

**Eclipse Aviation Fact Sheet in Response to Testimony Provided  
by Inspector General, U.S. Department of Transportation  
Committee on Transportation and Infrastructure  
Subcommittee on Aviation  
United States House of Representatives  
September 17, 2008**

Statement 1: The Eclipse 500 was designed for use on “soft fields” and certified tires not designed for hard, paved runways.

Reality 1: The Eclipse 500 was not designed or approved for unpaved fields, nor was that capability ever sought in certification. The tires delivered on the Eclipse 500 are not meeting their promised durability from the supplier and a change in tire type is in FAA certification testing now.

Statement 2: FAA granted ODAR status in 2002 before approving the design of the aircraft without the “proven experience to perform the functions requested”.

Reality 2: Eclipse received ODAR status on four items in 2002, all relating to suppliers. In fact, Eclipse did not receive full ODAR status until seven months after it received its Production Certificate. A new company does not equal inexperienced people.

Statement 3: EASA has declined to certify the Eclipse 500 for operation in Europe.

Reality 3: EASA has not declined to certify the Eclipse 500 and in fact, there is an agreed to line of sight to receive EASA certification, without restrictions within the next 60 days.

Statement 4: In interviewing Eclipse’s largest customer and operator of the Eclipse 500, one pilot “lacked the confidence that the aircraft could be operated safely by a single pilot.” Therefore, the IG is recommending that the Single Pilot certification be reviewed.

Reality 4: This is hearsay and selectively choosing a single pilot to push the agenda of changing the Single Pilot certification of the Eclipse 500. The Eclipse 500’s demonstrated safety record speaks to the fact that the aircraft’s fundamental design combined with Eclipse’s FAA approved training program is working today and producing the safest aircraft introduced into general aviation in the last twenty years.

## **Eclipse Aviation On Matters Surrounding the Congressional Hearing**

**Fact 1:** FAA Special Certification Review report and press release confirms that the Eclipse 500 is safe and that there are no reasons to believe that the certification of the Eclipse 500 was rushed or should not have been granted. The FAA stands firm on its position that the Eclipse 500 is safe and was certified correctly based on all established requirements.

**Fact 2:** The Congressional hearing is about the FAA and its procedures by which it certifies all aircraft. Eclipse Aviation was chosen as a test case and speaks of the many political discussions in front of the upcoming elections.

The Congressional hearing is about the past procedures and possible errors within the FAA itself.

The FAA press release on the Special Certification review and subsequently, the full report confirms that the Eclipse 500 is safe today. The FAA stands by its certification decisions and that is what counts for Eclipse today.

**Fact 3:** The Eclipse 500 is one of the safest and most tested aircraft ever introduced into the market. The safety record reflects relatively small incidents and no injuries or fatalities. This safety record is a testimony to the fact that the aircraft was certified correctly following FAA established procedures, testing and certification requirements.

**Fact 4:** The Eclipse 500 will be EASA certified within a matter of weeks based on current estimates from EASA. The renewed cooperation with the EASA team allows us to make that statement publicly. This would also confirm and support the FAA SCR press release and its position that the Eclipse 500 is safe.