

**DESCRIPTION AND MAINTENANCE INSTRUCTIONS****PITOT STATIC SYSTEM  
MAINTENANCE**

(This EO replaces EO 05-1-2AT dated 3 Dec 58)

- 1 Cases have occurred where pitot static lines have been crossed or left disconnected after maintenance. To prevent recurrence an entry is to be made in the L14-1B whenever any work is carried out which could cause leaks or malfunction of the system.
- 2 The L14 entry is to be made against the instrument trade and is to call for a pitot static functional and leak test. The readings of the aircraft cockpit instruments are to be compared with those of the pitot static tester when carrying out these tests.
- 3 Tape shall not be used to seal pitot or static openings. The calibrated pitot hole on shark fin type pitot tubes shall be sealed by using an adaptor in accordance with EO 20-150J-6A/1. Aircraft having static vents on the fuselage shall have these sealed by using an adaptor as outlined in EO 20-150JA-2A with the centre suction cup of this adaptor sealed off.

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

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