



LEGEND

MILITARY AERODROME	(Symbol)
CIVIL AERODROME	(Symbol)
HELIPORT	(Symbol)
NAVAID	(Symbol)
NDB	(Symbol)
NDB DME	(Symbol)
VOR DME	(Symbol)
VOR	(Symbol)
VORTAC	(Symbol)
FLIGHT INFORMATION REGION (FIR)	(Symbol)
ATIS/ROUTE	(Symbol)
ROUTE DESIGNATOR	(Symbol)
MAGNETIC TRACK	(Symbol)
DISTANCE IN NAUTICAL MILES	(Symbol)
MINIMUM CROSSING LEVEL	(Symbol)
DUE TO LIMITED SPACE	(Symbol)
CONTROL AREA (CTA)	(Symbol)
TERMINAL CONTROL AREA (TMA)	(Symbol)
CONTROL ZONE (CTR)	(Symbol)
MILITARY TRAFFIC ZONE (MTZ)	(Symbol)
RADIO COM SECTOR BDRY	(Symbol)
REPORTING POINT	(Symbol)
ATS/MET REPORTING POINT	(Symbol)

En-Route Chart
ENR 6.1
WEF 21 MAR 24
Scale 1:2,100,000

Significant Information
1- For the purpose of air defence identification and avoiding interception, all flights before entering an ADIZ (Iran FIR) are required to contact the appropriate air defence radar station on 127.000 MHz or 125.000 MHz, at least 40 NM prior to entering Tehran FIR. If unable to contact, flight information will be relayed through ATIS.

2- For the purpose of military identification and avoidance of interception for those aircraft entering via Persian Gulf and Oman sea, while following Tehran A/C, accordingly before:
a) Tabriz radar when entering from LUMOMALRAM, BONAM, BASS, DEKA, NAQUR, PARSU and AGNA.
b) Babol radar when entering from LAIBA, PUTMA, ULDS, SOMAD and BAYEK.
c) Mashhad radar when entering from SOMAD, GHUN, KIRPO, OPAK, GOREZ, PAMET, DEBER and NAZAR.
d) Isfahan radar when entering from SOKAN and KAMAL.
e) Zahed radar when entering from DERHO and PIRAN.
f) Makran radar when entering from KERUB, ASVIB, EGROG, METH, BUNAL, BREST and MESTPA.
g) Persian Gulf radar when entering from OMSAR, GARMO and ULDSUN.
h) Bandar radar when entering from KUYER, PATIR, NAMP, TULAN, GHTAK, DAST, ROTAN and KAGAN.
i) Hamadan radar when entering from PAXAT and BOXI.

3- Reporting points on TMA and CTR boundaries are compulsory reporting points for traffic operating within TMA/CTR limits.

4- All significant points which identified by radio navigation aids, are compulsory reporting points.

5- All aircraft equipped with SSR transponder are required to follow Standard operation except specified by ATIS.

6- All AWYs above FL285 are RNAVS.

7- Tehran FIR is RVSM airspace between FL290-FL410 inclusive.

8- Long duration temporary nature ATIS routes are included.

Lambert Conformal Conic Projection
Standard Parallel 30 and 36

AIRSPACE CLASSIFICATION WITHIN TEHRAN FIR
Airways, TMA, CTAs and CTRs above FL 200 class S.
Airways, CTAs and CTRs at FL 200 and below class D.
TMA's at FL 200 and below class C.
Controlled AD ATZ class D, Uncontrolled AD ATZ class G.
Remaining parts of FIR class G.

ADIZ	117,500-120,700
ADIZ	120,700-125,700
ADIZ	125,700-126,900
ADIZ	126,900-132,400
ADIZ	132,400-133,400
ADIZ	133,400-134,400
ADIZ	134,400-135,400
ADIZ	135,400-136,400
ADIZ	136,400-137,400
ADIZ	137,400-138,400
ADIZ	138,400-139,400
ADIZ	139,400-140,400
ADIZ	140,400-141,400
ADIZ	141,400-142,400
ADIZ	142,400-143,400
ADIZ	143,400-144,400
ADIZ	144,400-145,400
ADIZ	145,400-146,400
ADIZ	146,400-147,400
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ADIZ	193,400-194,400
ADIZ	194,400-195,400
ADIZ	195,400-196,400
ADIZ	196,400-197,400
ADIZ	197,400-198,400
ADIZ	198,400-199,400
ADIZ	199,400-200,400