



U.S. Department
of Transportation
Federal Aviation
Administration

SAFO

Safety Alert for Operators

SAFO 06-011
DATE: 7/27/06

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo

A SAFO contains important safety information and may include recommended action. SAFO content should be especially valuable to air carriers in meeting their statutory duty to provide service with the highest possible degree of safety in the public interest.

Subject: Convair 580 fuel crossfeed, and potential for fuel starvation

Purpose: This SAFO emphasizes to operators of the Convair 580 the importance of clearly displaying the manufacturer's approved operating procedures regarding fuel crossfeed in the manuals used by their pilots, and reinforcing those procedures in their training program.

Background: On August 13, 2004, an air carrier operating a Convair 580 crashed while on approach. The first officer suffered fatal injuries; the captain, minor ones. The airplane was destroyed on impact. The flight was operating under Title 14 of the Code of Federal Regulations (14 CFR) part 121 as a cargo flight. The National Transportation Safety Board (NTSB) determined that the probable cause of this accident was fuel starvation resulting from the captain's failure to follow approved fuel crossfeed procedures. Other factors contributed to the accident. Accident Report # NTSB-AAR-06-03 documents safety concerns (<http://www.nts.gov/publicn/2006/AAR0603.pdf>).

Discussion: From page 25 of the NTSB's accident report:

"The airplane manufacturer's AFM [FAA-approved airplane flight manual] contains the following fuel crossfeed procedures:

- (1) place boost pump switch for tank being used to the ON position and place the crossfeed switch to the ON position,
- (2) place the boost pump switch for the tank not being used to the OFF position, and
- (3) place the fuel shutoff valve switch for the tank not being used to the CLOSED position.

As noted previously, the procedures also contain a caution stating that transferring fuel from one tank to the other is prohibited because structural failure or overflow of fuel through the vent system could occur."

Recommended Action: Directors of safety, directors of operations, trainers, and pilots of certificate holders operating the Convair 580 should be familiar with the content of this SAFO and the NTSB accident report. They should review the operating procedures contained in the manuals used by their pilots and pertinent pilot training and should make revisions as necessary to ensure uniform understanding of Convair 580 fuel crossfeed operations.

Approved by: AFS-200