

Honda Aircraft Company

AIRPLANE FLIGHT MANUAL



HondaJet ELITE

(Effectivity: 42000011, 42000126 and after.)

HondaJet APMG

(Effectivity: 42000012 thru 42000125 with SB-420-55-001)

Model HA-420

Original Issue: January 15, 2018

Revision C1

FAA Approved in the Normal Category based on 14 CFR Part 23. This document must be carried in the airplane at all times and kept within reach of the pilot during all flight operations. This manual includes the material required to be furnished to the pilot by 14 CFR Part 23.

FAA Approved by:

**WADE R
SMITH**

Digitally signed by

WADE R SMITH

Date: 2020.05.12

08:52:53 -04'00'

**Manager, Southeast Flight Test Section, Date
AIR-712**

**Federal Aviation Administration
Atlanta, GA**

Registration No.:

Part No.: HJ1-29001-003-001

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HA-420 AFM

LIMITATIONS

TAKEOFF AND LANDING

Takeoff Flap Settings UP, TO/APPR
Landing Flap Setting LDG
Landing Flap Setting (with ice accumulated on airframe) TO/APPR
Runway Surface..... Smooth, Hard, and Paved Only
Runway Slope..... $\pm 2\%$
Airfield Pressure Altitude..... -1,000 to 10,000 ft.
Ambient Temperature..... -40 °C to ISA+40 °C at sea level

NOTE

For more information on ambient temperature, refer to Figure 2-2. Ambient Temperature Operating Limits.

Tailwind..... 10 knots
Crosswind..... **20 knots**
Turnaround Time..... Refer to Section 5, Performance

ENROUTE

Maximum Pressure Altitude..... 43,000 ft
Maximum Altitude for landing gear extension..... 18,000 ft
Maximum Altitude for flap extension

- TO/APPR..... 18,000 ft
- LDG 18,000 ft

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NORMAL

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CROSSWIND PROCEDURES

GENERAL

These procedures are applicable for crosswind takeoff and landing with or without the optional speedbrake.

CAUTION *Takeoffs and landings on contaminated runways can have significant additional risks due to the varied surface conditions likely to be encountered.*

CAUTION *For takeoffs and landings on wet or icy runways, the maximum crosswind capability may be significantly reduced due to the reduced steering authority contributed by the nosewheel.*

CAUTION *Operations with any tailwind component in conjunction with crosswinds, especially on contaminated runways, should be avoided due to the inherent hazard of operating on such runways.*

CAUTION *Large and prompt aileron and rudder pedal inputs may be required in crosswind conditions close to or exceeding the maximum allowable crosswind or in gusty conditions.*

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CROSSWIND TAKEOFF PROCEDURE

The crosswind technique for takeoff requires that the pilot hold aileron into the wind to maintain wings level. Maintain nosewheel contact with the runway throughout the takeoff roll. Do not over control in aileron since it can result in heading deviations due to induced lift differences between the upwind and downwind wing. Rudder pedals must be used to maintain directional control.

The directional authority available through the rudder pedals is a function of groundspeed, airspeed, runway condition (wet, icy, etc.) and the magnitude of the crosswind.

CROSSWIND LANDING PROCEDURE

WARNING

The bank angle must be limited to 10 degrees in order to ensure wingtip clearance from the runway surface.

CAUTION

Not following the procedures provided in this section may result in large centerline deviations.

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CROSSWIND LANDING PROCEDURE (continued)

The final approach phase of the crosswind landing should be flown wings-level, utilizing a crab angle into the wind sufficient to stabilize the aircraft path along the extended runway center line.

WARNING

For landings with a crosswind greater than 15 knots, the approach must be made using a crab technique. A landing in these conditions using a wing low method could result in a wingtip strike.

Avoid excessive airspeed during the final approach. Similar to a performance landing, minimum flare should be used. An extended flare will make drift correction more difficult and will increase pilot workload.

Just prior to touchdown, perform the de-crab maneuver by applying rudder to align the aircraft fuselage with the runway. Simultaneously apply aileron into the wind to minimize drift. Attempt to completely align the aircraft with the center line prior to touchdown. If drift cannot be controlled, a go-around should be performed.

Touch down with the upwind landing gear first, then set the other main wheel on the runway without delay followed by a prompt de-rotation.

Upwind aileron should be applied immediately after touchdown to ensure the upwind landing gear remains firmly in contact with the surface. Directional control should be maintained by applying rudder to track the center line. Apply slight forward pressure on the yoke to ensure nosewheel contact with the runway. Symmetrical braking and speedbrake (if installed) should be applied as required to decelerate.

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CROSSWIND LANDING PROCEDURE (continued)

NOTE

Lateral control during the ground roll has been shown to be relatively ineffective in countering wing rocking motions, which may occur after touchdown of one main gear prior to the opposite main gear. Use steady, upwind aileron input to maintain main gear firmly in contact with the ground rather than attempting a counter rocking motion.

NOTE

Approximately 2 seconds after nosewheel has registered weight-on-wheels, the nosewheel steering becomes active, and the steering will then move to the position being commanded by the rudder pedals. This transition may introduce a yawing response, which should be promptly countered using rudder inputs.

NOTE

Rudder and nosewheel steering are significantly more effective in maintaining directional control than differential braking. In addition, the amount of available differential braking may be reduced if anti-skid is active.

NOTE

The contribution to directional stability from the main wheels is reduced with increased braking. If directional control is in question, release the brakes and apply rudder as required to correct. Once directional control has been re-established, apply symmetrical braking.