COMING SOON

HondaJet HA-420

Stuttgart, Germany



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	Yes

LOT	AUCTION	BRAND	CATEGORY
#226	#197	Aeropilot	Aircraft

BIDDING CLOSES	SELLER
—	C****s

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DESCRIPTION

The HondaJet HA-420 is a pressurized, single-pilot light jet with two turbofans on pylons above the wings. That layout keeps the engine mounts out of the aft fuselage, leaving room for a private lavatory and a separate baggage hold. Honda lists the original model at 422 knots true airspeed at FL300. The cabin is the reason to bring your passengers along when you go to look at one.

Putting nacelles over a wing can make high-speed drag worse if they sit in the wrong place. Honda's design team found a position where the airflow around the nacelles and over the wing reduced wave drag instead. The rounded nose and the smooth aluminum wing were also shaped to encourage natural laminar flow. Those are deliberate choices about how to get speed and cabin space out of a small jet, and they explain why the HondaJet looks the way it does.

Specifications

Performance, thrust and seating figures below are Honda's published figures for the original HondaJet.

Flying it

The Garmin G3000 puts three large displays across the panel and two touchscreen controllers on the pedestal. The flight controls themselves are mechanically linked, and on the ground the rudder pedals command nosewheel steering electronically. If you're stepping up to the HondaJet, use the simulator to get comfortable changing a clearance while keeping track of what the autopilot is doing. That's a better test of how the cockpit suits you than entering a route while parked. FlightSafety provides type-specific simulator training.

Runway performance deserves more attention than the cruise number. The FAA's HondaJet runway-excursion guidance singles out approach speed control, crosswind limits and the use of performance data for the actual runway condition. If the mission depends on a short strip, run the numbers for the conditions in which you expect to use it, including a wet runway when applicable. Use the approved flight manual and applicable supplements for the configuration you're considering. A dry-runway brochure figure won't tell you if the trip still works when the weather turns.

The cabin

Four seats face each other in the main cabin, with a private lavatory aft. At just under five feet high, it's a cabin you stoop to move through. Sit in the club seats with the people who usually go along, and try the forward side-facing seat if that layout is on your shortlist. A seat shown on the floor plan isn't necessarily the seat someone will want for every leg. Also decide whether the right cockpit seat will normally carry a second pilot; that changes how many passengers you can take.

Most of the baggage space is in the aft hold, with a smaller compartment in the nose. Both load from outside. Bring the bags you actually travel with, especially if they're long or rigid, and check the openings as well as the space inside. Then run the trip again with the bags and passengers included in the load. Honda's published range for the original jet assumes four occupants, so don't use it as the planning figure for every seat occupied.

Classic and Elite

HA-420 covers the original HondaJet and the Elite family. It also covers original jets eligible for Honda's APMG upgrades. Honda lists the same maximum cruise speed for the original and the Elite II, but a longer range for the Elite II. The APMG package changed runway performance and added Garmin functions; APMG S adds a higher maximum takeoff weight and changes to steering augmentation. Compare the approved weights, runway data and avionics functions rather than assuming the badge tells you what's available.

Build the running budget around fuel for your routes, simulator recurrent training, scheduled inspections and support for both HF120s. Honda offers airframe support and parts through its service network, and GE Honda offers separate engine maintenance plans. Have the providers confirm what transfers, what each plan covers and what you'll still pay for yourself. Ask the shop you'd actually use how it handles parts orders and an aircraft-on-ground call. A support network matters most when you need to get the jet back into service.

For the prebuy, use a HondaJet specialist who works for you. Ask for a review of applicable airworthiness directives and service bulletins, including which flap-system requirements apply, and have the shop check the composite fuselage, landing gear, brakes and avionics configuration. Get an estimate for the next scheduled inspection and any work outside the support plans. The HondaJet Owners & Pilots Association is a useful place to talk through training and day-to-day operation. Ask members which shop they call first and what they do when it can't take the jet.

SPECIFICATIONS

General Information

Year	**2006**
Model	**HondaJet HA-420**

Engine & Power Systems

Engine Type	**Two GE Honda HF120-H1A turbofans**
Propeller Type	**None (turbofan)**

Avionics & Equipment

Avionics	**Garmin G3000 integrated flight deck**

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR





INTERIOR



MECHANICAL



EXTERIOR


AI Enhanced

HOW TO BID ON THIS LOT

Bidding is online at CollectAirs. Register and complete verification in good time before the lot closes, verification is reviewed by our team rather than granted instantly.

collectairs.com/auctions/hondajet-ha-420

Questions about this aircraft, the paperwork or the process can be sent to our team at any hour on WhatsApp, or by email at info@collectairs.com.

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