

RHEIN CONTROL – 1962 – LIVE RADIOTELEPHONY TRAFFIC

RHEIN CONTROL R/T Example – Live Traffic / 1962 / BFS Controller

Duration 60 Minutes, from 0957 Z until 1110 Z, 29 Flights in IMC up to FL 300 / 1 VHF (131,2 MHz ?) and 1 UHF (341.4 MHz ?) Frequencies operated simultaneously Rhein Control NORTH Sector = Subsectors Spangdahlem & Frankfurt combined. The Area of Jurisdiction is the UTA with ATC Service FL 200 incl. to FL 250 incl., with traffic information provided only above FL 250 under FIS from a separate working position; see attached Sector layout map. Some civil pilots erroneously considered themselves to be operating within controlled airspace above FL 250. When beginning to listen set your clock to 0957 hours.

Flights controlled	Type	approx. Position	FL	Dest.	Remarks + QSY
ALMA 13 + 14	2F100	SPA 57	260 descending 220 + 210	EDAD ARR	Spang 315.8 EAC 00+03 TACAN A/D in fog
CLIPPER 2	B707	SPA 58 RUD	leaving 200	EDDF ARR	hi lvl app Ffm 124,9
DAWN 17 + 18	2F100	HAH 1000	285 – 300 to. 210+200	EDAH ARR	Spang 384.7 low fuel EAC 06+09 ADF
LUFTHANSA 120	B720	NST55 KIR02 SPA06 LNO13	climbing 205 to 320 IMC 300	EDDF DEP	Brussels 129.2
K L M 844	EL ?	CHA 59 GMH 10	240	EHAM	Hannover 131.35
24477	T39	SPA 59 SPA/T IAF	330 to 260 to 220	EDAD ARR	Spang 315.8 EAC 09 TACAN
K L M 563	EL ?	GMH CHA 15	230	????	Rhein 129.45
KINGPIN RED	2F104	ZK	350 to 220 heading 220	EDSB ARR	engine trouble EAC 15
UNITED ARAB 782	CT4	LNO08 SPA15 RUD22 CHA29	300 descending 250 + 200	EDDF ARR	hi lvl app 128,7
Message Traffic interrupted for about 5 minutes !					
K L M 545	EL	GMH 19 CHA 33 KNG ALB 50	210	LOWW	releared via KNG Rhein 129.45
CLIPPER 759	B707	SPA 22 RUD 29 CHA	280 to 230 to 210	EDDF ARR	hi lvl app Ffm 128.7 EAC 1051
SPEEDBIRD 900	VG	SPA23 HAH28 RUD30 CHA36	220 to 210	EDDF ARR	hold RUD hi lvl app Ffm 128.7 EAC 1041
D C 397	F84	SPA RMS 33 SGT SPA ZK	210 to 260+	EDSB – SB	now RMS SGT SPA cnl RHM Rhein 242.1
HERKY 13 + 14	2 F84	HAH 21	260 to 220 to 210+200	EDAH ARR	Spang 384.7 EAC 30+33
HERKY 21	1 F84	HAH eto 36	300 to 270 to 230+220	EDAH ARR	Spang 384.7 EAC 36 (ADF?)
DAWN 19 + 20	2 F100	HAH eto 34	300 to 230	EDAH ARR	Spang 384.7 EAC 39 (ADF?)
HERKY 15 + 16	2F84	SPA HAH 32 div SPA ETN	290 to 210 climbing 300 to on top	EDAH ARR	Spang 315.8 diverting LFQE Menthol 342.7
SWISSAIR 251	DC9 ?	SIE32 NAH36 SAL40 SGT54	200	LSZH	Rhein 129.45
OLYMPIC 723	CT ?	NAH 46 CHA 52	210 to 220 hold NAH 1050	EDDF ARR	hi lvl app Ffm 128.7 EAC 1101
SCANDINAVIAN 985	CA	WRB 32 NAH 41 CHA 45	310 to 230 to 210	EDDF ARR	hold NAH hi lvl app Ffm 128.7 EAC 1111
D C 334	F104	ZK 34	to 260 to 220	EDSB closed	diverting EDNN Mandrill 396.8
K L M 526	EL	DIK SAL 48/44 GMH 56	240	EHAM	Hannover 131.35
NIGERIAN 907	VC10	LNO SPA 44 RUD 55 CHA 59	250 hold RUD 1125	EDDF ARR	hi lvl app Ffm 128.7 EAC 1131
T W A 700	B707	SPA 45 RUD CHA	275 to 350 to 260 hold RUD	EDDF ARR	hi lvl app Ffm 128.7 EAC 1141
SCANDINAVIAN 631	CA ?	WRB 42 NAH CHA	210 to 230 to 220 hold NAH	EDDF ARR	hi lvl app Ffm 128.7
FINNAIR 813	???	SOG48 LAU53 FUL1100 MTR	240 descending 110	EDDF	normal app Ffm 121.6
GAOYH	VS	LNO 50 SPA 00 RMS SGT	230	LOWW	rerouted via UB6 Rhein 129,45
K L M 312	EL	RHM 00 GMH 13	205 climbing 220	EHAM	Hannover 131.35
OOSRF	B707	LNO SPA 15	climbing 240	LOWW	

Note: ARR = Arrival
 IMC = In Clouds
 HDG = Heading
 ETO = Estimated Time Over
 ADF = NDB Approach
 IAF = Initial Approach Fix
 CNL = Cancel
 A/D = Aerodrome
 HI LVL APP = High Level Approach
 EAC = Expected Approach Clearance

RHEIN CONTROL – 1962 – LIVE RADIOTELEPHONY TRAFFIC

Legend Nav aids

SPA	Spangdahlem	RUD	Rüdesheim	HAH	Hahn	RHM	Rhein Main	DIK	Dinkelsbühl	OEL	Linz
NST	Nierstein	KIR	Kirn	LNO	Olno	SOG	Solling	WRB	Warburg	ETN	Etain
CHA	Charlie	MUN	Munich	ZK	Büchel	MTR	Metro	SGT	Stuttgart	RMS	Ramstein
KNG	Bad König	ALB	Allersberg	FUL	Fulda	WLD	Walda	SIE	Siegen	NAH	Nauhei
SAL	Salmünster	LAU	Lichtenau	GMH	Germinghausen						

Aircraft:

B 707	Stratoliner	F100	Super Sabre	B720	Stratoliner	EL	Elektra	T39	Sabreliner	F84	Thunderjet
F104	Starfighter	CT	Comet 4	VC10	Vickers VC10	CA	Caravelle	VG	Vanguard	VS	Viscount
DC8	Douglas DC8										

Sector NORTH

dimension approximately 90 NM from N to S and 180 NM from W to E, equalling about 17.000 sq.nm or 44.000 qkm. Boundaries are Brussels UIR, Hannover UIR, demarcation line to German Democratic Republic, Prague FIR, France UIR, Moselle MTMA and SOUTH sector boundary (493730 N 062600 E and 494000 N 090000 E and 501830 N 103700 E). Most critical route crossing points are SPA and CHA. Flights above FL 250 should have normally been in radio contact with RHEIN INFORMATION before coming onto this sector's frequencies. Rhein Control transmitted simultaneously on the UHF and VHF frequencies, but UHF aircraft could not hear VHF aircraft and vice versa. 1 sq.mile = 2,59 qkm; Total UIR = 40.000 sqm = 103.000 qkm

Routes: The following predetermined routes (PDR) lead through the NORTH Sector:

UG1	LNO – SPA – CHA – ALB – STB – OEL	UR10	LXU – SPA – CHA	UB6	SPA – RMS – SGT – WLD – MUN
UA9	WRB – CHA – KNG - SGT - RWL – HEZ	UR9	WRB – FUL – ALB – MUN	UA19	CHA – OKG
UB1	GMH – CHA – DKB – WLD – MUN – OES				

Adjacent ATC Units:	Hannover UAC	Brussels UAC	Prague ACC	Rhein Control South Sector	Sembach RAPCON,
	Frankfurt ACC	Frankfurt APP	Calva Radar	Moselle Control	Spangdahlem RAPCON.
	Mandriil Radar,	East Berlin ACC	Cologne APP,	Clutch Radar	

Air Bases served by North Sector: USAFE = Spangdahlem, Bitburg, Hahn, Wiesbaden, Rhein Main, Ramstein, Sembach
 GAF = Büchel, Nörvenich, Pferdsfeld

Copyright: F. W. Fischer