

Het onderzoeksrapport beschrijft (pagina 73) de gevolgen voor dit gedeelte van het toestel:  
In a second section, Forward intermediate, seatrow 11 to 19, there were 73 passengers and two cabin crew.

In this zone was the transversal rupture that completely broke the aft part of the aircraft from the front part.

The passengers situated in that area left exclusively by the holes in the fuselage, either by themselves or being ejected or assisted out.

This situation existed in 20 – 25 % of the cases .

From the above passengers there were 6 fatalities, two mild burned, 26 serious injuries (mainly with fractures) and 28 minor injuries.

One of the cabin crew suffered minor injuries.

This section was the one sustaining more serious injuries of traumatic origin, probably in direct association with the rupture of the fuselage, the observed mortality essentially being due to cranial or spinal injuries .

#### 1.12.5 Cabin Interior

##### 1.12.5.1

All the forward cabin up to station 1039 (row 16 [CtH 19?]) which corresponds to the fuselage section which, due to the favourable wind direction, was not touched by fire, shows massive deformation consistent with the sliding on the right hand side and ceiling, in the soft soil of the runway edge, and mud, sand and light vegetation entered this area.

Het rapport FAA / CAA Benefit Analysis for Aircraft 16-g Dynamic Seats (april 2000) beschrijft voor dit gedeelte van het toestel:

This section of the fuselage was transversally ruptured due to the explosion and/or the longitudinal twisting moment of the fuselage, while the aircraft was off the runway.

Statements (in the form of questionnaires) from the surviving passengers indicated that most of the seats did not resist the impact, hence a large number of occupants in this section were ejected during the impact sequence.