

Honda Aircraft Company

AIRPLANE FLIGHT MANUAL



HondaJet

(Effectivity: 42000012 Thru 42000125)

Model HA-420

Original Issue: December 8, 2015

Revision D

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:

for  12 DEC 2019
Manager, Southeast Flight Test Section, Date
AIR-712
Federal Aviation Administration
Atlanta, GA

Registration No.:

Part No.: HJ1-29000-003-001

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LIST OF EFFECTIVE PAGES

This list contains all current pages with effective revision date.

Use this list to maintain the most current version of the manual:
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MODEL HA-420 AFM

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RECORD OF REVISIONS

REV. NO.	ISSUE DATE	SECTION	REVISION DESCRIPTION
A1	12-18-2015		Placard information added in Section 2
A2	3-31-2016		ICE DETECTED CAS maintenance instructions added in Section 3B. EASA requirements were added in Sections 2 and 4 and minor format/font updates were made throughout document.
A-3	7-1-2016		Reduced Vertical Separation Minimum (RVSM) Airspace related changes.
B	10-30-2016		Flight into Known Icing (FIKI) information added. Also added CPDLC, SurfaceWatch, Windshear and general formatting updates.
B1	12-23-2016		Removed required fuel additive section. Added icing inhibitor to approved fuel additives section.
B2	3-3-2017		Added content for additional approved fuels, RVSM, and grammatical and formatting enhancements.
B3	5-1-2017		Added content for Canadian certification.
C	1-15-2018		Revision in support of SB-420-42-003 avionics software change, TS-1 Fuel, and SB-420-52-002
C1	5-18-2018		Added TOLD statement, Flight Stream 510 statement and EASA noise statement.

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REV. NO.	ISSUE DATE	SECTION	REVISION DESCRIPTION
D	See Title Page	Section 2	Limitations, changed AC91-70A to read AC91-70B in two places. Also added third paragraph under Traffic Collision Avoidance System (TCAS). Added SB-420-42-007 reference.
		Section 3	Emergency, Electrical Fire and Smoke, step 12, chg'd "NORM" to read: ON. Added SB-420-42-007 reference.
		Section 3A	Abnormal, L(R) Cabin Bleed Temp High, changed Cool to read: COOLER. Added CAS messages to align with SB-420-42-007 (SW 72.41). Added TR 03A.01 information. Added ENG CONTROL FAULT definitions to determine actions based on when fault occurs. Deleted reference to Alternate Gear Extension and replaced it with instruction steps and a Caution and Notes. Deleted TAWS warnings..Flap Override.

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REV. NO.	ISSUE DATE	SECTION	REVISION DESCRIPTION
		Section 3B	Advisory, changed MEL to read: LMM on L(R) ENG CHIP DETECTED. Added Config Takeoff Data advisory information to align with SB-420-42-007 (SW 72.41). Added manual instructions to inhibit function for “Surfawatch Unavailable” failure. Added L(R) FUEL FILTER PRESS HIGH message.
		Section 4	Normal, Starting Engines, step 3, changed to align with Elite AFM. Added Note about V Speed.
		Section 5	Added Note about V Speed. Deleted Slope Corrected Landing Field Length Chart on 5-253. Replaced that slope correction table with one table in the Approach and Landing instructions.
		Section 6	Weight and Balance, added Caution and Fuel Density vs. Temperature Chart.

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HA-420 AFM

ABNORMAL

ANTI-SKID FAIL (Without SB-420-42-007)

The antiskid braking system has failed.

PRIOR TO LANDING

1. Select a dry runway

Flap Setting	Min Approach Speed	Landing Distance
LDG	V_{REF}	Add 50%
TO/APPR (ice)	V_{REF}	Add 50%

WARNING Any braking above light in wet runway conditions could result in blown tires and loss of directional control.

CAUTION Normal brakes may not be available. Prepare to use emergency brake if normal brakes are ineffective.

NOTE Landing distance will increase by 50% on a dry runway and 100% on a wet runway using light braking.

┌ Procedure Continued ┐

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ABNORMAL

ANTI-SKID FAIL (Without SB-420-42-007) (continued)

AFTER TOUCHDOWN

CAUTION

Brakes must be applied gradually. Light to moderate braking can be applied without skidding tires on a dry surface, however, the pilot should consider runway surface conditions when applying brakes.

2. Brakes..... Apply gradually

o *If normal braking is ineffective*

CAUTION

Anti-skid will not operate. Avoid cycling the brake handle. Approximately ten applications are available with a fully charged system.

NOTE

Gradually pull emergency brake handle until desired braking action is achieved.

3. EMERGENCY BRAKE..... Apply gradually

--- END OF PROCEDURE ---

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HA-420 A **ANTI-SKID FAIL** (With SB-420-42-007) **ABNORMAL**

The antiskid braking system has failed.

PRIOR TO LANDING

1. Select a dry runway

Flap Setting	Min Approach Speed	Landing Distance
LDG	V_{REF}	Add 50%
TO/APPR (ice)	V_{REF}	Add 50%

WARNING Any braking above light in wet runway conditions could result in blown tires and loss of directional control.

NOTE Landing distance will increase by 50% on a dry runway and 100% on a wet runway using light braking.

AFTER TOUCHDOWN

CAUTION Brakes must be applied gradually. Light to moderate braking can be applied without skidding tires on a dry surface, however, the pilot should consider runway surface conditions when applying brakes.

2. Brakes Apply gradually

--- END OF PROCEDURE ---