



International Civil Aviation Organization

**ASIA/PACIFIC METEOROLOGY/AIR TRAFFIC MANAGEMENT
(MET/ATM) SEMINAR**

Tokyo, Japan, 29 June – 1 July 2015

Agenda Item 2: Impact of MET on Air Traffic Flow Management (ATFM)

**METEOROLOGICAL SERVICE FOR AIR NAVIGATION IN THE KAMCHATKA BRANCH
FSBE AVIAMETTELECOM ROSHYDROMET: REAL ACTION AND
EXERCISE VOLKAM**

1. Meteorological providing of FIR Petropavlovsk-Kamchatsky is organized by the rules and procedures established in Russian Federation.
2. Meteorological ensuring flights of aircrafts are assigned to the Kamchatka branch FSBE Aviamettelecom Rosgidromet.
3. The structure of our branch includes the Aviation meteorological center Yelizovo and 12 aviation meteorological stations.
4. AMC Yelizovo is a single prognostic center in Kamchatka which is carrying out also the MWO functions.
5. AMC/ MWO Yelizovo makes and distributes:
 - 30 hour forecasts of TAF for P-K airport;
 - 6 hour forecasts of TAF for 12 Kamchatka aerodromes within the FIR PK bounds;
 - forecasts in the GAMET format for 18 areas within the FIR bounds and, if necessary, sea areas, near to the peninsula Kamchatka;
 - SIGMET and AIRMET information within the FIR PK bounds;
 - preparation of flight documentation and consultation for crews; and
 - video instruction for controllers 3 times a day
6. Kamchatka is a very unique place. There are about 300 volcanoes and 29 of them are active. A priority task is to warn about any volcanic activity.
7. The usage of software programs in local MWO makes it easy for preparing and transmitting the SIGMET information
8. P-K FIR is contiguous with FIRs Khabarovsk, Magadan, Anadyr, Anchorage and Fukuoka.
9. The providing information for aircraft on transoceanic routes demands interaction not only of different services, but also interaction of the different countries.
10. Both VAACs Tokyo and Anchorage provide P-K FIR with necessary data.
11. The main purposes of exercise VOLKAM are cooperation between two VAACs, three FIRs, MWO and volcanologists.

12. Exercise VOLKAM has been held already for three years.
13. The last exercise showed a problem which demands attention during the organization of the following exercise and in practical activities.
14. There is a difficulty in receiving VAA messages from VAAC Anchorage through AFTN system.
15. It is necessary to specify transmission procedures of responsibility between interfacing VAAC. The inclusion complementary information in RMK VAA group is very important, especially when it is necessary to define the order of WV SIGMET data, basing on serial VAA from different VAACs.
16. Accumulated information during exercise VOLKAM training can be used not only in the next exercise, but in a real work.
