



International Civil Aviation Organization

**The Second Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/2)**

Hong Kong, China, 04 – 08 August 2014

Agenda Item 4: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

TERMINATION OF THE RPL SYSTEM WITHIN THE SINGAPORE FIR

(Presented by Singapore)

SUMMARY

This paper presents Singapore's review of the Repetitive Flight Plan (RPL) system and the need to move towards its eventual termination in the Singapore FIR.

1. INTRODUCTION

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

1.2 The procedures for use of RPLs for international flight were agreed through bilateral or multilateral discussions by States and operators concerned taking into account the guidance material in ICAO Doc 4444.

2. DISCUSSION

2.1 RPLs have served our needs well in the past when there were no different requirements for aircraft navigation specifications and new flight planning requirements. However, with the implementation of NEW ICAO 2012 flight plan requirements to support the introduction of advance navigation specifications such as RNAV 10, RNAV 5 and new surveillance systems such as ADS-C / CPDLC and ADS-B in the recent years, RPLs in its current format is not able to meet the critical information demands of the ICAO CNS / ATM System.

2.2 As such, Singapore has reviewed and recognised that there is a need to move towards the eventual termination of RPL system in the Singapore FIR by end October 2014, i.e. end of the RPL summer schedule.

2.3 With the termination of the RPL system, airlines and aircraft operators will be required to file the ICAO Flight Plan (FPL) for their flights. This is to ensure that essential information such as aircraft registration, capability / status of on-board communication, navigation and surveillance equipment and the ICAO 24-bit aircraft identification code, etc. is readily available and promptly provided to Singapore's electronic flight data processing systems which include radar and ADS-B / C (Automatic Dependent Surveillance – Broadcast /Contract), controller-pilot data link communications (CPDLC) and ATS Inter-facility Data Communications (AIDC). 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 enhance safety and efficiency.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss the relevance of RPLs in current day context; and
- c) discuss any relevant matters as appropriate.

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