence for Japan

is required. They drive on the LEFT and they seem to be much calmer on the roads than the drivers in Europe ! Most pedal cyclists use the pavements.

When at WORK

Transport to and from work should (where possible) be pre-arranged with the Trainees (as they are provided with 1 rental car per Team by HAC). The pickup time from the Kyocera for you will be marked on your schedule that's issued by Kura-san. The HAC Trainee's hotel is about 2km from the Kyocera.

Dress code at work is smart casual - jacket not required. But FTD and Simulator areas are pretty cold. It's a friendly and informal atmosphere and the staff do their best to please. The problem with completing the Technical Logs for these devices, is that they are written in Japanese. Your HAC students are divided into teams of two people (e.g. Team C). Your Team could be a Capt + F/O, or 2 Capt's or 2 F/O's (who fly the Sim from the Left-Hand seat). Before you meet them, the students will have completed a thorough introductory course on the 72-600 in the FTD with JAC over a 3-week period. That's a big bonus for ATR Instructors in terms of their initial competency. The student's English language comprehension is only 'fair' and that is a challenge for all Instructors.

The HAC contract does NOT provide students with Tablets, or the training aids that are held within the tablet. The students have electronic copies of ATR Manuals and the initial ACOS Course on their iPads.

In 2019, HAC plan FFT 0 followed by 6 FPT/VHP sessions, followed by the Theoretical Test. Next, they have 5 sessions (which they call Transition Course FBS "Section 1"). The first lesson is the same as FFT 0; so they effectively do FFT 0 twice. Next they have 12 FFS sessions which they call Section 2 (plus they plan 3 additional FFS sessions) followed by their JCAB Skills Test/Check. Instructor reports must be completed for each student after each session, on the HAC forms that they will provide. This applies for FFT and all lessons thereafter.

For First Officers in HAC, their training with ATR Instructors will be with each of them sitting in the Left-Hand seat for 2 hours flying in the Simulator from that L/H seat. The other F/O sits in the Right-Hand seat and acts as CM2 or PM. Also, their JCAB Check Flight is made with each of them sitting in the LEFT Hand seat and flying the aircraft from that L/H seat and acting as the Captain. Runway 16 is used for departure on the JCAB Check Flight.

When all training that ATR Instructors give them in the Simulator is finished; they will then sit in the aircraft and fly it from the RIGHT Hand seat for Line Training with passengers 🙄; despite not having completed their main core of Simulator training from that seat.



The JAC Training Centre and JAC Simulator are in separate buildings that are about 150 metres apart. There's a reasonably priced Italian restaurant midway between them for lunch though. There are machine based refreshments available in the Training Centre; but there are no refreshments available in the Sim building; so bring your own as required. The JAC Training Centre classroom has a projector to which you can connect your ATR Tablet for briefings. However, the HAC Sim Briefing room has a TV monitor; though it's NOT possible to connect an ATR tablet to it for briefing purposes. There are different wi-fi systems in the JAC buildings; but passwords will be made available to you. You'll be given an electronic ID card for access (similar to ATR). No photo required. The simulator is a modern L3 TRU Level D device with NAS Standard 2.1 software. Check for any updates.

The callsign for HAC is "Japanair 72" and when loading the FMS, the flight number must be JAL72 (as per their ATC Flight Plan). Apparently, there is no requirement in Japan for a turboprop to request engine start from ATC. They like to stick to the FCOM/FCTM like glue. As an example of using common sense; the wisdom of calling for the 'Before Taxi Procedure' before any prop rotation or push back from a parking stand has taken place, provides an interesting discussion point !

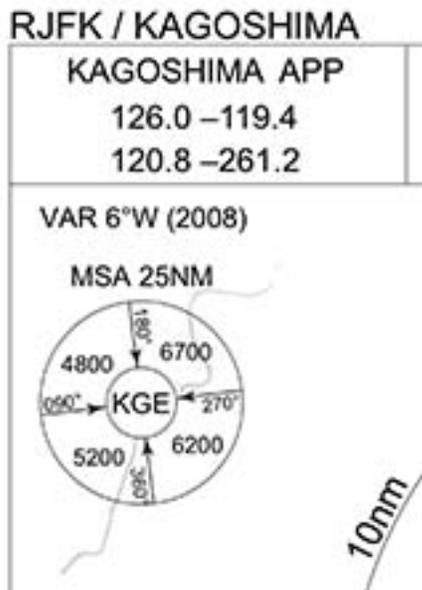
HAC have now produced their own "paper" Report forms to record student progress; this process starts at the FFT sessions and continues thereafter. The Instructor should comment and sign for each student after a session (quite similar to METIS).

The ATR Theoretical Test was provided from Toulouse (in 2019) to our own Instructors to supervise the test. There were 4 copies of Paper 1 and answer sheets held at the hotel in the Wheelie Bag (Code 7700). The test is NOT made available to the Client (i.e. the test will be done exactly as it's done in Toulouse; with only an ATR Instructor as Invidulator). Beware of smartphone cameras during the test.

The absence of proper Kagoshima FOS charts was under discussion in 2019; as to what we should teach the students regarding Engine Flameout routing. Departures from R/W 16 when practising engine flameout would seem to be the best option for terrain avoidance. But the weight and OAT will be a significant factor. HAC/JAC had a

Jeppesen Chart (EO-1) entitled “Special Engine Failure Procedure” for Runway 34/16 dated 21 Oct 2016. However it’s not visible in the Jeppesen Chart Viewer on their website and it’s not in the FMS database in the Sim; so it’s most likely a genuine pirate copy !

INSTRUMENT APPROACH CHART



The nature of the terrain and structures near RJFK makes FOS and terrain awareness a high priority. The training will be from Japanese airports using Jeppesen charts. These airports are namely RJFK, RJKA, RJFM and RJKN. HAC use inches of mercury for QNH and KGS for weight (whereas JAC use LBS). The HAC students have been using a Takeoff and Landing format card supplied by JAC for their V-speed calculations during their introductory course. HAC will use the pink ATR Takeoff and Landing data cards in the Simulator. Bring some with you.

In order to plug your Tablet into the JAC projector in the ground school classroom, ensure than you bring with you your mini-port (not USB) to VGA connector:-



You will also need a Japan socket power adaptor to recharge your Tablet.



The biggest problem I encountered is one's lack of ability to understand Japanese writing out on the street. Google Translate might help with that.

from Joe Dunn
April 2022