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 Standardized Iranian Rules of the Air (SIRA). See GEN 1.7 for differences with ICAO SARPs.

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 KUVER, 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) flight level or altitude, including passing level and cleared level if not maintaining the cleared level;
e) next position and time over; and
f) ensuing significant point.
Item d, flight level or altitude 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) The initial call to Tehran ACC after a change of air-ground voice communication channel shall contain the following elements:
   1) The designation of the ATS unit being called;
   2) Call sign and, for aircraft in the heavy wake turbulence category, the word 'Heavy' or 'Super';
   3) SSR code;
   4) Position
   5) Time
   6) level, including passing and cleared levels, if not maintaining the cleared level;
   7) Next position and time over, and any deviation from ATS routs including direct routing (or heading instruction if any) assigned by ATS unit;
   8) Speed restrictions including any restrictions assigned by ATS (e.g. rate of climb or descend restrictions).
   9) Additional elements, as required by the ANSP responsible for the provision of services and approved by CAO.IRI.
b) The initial call to a unit providing APP/RADAR control service after a change of air-ground voice communication channel shall contain the following elements:
   1) The designation of the ATS unit being called;
   2) Call sign and, for aircraft in the heavy wake turbulence category, the word 'Heavy' or 'Super';
   3) SSR code;
   4) Position
   5) Time
   6) level, including passing and cleared levels, if not maintaining the cleared level;
   7) any deviation from ATS routs including direct routing (or heading instruction if any) assigned by ATS unit;
   8) received WX information (only for arriving flights);
   9) speed restrictions including any restrictions assigned by ATS (e.g. rate of climb or descend restrictions); and
   10) Additional elements, as required by the ANSP responsible for the provision of services and approved by CAO.IRI.
c) The initial call to a unit providing Aerodrome control service after a change of air-ground voice communication channel shall contain the following elements:
   1) the designation of the ATS unit being called;
   2) call sign and, for aircraft in the heavy wake turbulence category, the word 'Heavy' or 'Super';
   3) position; and
   4) Additional elements, as required by the ANSP responsible for the provision of services and approved by CAO.IRI.
d) Pilots shall provide level information at the nearest 100 ft as indicated on the pilot's altimeter.

5. FIS phraseology

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

6. Emergency descent procedures

a) When an aircraft operated as a controlled flight experiences sudden decompression or a malfunction requiring an emergency descent, the aircraft should, if able:
   1) navigate as deemed appropriate by the pilot;
   2) advise the appropriate ATC unit as soon as possible of the emergency descent;
   3) set transponder to Code;
   4) turn on aircraft exterior lights;
   5) watch for conflicting traffic both visually and by reference to airborne collision avoidance system (ACAS) (if equipped); and
   6) coordinate its further intentions with the appropriate ATC unit.
b) The aircraft is not to descend below the lowest published minimum altitude that will provide a minimum vertical clearance of 300 m (1 000 ft) or, in designated mountainous terrain, of 600 m (2 000 ft) above all obstacles located in the area specified.
c) Immediately upon recognising that an emergency descent is in progress, ATC units are to acknowledge the emergency on radiotelephony.
In particular, when recognising that an emergency descent is in progress, ATC may, as required by the situation:
   1) suggest a heading to be flown, if able, by the aircraft carrying out the emergency descent in order to achieve separation from other aircraft concerned;
   2) state the minimum altitude for the area of operation, only if the level-off altitude stated by the pilot is below such minimum altitude, together with the applicable QNH altimeter setting; and
   3) as soon as possible, provide separation from conflicting traffic, or issue essential traffic information, as appropriate.
When deemed necessary, ATC will broadcast an emergency message, or cause such message to be broadcast, to other aircraft concerned to warn them of the emergency descent.
d) Unless specifically instructed by the ATC unit to clear the area or threatened by immediate danger, the pilot of the aircraft receiving emergency descent broadcast shall take the following actions:
   1) continue according to current clearance and maintain listening watch on the frequency in use for any further instructions from the ATS unit; and
   2) watch for conflicting traffic both visually and by reference to ACAS (if equipped).