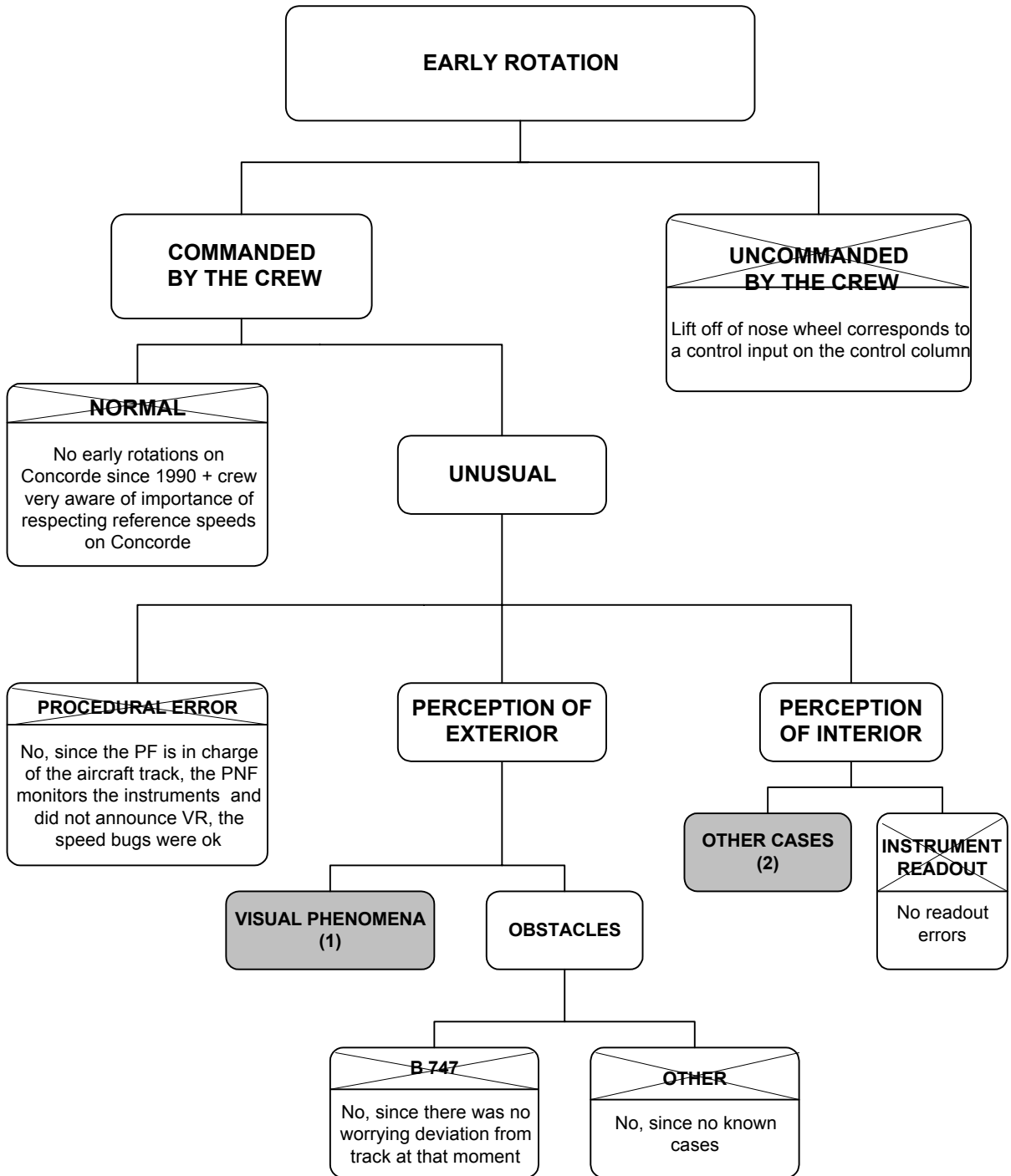
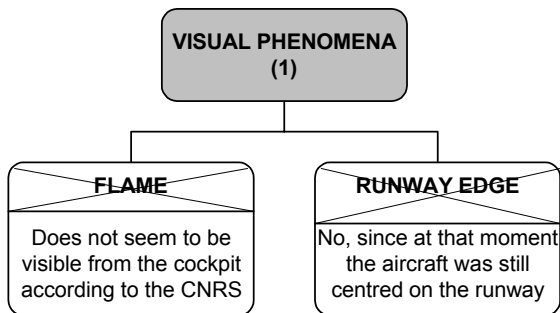


**FLOW CHART ON CAUSES OF INITIATION OF EARLY ROTATION**



**(1)****(2) OTHER CASES****→ MOVEMENT OF CAPTAIN'S SEAT**

There's no noise thereof on the CVR and examination showed that the seat had stayed in the forward position, almost at maximum forward (in addition, the FO's seat was in maximum rear position and the FE's seat in forward position)

**→ FALL IN ENGINE READINGS**

No, since rotation was before the surge recorded on the CVR

**→ SMELL**

Possible but not recorded

**→ SOUND**

Possible since highly unusual background noise recorded

**→ VIBRATIONS**

Possible since slight variation in vertical acceleration

**→ LATERAL ACCELERATION EXPERIENCED IN THE COCKPIT**

The simulations show that 2 or 3 tenths of a second before variations in lateral acceleration (ny) at the centre of gravity are recorded, lateral acceleration in the cockpit varies following a sharp rise (much more than that of lateral acceleration as recorded at the centre of gravity). This variation in the cockpit occurs almost simultaneously with the immediate loss of thrust, that's to say around cycle 602.7