

Rotor blade and control movements	For rigging information refer to maintenance manual.
Serial Nos. eligible	656 only.
Certification basis	FAR Part 27 dated 1 February 1965; Special Conditions 1 through 14 dated 14 October 1964, and Special Condition 15 dated 9 August 1965; exemption 999 dated 1 July 1969. Type Certificate No. H5EA issued 1 July 1969. Date of Application for Type Certificate 27 April 1968.
Equipment:	The basic required equipment as prescribed in the airworthiness regulations, (see certification basis must be installed in the aircraft for certification. In addition the following items of equipment are required: Canadian D.O.T. Approved Flight Manual Avian Aircraft Limited Report No. AAF-58.
NOTE 1.	The current weight and balance report containing the list of equipment included in the certificated empty weight, and loading instructions when necessary, must be provided for each gyroplane at the time of original certification. The certificated empty weight and corresponding C.G. must include unusable fuel of 5.7 lb. at (+105)
NOTE 2.	The following placards must be placed in clear view of the pilot: (a) "THIS AIRCRAFT MUST BE OPERATED AS A NORMAL CATEGORY GYROPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS." (b) "NO ACROBATIC MANEUVERS APPROVED." (c) "COLLECTIVE SHALL BE IN "CRUISE DETENT" POSITION EXCEPT DURING TAKE-OFF AND LANDING." (d) "MINIMUM SOLO PILOT WEIGHT WITHOUT BALLAST - 125 LB." (e) "AVOID ABRUPT FLIGHT MANEUVERS ABOVE 70 M.P.H. IAS." (f) "NO SMOKING." (g) "FUEL GAUGE READS 'F' AT 26 GAL. IMP. (31 GAL. US)."
NOTE 3.	Information essential to the proper maintenance of the gyroplane including retirement lives of critical components are contained in the manufacturers maintenance manual provided with each gyroplane. The retirement lives are contained in the Canadian D.O.T. Approved Maintenance Inspection Schedule, Avian Report No. AAF-57.
NOTE 4.	Effective February 20, 1998 design responsibility for model Avian 2/180 gyroplane is transferred from Avian Aircraft Limited, Georgetown, Ontario, Canada and Department of Transport (DOT) (Transport Canada) to Pegasus Rotorcraft Limited, Santa Clara, California, USA and FAA.

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