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### **TERMINATION OF REPETITIVE FLIGHT PLAN (RPL) SYSTEM WITHIN BRUNEI AIRSPACE**

#### **Introduction**

1. Repetitive Flight Plan (RPL) system was introduced in 1973 to reduce the workload of airline operators / pilots and controllers, and in the loading of the Aeronautical Fixed Telecommunication Network (AFTN).
2. The RPL system facilitates flight planning operations by allowing airline operators to submit the flight plans for their frequency recurring pre-planned international flight operations with identical characteristics for retention and repetitive use by the Air Traffic Service (ATS) units for a specified period of time, thus eliminating the need for the airline operators to file a flight plan each time one of these flights is operated.

#### **Review of the RPL System**

3. RPLs have served our needs well in the past when there were no different requirements for aircraft navigation specifications as well as new flight planning requirements. However, with the implementation of NEW ICAO 2012 flight plan requirements to support the introduction of advance navigation specifications and new surveillance systems, RPL in its current format is not able to meet the critical information demands of the ICAO CNS / ATM System.
4. As such, Brunei has reviewed and recognized that there is a need to move towards the eventual termination of RPL system in Brunei Airspace by 26 March 2016, i.e. End of the current RPL winter schedule.

#### **Termination of the RPL System**

5. With the termination of the RPL system, airline operators will be required to file the ICAO Flight Plan (FPL) for the flights. This is to ensure that essential information such as aircraft registration, capability / status on-board communication, navigation and surveillance equipment and the ICAO 24-bit aircraft identification code, etc. is readily available and promptly provided to Brunei's electronic flight data processing systems. This development is in-line with ICAO's Global Navigation Plan for CNS / ATM Systems to cope with the worldwide growth in air traffic demands in the coming years. It will also allow pertinent information to be captured timely and accurately to facilitate prompt provision of air traffic services to ensure safety and efficiency.

#### **Cancellations**

6. Procedures for submission of Repetitive Flight Plans (RPLs) published in AIP Brunei pages ENR 1.10-2 and RNR 1.10-3 paragraph 2 will be completely withdrawn at the end of the current RPL winter schedule on 26 March 2016.

