

Questions and Answers - Eclipse EA500

Flying

Q: Can I still fly my Eclipse EA500 airplane?

A: Yes, as long as the aircraft is in an airworthy condition in accordance with 14 CFR part 91.

Q: What condition(s) will ground my airplane?

A: If your airplane becomes un-airworthy, e.g., if you cannot get replacement parts or approved repairs, you cannot legally fly the airplane under 14 CFR part 91. Contrary to media reports, the FAA has no plan to ground the EA500 airplanes.

Q: Is the Certificate of Airworthiness for my EA500 airplane still valid?

A: Yes, as long as the airplane is maintained in an airworthy condition.

Maintaining

Q: What will I do if I need maintenance support for my EA500?

A: The Eclipse company service centers are closed and Eclipse is not shipping spare parts. Airplanes must be maintained in accordance with approved maintenance information (i.e., maintenance manual and instructions for continued airworthiness).

Q: What will I do if I need updates (e.g., service bulletins) for my airplane?

A: Parts, including software updates, and proprietary information are not available from Eclipse. Owners, operators and private entities can contract design and manufacture of alterations and enhancements to their aircraft which must be approved through the appropriate process (supplemental type certificate, field approval).

Note: The airplanes with the IS&S cockpit displays require a navigation database that must be updated by Eclipse every 29 days. Since this update is not available from Eclipse, the types of approaches that the pilots can make with these airplanes may be limited. The airplanes with the Avidyne displays may be updated through other sources.

Q: What if I need to repair my airplane?

A: Any properly EA500 trained certificated technician and or certified EA500 Maintenance Facility can perform repairs.

Q: Can I obtain service or parts from Eclipse or their suppliers?

A: Eclipse is not delivering any spare parts at this time. Those suppliers who do not have a separate production approval (e.g., Parts Manufacturer Approval) are not authorized by Eclipse to ship parts directly to owners/operators. For products, parts, and appliances that are certified under separate production approval such as Type Certificate (TC) or Technical Standard Order Authorization (TSOA), you may contact the supplier directly. Be aware that there may be interface issues that only Eclipse can address. Owners and operators are permitted to manufacture or contract the manufacture of replacement parts for their own aircraft provided they dictate the design of those parts.

Note: several Eclipse suppliers are currently approaching FAA about obtaining a Parts Manufacturer Approval (PMA) on their components. Parts manufactured under PMA for the EA500 are eligible for installation.

Q: What about the current airworthiness directives (ADs) on my aircraft?

A: The current ADs remain in effect. As of February 27, 2009, the following ADs are applicable to the Eclipse EA500 aircraft. (A list of airworthiness directives is attached.)

Q: What will happen if I report a service difficulty on the airplane?

A: Reports submitted to the FAA will follow the normal service difficulty reporting process. Under this process, an operator reports an SDR either to the FSDO or through the FAA's service difficulty website (<http://av-info.faa.gov/sdrx/>); the FAA evaluates the report; and, if necessary, the FAA takes appropriate action.

Q: What if the Type Certificate (TC) is surrendered?

A: If Eclipse surrenders the TC, the FAA becomes the custodian. This allows for the continued support of in-service aircraft.

Q: If the FAA takes over the continued operational support of the aircraft, does that mean you will design fixes for the aircraft?

A: We will not design fixes but, as the owner/operator, you may propose data for approval. The FAA may approve design data via a supplement to the existing Eclipse EA500 type certificate or a field approval, depending on the extent of the aircraft modification.

Q: What if the assets are sold to a new owner who is overseas?

A: FAA will work with appropriate government and international authorities to assure that airworthiness issues for U.S. registered airplanes are addressed.

Training

Q: Is there any way to obtain an EA500 type rating at this time?

A: The Eclipse Training Center is closed. There is type rating training offered under 14 CFR part 61 at Air Sabena, in Mesa, Arizona. Other than Air Sabena, we believe there are no other type rating training providers at the present time.

However, other training providers may receive authorization/approval from FAA (AFS-800 or the jurisdictional FSDO) to give type rating training if all regulatory and program requirements are met. The Eclipse jet training limitation in the AFM allows for other training providers to offer type rating training if their training program is similar in scope and complexity to the Eclipse training program and is accepted/approved by FAA.

AD	Description	Action	Comment
2008-24-07	Engine Carbon Build Up on PW610F-A Engines installed on Eclipse EA500 aircraft	Limit aircraft operations to Altitude FL370 or less effective December 4, 2008	<ul style="list-style-type: none"> • No repetitive requirements. • No terminating action available.
2008-19-01	Harco TSOA Pitot/AOA Probes freezing	<p>By Sept 29, 2008 for all EA500 aircraft:</p> <ul style="list-style-type: none"> • Perform a log book / maintenance check of all EA500 to determine if affected Pitot/AOA part / serial number were installed. • If suspect Pitot/AOA probe is found, limit affected aircraft to Day VFR Operations. • Within 90 days of effective date of the AD (September 29, 2008) for aircraft with suspect Pitot/AOA Probes: • If suspect Pitot/AOA probe is found, perform test as described in Service Bulletins Eclipse Aviation SB500-34-19, Rev C or Harco Labs SB-34-10-10-001, Rev F. • Replace suspect probes that fail the test described in Service Bulletins Eclipse Aviation SB500-34-19, Rev C or Harco Labs SB-34-10-10-001, Rev F. with probes that passed this test or new probe design. • Remove VFR Only Limitations if all of above is complied with. 	<ul style="list-style-type: none"> • No repetitive requirements • Terminating action provided.

AD	Description	Action	Comment
2008-16-15	Eclipse Throttle Quadrant Assembly and Engine Isolation	<p>Before further flight after August 7, 2008 (the effective date of this AD):</p> <ul style="list-style-type: none"> • Insert Temporary AFM Revisions listed in AD in all EA500 Airplane Flight Manuals. • Within the next 60 days after August 7, 2008 (the effective date of this AD). • Follow the instructions in Eclipse Aviation Alert Service Bulletin SB 500-76-001, Rev B, dated July 22, 2008. 	<ul style="list-style-type: none"> • No Repetitive Actions. • Mitigates Risk does not restore compliance. • Removes TQA or installs throttle stops. • No terminating action provided. • Supersedes Emergency AD 2008-13-51
2008-02-04	Pitot/AOA Airspeed Disagree due to freezing moisture in pitot tubing.	<p>This AD becomes effective on February 26, 2008.</p> <ul style="list-style-type: none"> • Affects EAC Aircraft S/N 065 or lower. • Before further flight after June 27, 2007 (the effective date of AD 2007-13-11). • Limit aircraft to Day VFR Operations. • Two Pilots are required. <p>Within the next 60 days after February 26, 2008 (the effective date of this AD):</p> <ul style="list-style-type: none"> • Follow Eclipse Aviation Alert Service Bulletin Number SB 500-34-005, Rev B, issued July 10, 2007. • When incorporated, this design modification terminates the AFM operational limitations previously issued. 	<ul style="list-style-type: none"> • No Repetitive Actions. • Provides terminating action to install new Pitot/AOA Probe Design. • Supersedes AD 2007-13-11.

AD	Description	Action	Comment
2007-24-12	Fuel Filler Lightning Protection	<p>Within 10 hours time-in-service (TIS) or 30 days after November 27, 2007 (the effective date of this AD).</p> <ul style="list-style-type: none"> • Follow the procedures in Eclipse Aviation Corporation Alert Service Bulletin SB 500-57-007, Rev A, dated October 12, 2007, or Eclipse Aviation Corporation Alert Service Bulletin SB 500-57-007, Rev B, dated October 23, 2007 to inspect and remove paint/primer in the affected area. 	<ul style="list-style-type: none"> • No Repetitive Actions. • Terminating actions provided.