

MEMORANDUM FOR RECORD

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Date: March 9, 2026

Subject: ERA24LA100

As part of the investigation, the operator submitted a document titled "Crosswind Performance Limits HA-420." That document specified that Crosswind limits of the HA-420 are listed in the HA-420 Aircraft Flight Manual (AFM) as 20 Knots. This is NOT a demonstrated limit. Gust limits are not discussed in the AFM and are assumed to be 20 knots as well. There is no landing / approach speed discussion for gust components for the HA-420."

The document provided a "Wind Components" chart for calculating the headwind and crosswind components similar to the generic version below (Figure 1).

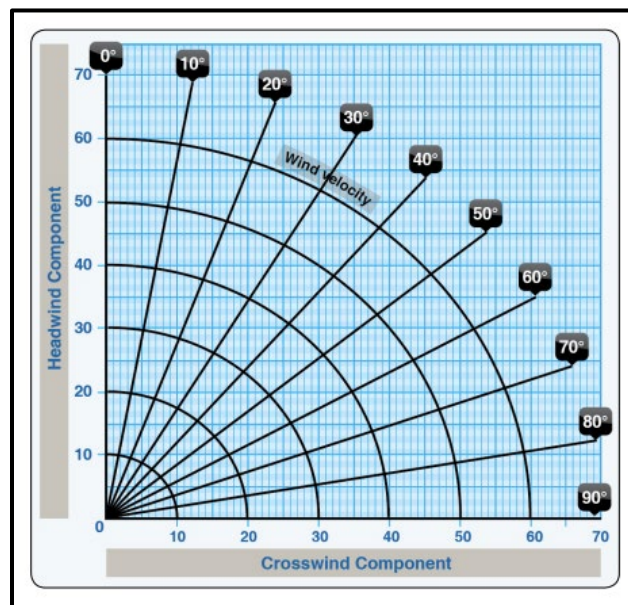


Figure 1 Headwind and Crosswind Component Chart (Courtesy FAA)

The document also provided a wind and gust component chart based on runway widths of 75 to 100 ft. For the maximum runway width of 100 ft, the maximum acceptable crosswind and components were each 20 knots. Verbiage on the document specified that if the provided wind from a "wind check" is out of limits, "You must wait for the next wind check."

Postaccident, the operator created a document which specified that "If any authorized weather report for a flight shows that, within the estimated time of arrival, the crosswind component will be out of the below limits", which for that airplane was 20 knots, then, "...the flight shall NOT proceed to that destination airport."