# ECLIPSE Service Information Letter

SIL No. 56-0001

ISSUED: 2 Jan 2013

SUBJECT: Windshield Resistive Strip Erosion
Aircraft Type: Eclipse 500
Effectivity: 0001-0300
Applicability: Aircraft incorporating SB 500-56-002

## 1. SUMMARY:

This letter provides clarification of serviceability of the windshield anti-static resistive strip installation.

## 2. BACKGROUND

Resistive strips were developed and certified as an alternative to the windshield anti-static coating that is required for P-static dissipation on aircraft approved for Flight Into Known Icing operation. Some customers have noticed the appearance of delamination of one or more resistive strips on their aircraft. Service Engineering has several operator requests to clarify when a delaminating strip is unserviceable.

## 3. ECLIPSE ACTION

The recommendations contained in this SIL effectively address the described condition; no additional service action is required.

## 4. SUGGESTED OPERATOR ACTION

The resistive strip used on the EA500 aircraft is comprised of an outer protective layer covering a fiberglass laminate. A resistance element is bonded to the laminate and an adhesive strip, which is also used to bond the assembly to the windshield. When properly installed and bonded to the aircraft, the strip has a maximum resistance to the airframe of 1000 Ohms.

Loss of the protective outer layer is due to erosion from exposure to the environment. The protective outer layer is not critical to the proper operation of the resistive strip, therefore partial or complete loss of the protective outer layer does not render the resistive strip unserviceable.

Serviceability of the resistive strip is defined in AMM 56-10-12 as a bonding check of the strip to the airframe. Provided the strip meets the defined performance standard, it may remain in service regardless of the condition of the protective outer layer.

**INFORMATIONAL. This service letter is for informational purposes only.**

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