

Honda Aircraft Company

TEMPORARY REVISION TR 01.1

Date:	16 February 2018
Publication Affected:	Airplane Flight Manual HJ1-29000-003-001 Rev B3 (or later revision)
Effectivity:	42000011 through 42000089 not modified by SB-420-32-001
Description of Change:	Add additional procedures for operations with power brake valves <i>P/N HJ1-13243-101-005</i> or <i>HJ1-13243-101-007</i> installed.

FAA Approved by:

Manager, Southeast Flight Test Section AIR-712
Federal Aviation Administration
Atlanta, GA

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Filing Instructions:

Insert Temporary Revision (TR) 01.1 title page and TR page 1 thru 6 before AFM title page.

Insert the temporary revision pages for HJ1-29000-007-001 B3 Quick Reference Handbook per the instructions for that document.

After compliance with Honda Aircraft Company Service Bulletin SB-420-32-001, remove all Temporary Revision pages from the AFM and QRH.

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RECORD OF TEMPORARY REVISIONS

Active temporary revisions must be included in this manual for all flight operations.

TEMP. REV. NO.	TEMP. REV. DATE	TEMP. REVISION DESCRIPTION	INSERTED BY
01.1	2-16-2018	Add additional procedures for operations with power brake valves <i>P/N HJ1-13243-101-005</i> or <i>HJ1-13243-101-007</i> installed.	

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INTRODUCTION

AFM Temporary Revision TR 01.1 identifies mandatory procedures to perform during ground operations prior to every flight and prior to every landing to identify a leaking power brake valve, which could result in brake pedal fade and braking asymmetry (a tendency to pull to one side during taxi or landing deceleration). Precautions for landing safely when a leaking power brake valve has been identified are also provided. See also Honda Service Letter SL-420-32-001 and Honda Alert Service Bulletin SB-420-32-001.

LIMITATIONS

Operational Limits

The procedures and precautions identified in TR 01.1 are mandatory.

Dispatch is prohibited with a known leaking Power Brake Valve (PBV). If a leaking PBV is determined, perform the actions required by Honda Alert Service Bulletin SB-420-32-001 prior to further operation.

PROCEDURES TO DETERMINE LEAKING POWER BRAKE VALVE (PBV):

These pilot actions are mandated during ground operations prior to every flight and prior to every landing to identify a leaking Power Brake Valve (PBV), which could result in brake pedal fade and braking asymmetry (a tendency to pull to one side during taxi or landing deceleration). This condition can initially present as a minor asymmetry, but could worsen gradually if left uncorrected. Instructions for landing safely when a leaking PBV is identified are also provided.

A. Prior to and during all ground operations:

1. After releasing the parking brake prior to taxi, depress and hold both brake pedals. If either pedal(s) continues to deflect when depressed with a constant force (fades), this indicates a leaking PBV.
 - a. If a leaking PBV is indicated, do not continue flight. Prior to further dispatch, perform the actions required by Honda Alert Service Bulletin SB-420-32-001.

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2. If any unexpected pull to one side is experienced when both pedals are depressed during taxi, do not continue flight. Prior to further dispatch, depress and hold both brake pedals. If either pedal(s) continues to deflect when depressed with a constant force (fades), this indicates a leaking PBV.
 - a. If a leaking PBV is indicated, do not continue flight. Prior to further dispatch, perform the actions required by Honda Alert Service Bulletin SB-420-32-001. Otherwise, report the irregularity for maintenance.

B. Prior to every landing:

1. After landing gear extension, depress and hold both brake pedals. If either pedal(s) continues to deflect when depressed with a constant force (fades), this indicates a leaking PBV. Pumping the brakes prior to landing may restore normal function; however, assume a leaking PBV will be present during landing rollout.
 - a. If a leaking PBV is indicated, observe the precautions listed in paragraph C for landing. Prior to further dispatch, perform the actions required by Honda Alert Service Bulletin SB-420-32-001.
2. CAUTION: The possibility of asymmetric braking remains even if the check listed in paragraph B.1 does not indicate a leaking PBV.
 - a. The pilot should be prepared for the aircraft to pull to one side during landing rollout.
 - b. After touchdown, use rudder and nose wheel steering to keep the aircraft aligned with the runway and compensate for any pull during landing deceleration.

C. Landing with a leaking power brake valve

1. If the check listed in paragraph B.1 indicates a leaking PBV, the following must be observed:
 - a. Select a long, wide and dry runway with minimal crosswind.
 - b. The pilot should be prepared for the aircraft to pull to the side of the pedal with normal feel during landing rollout.
 - c. After touchdown, use rudder and nose wheel steering to keep the aircraft aligned with the runway and compensate for any pull during landing deceleration.

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Note: Emergency braking function is not impacted by internal PBV leakage. If using the emergency brake, gradually pull emergency brake handle until desired braking action is achieved.

D. After every landing:

1. If any unexpected pull to one side is experienced with symmetric application of brakes during landing rollout, a leaking PBV may be present. Prior to further dispatch, depress and hold both brake pedals. If either pedal(s) continues to deflect when depressed with a constant force (fades), this indicates a leaking PBV.
 - a. If a leaking PBV is indicated, perform the actions required by Honda Alert Service Bulletin SB-420-32-001. Otherwise, report the irregularity for maintenance.

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