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HondaJet Backgrounder

Background:

HondaJet is an advanced light jet with revolutionary technology and design attributes that help it achieve far better fuel efficiency, more available cabin and luggage space, and higher cruise speed than conventional aircraft in its class.

HondaJet Innovation:

- A patented over-the-wing engine-mount (OTWEM) configuration was developed using advanced concepts in aerodynamics and design simulation. The OTWEM configuration eliminates the carry-through structure of conventional fuselage-mount designs, allowing for greater use of fuselage space for the cabin and cargo areas. The configuration is also expected to reduce cabin noise. Through optimization of the design and placement of the engine nacelles, the OTWEM configuration actually exhibits less drag at high speeds than conventional “clean wing” designs, contributing significantly to HondaJet’s superior performance and fuel efficiency.
- A natural-laminar flow (NLF) wing and NLF fuselage nose were developed through extensive analyses and wind tunnel testing. These designs help achieve lower aerodynamic drag at high speeds together with a high lift coefficient.
- An advanced all-composite fuselage structure, consisting of a unique combination of honeycomb sandwich and stiffened-panels structures joined using a patented integral co-curing process, reduces weight for optimal performance and payload capacity, while also reducing manufacturing complexity.
- An advanced, all-glass cockpit will include the latest version of Garmin avionics platform with features and capabilities unique to the HondaJet.

Milestone Achievements:

HondaJet was designed and developed by Honda engineers working in the U.S. and Japan. Research work that led to the creation of HondaJet began in 1986. The jet was constructed by Honda R&D Americas in Greensboro, North Carolina, U.S.A., and all flight tests have been conducted in the U.S.A. Honda Aircraft Company, Inc., headquartered in Greensboro, was established in October 2006 to oversee certification, production and sales of HondaJet.

- Major ground tests including structural proof tests, control-system proof tests, system function tests and ground vibration tests were completed in December 2003.
- HondaJet made its first flight on Dec. 2, 2003.
- HondaJet has recorded more than 450 flight hours through July 2009.
- Application for FAA type-certification was made on October 11, 2006. European EASA certification is being pursued concurrently with FAA certification.
- First deliveries of HondaJet are scheduled for the fourth quarter of 2011 in the U.S.A. HondaJet is currently offered for sale in the U.S.A., Canada, Mexico, and Europe.
- HondaJet is offered in a seven-seat executive configuration, including fully enclosed lavatory, for US\$3.9 million with FAA certification. Optional EASA certification pricing will be announced in the future.

Basic Design Specifications:	
Maximum Cruise Speed @ FL300	420KTAS (483 mph)
Service Ceiling	FL430 (43,000 ft)
Pressurization (Differential)	8.7 psi
Range Performance:	
NBAA IFR Range	1180 nm
Rate of Climb	3990 ft/min
Engines:	
Manufacturer / Model	GE HONDA / HF120 (x2)
Output	1928 lb/each
Bypass Ratio	2.9
External Dimensions:	
Height	13.21 ft (4.03 m)
Length	41.70 ft (12.71 m)
Span	39.87 ft (12.15 m)
Cabin Dimensions:	
Height	4.83 ft (1.47 m)
Length (fwd. pressure bulkhead to aft pressure bulkhead)	17.80 ft (5.43 m)
Width	5.00 ft (1.52 m)
Seating:	
Executive configuration	2 crew + 5 passengers (or 1 crew + 6 passengers)
Baggage Capacity:	
Nose Baggage	9 cubic feet
Aft Baggage	57 cubic feet

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