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RPCU abbreviation.

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If you look at FCOM 3.04.10,pg 2, you can see that F speed is the minimum speed at which the flaps may be retracted at takeoff and it is the same value for both flap 2 or 3, so

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really there is no point in "going" flap 2 when you already have speed for flap 1.

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On 2 May 2006

Armavia Flight RNV

967, an Airbus

A320, was on its

way from Zvartnots

(Yerevan, Armenia)

to Adler (Sochi,

Russia). There

were 113

occupants on

board: 105

passengers

(including 5

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children and 14
baby), 2 pilots, 1
aircraft engineer
and 5 flight
attendants. Upon
approaching Sochi
there was
confusion in regard
to the weather for
the scheduled
landing. Finally the
captain decided to
return to Zvartnots,
a short while later

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he reconsidered his decision and started the approach to Sochi after all. Just before final landing air traffic control told the captain to abort the landing. At 22:13 the aircraft struck the water, it broke up on impact, killing all aboard. The

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concluded that the crash of Armavia Flight 967 was a Controlled Flight Into Terrain (CFIT), specifically water, while conducting a climbing manoeuvre, after an aborted approach, along with inadequate control inputs from

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the Captain to
Sochi airport at
night with weather
conditions below
landing minimums
for runway 06.

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