

ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. General

The air traffic rules and procedures applicable to air traffic in Tehran FIR conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the *Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services* applicable to aircraft and the *Regional Supplementary Procedures* (DOC 7030), except for the differences listed in GEN 1.7.

2. Air Defence Identification Zone (ADIZ) Procedure

All aircraft entering Iran ADIZ (which coincides with Tehran FIR boundary) shall be at FL 150 or above, Aircraft not to do so shall obtain prior permission. FIR estimates shall be made good within plus or minus five minutes. All aircraft shall enter Tehran FIR via published ATS routes; aircraft not complying with these regulations are subject to interception.

Overflight aircraft are forbidden to cross over BUZ DVOR/DME at FL280 or below.

All flights before entering Iran ADIZ (Tehran FIR) are required to contact the appropriate air defense radar station on **127.800 MHZ** or **135.100 MHZ**, at least 40 NM prior to entering Tehran FIR; if unable to contact, flight information will be relayed through ATC.

For the purpose of military identification and avoidance of interception especially for those aircraft entering via Persian Gulf and Oman sea, while informing Tehran ACC, accordingly inform:

- a) Tabriz radar when entering from LUMOM, ALRAM, BONAM, DASIS, AGINA, DULAV, MAGRI, and PARSU.
- b) Babolsar radar when entering from LALDA, BATEV, ULDUS, PUTMA and SOMAD.
- c) Mashhad radar when entering from SOMAD, GIRUN, DEBER, RIKOP, ORPAB, RITAB, OTRUZ, and PAMTU.
- d) Birjand radar when entering from SOKAM and KAMAR.
- e) Zabol radar when entering from PIRAN and DERBO.
- f) Makran radar when entering from KEBUD, ASVIB, EGRON, METBI, DENDA, MESPO and IMLOT.
- g) Persian Gulf radar when entering from ORSAR and GABKO, ULDUN.
- h) Bushehr radar when entering from KUYER, PATIR, NANPI, TULAX, OBTAR, DASUT, ROTOX and RAGAS.
- i) Hamadan radar when entering from, PAXAT and BOXIX.

3. RNAV Routes specifications

RNAV Routes in Tehran FIR as specified in ENR 3.1 & ENR 3.3 have been established to provide more direct and economic routes. These ATS Routes above FL285 are RNAV5.

4. POSITION REPORTING

Transmission of position reports

On routes defined by designated significant points, position reports shall be made by the aircraft when over, or as soon as possible after passing, each designated compulsory reporting point, and other points that may be requested by the ATS unit.

For flights operating in uncontrolled airspaces or in designated areas, position reports shall be made by the aircraft at half hour intervals of flight or at shorter intervals of time as requested by the ATS unit.

Flights may be exempted from the requirement to make position reports at each designated compulsory reporting point or interval by the ATS unit.

All flights are required to contact Tehran ACC at least 5 minutes before entering Tehran FIR, except departures from aerodromes within 5 minutes flying time to Tehran FIR.

Contents of voice position reports

The position shall contain the following elements of information:

- a) aircraft identification;
- b) position;
- c) time;
- d) level, including passing actual level and cleared level if not maintaining the cleared level;
- e) next position and time over; and
- f) ensuing significant point.

Item d, level shall, however, be included in the initial call after a change of air-ground voice communication channel.

Contents of voice position reports in the initial call after a change of air-ground voice communication channel

- The position reports to Tehran ACC shall contain the following elements of information in order:

- a) Aircraft identification;
- b) SSR Code;
- c) Position;
- d) Time;
- e) Level, including passing actual level and cleared level if not maintaining the cleared level,
- f) Next position and time over, and any deviation from ATS routs including direct routing (or heading instruction if any) assigned by ATS unit;
- g) Speed restrictions including any restrictions assigned by ATS (e.g. rate of climb or descend restrictions);

- The position reports to a unit providing APP/Radar Control Service shall contain the following elements of information in order:

- a) Aircraft identification;
- b) SSR Code;
- c) Position;
- d) Level, including passing actual level and cleared level if not maintaining the cleared level,
- e) Any deviation from ATS routs including direct routing (or heading instruction if any) assigned by ATS unit;
- f) Received WX information (only for arriving flights);
- g) Speed restrictions including any restrictions assigned by ATS (e.g. rate of climb or descend restrictions).

————→ 5. FIS/AFIS phraseology

The existing phraseology in the PANS-ATM may be used by an FIS/AFIS unit, where appropriate, to pass information to air traffic, considering the fact that any advice given by FIS/AFIS units are only suggestions and they shall not be considered as *CLEARANCE*

————→ 6. Emergency Descend

ACTIONS BY PILOT IN-COMMAND:

When a controlled flight experiences sudden decompression or a (similar) malfunction requiring an emergency descent, the aircraft shall, if able:

- a) Initiate a turn away from the assigned route or track before commencing the emergency descent (At least 30 degrees turning left or right within 30 seconds);
- b) Advise the appropriate air traffic control unit as soon as possible of the emergency descent; (if practicable, advise of the direction in which the turn is being made.) Set transponder Code to 7700;
- c) Turn on exterior lights;
- d) Watch for conflicting traffic both visually and by reference to ACAS (if equipped).
- e) Coordinate its further intentions with the appropriate ATC unit.
- f) For an emergency descent during approach, the aircraft should descend within the ATS rout.