

## GEN 3.4 COMMUNICATION SERVICES

### 1. Responsible service

The responsible service for the provision of telecommunication and navigation facility services in Islamic Republic of Iran is the General Director of Communication and Navigation of the Iranian Airports & Air Navigation Company (IAC) .

Iranian Airports & Air Navigation Company (IAC)  
General Director of Aeronautical Messages Network  
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The service is provided in accordance with the provision contained in the following ICAO documents:

Annex 10 - *Aeronautical Telecommunications*  
Doc 8400 - *Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS-ABC)*  
Doc 8585 - *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*  
Doc 7030 - *Regional Supplementary Procedures*  
Doc 7910 - *Location Indicators*

### 2. Area of responsibility

Aeronautical Communication Network Services are provided for the entire TEHRAN FIR. Arrangements for such services on a continuing basis should be made with the General Director of Aeronautical Messages Network, who is also responsible for the application of the regulations concerning the design, type and installation of station. Responsibility for the day- to-day operation of these services is vested in Station Aeronautical Communication Network Officers located at each international aerodrome. Enquiries, suggestions or complaints regarding any telecommunication Network service should be referred to the relevant Station Aeronautical Communication Network Officer, airport authority or to the General Director of Aeronautical Messages Network, as appropriate.

### 3. Types of service

#### 3.1 Radio Navigation Services

The following types of radio aids to navigation are available:

LF/MF Non- directional Beacon (NDB)  
UHF Direction- Finding Station (UDF)  
VHF Direction- Finding Station (VDF)  
Instrument Landing System (ILS)  
VHF Omnidirectional Radio Range (VOR)  
Distance- Measuring Equipment (DME)  
UHF Tactical Air Navigation Aid (TACAN)

According to the judgment of the direction-finding station, bearings are classified as follows:

Class A - Accurate within  $\pm 2$  degrees  
Class B - Accurate within  $\pm 5$  degrees  
Class C - Accurate within  $\pm 10$  degrees

Direction-finding stations have authority to refuse to give bearings or headings to steer when conditions are unsatisfactory or when bearings do not fall within the calibrated limits of the stations, stating the reason at the time of refusal.

#### 3.2 Mobile/Fixed Service

##### Mobile Service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air-ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station.

*Fixed Service*

Message to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

- a) They satisfy the requirement of ICAO Annex 10, Vol. II, Chapter 3, 3.3;
- b) They are prepared in the form specified in Annex 10;
- c) The text of an individual message does not exceed 1800 characters.

General Aircraft Operating Agency messages are only accepted for transmission to countries which have agreed to accept Class "B" traffic.

*3.3 Broadcasting Service*

NIL

*3.4 Language used:* English and Persian.

*3.5 Where detailed information can be obtained*

Details of the various facilities available for the en-route traffic are to be found in Part 2, ENR 4.

Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).



