

## CARNET DE ROUTE D'AÉRONEF

## INSTRUCTIONS

## General

(i) Some of the information requested in this log is optional. The regulatory requirements for journey logs are contained in CAR 605.94, 605.95 and 605.96 Schedule 1 (see inside back cover).

**Aircraft information (Page 1):**

(i) Upon bringing this log into use, add the appropriate volume number and enter the applicable aircraft information in the spaces provided at the front of the Journey Log on Page 1. Extra space is provided for additional information at the operators discretion. Each time the weight and balance report is amended, strike out the superseded entry, enter the new information for each configuration affected, and sign and date the entry.

**Flight record (columns 1 to 9)**

Upon bringing this log into use, enter details of the total air time (col 7) and any other total data being tracked, the next scheduled maintenance action and any outstanding defects, in the appropriate cells. On commencing a new page, bring any totals forward from the preceding page. A "Hobbs Time" column plus two blank columns have been provided for additional optional information applicable to the particular operation.

For each flight or series of flights, complete cells 1 through 7 as applicable. For each maintenance activity or elementary work task recorded, complete cells 8 and 9 as applicable. Where the task described in cell 8 is a maintenance task, a signature in cell 9 constitutes the maintenance release required by CAR 605.85. Include the signer's AME licence number, or the ACA and AMO numbers. Where the entry in cell 8 relates to satisfactory completion of a test flight for a conditional maintenance release, the pilot's signature in cell 9 completes the release. Enter any temporary deviations from the stated empty weight and CG in column 8.

When an entry in any cell takes up more than one row, strike out the unused adjacent cells of the affected rows so that an entire blank row is available for the next flight entry.

**Scheduled maintenance times :**

For the operational convenience of the pilot only, enter ***Next Maintenance Due time*** in the first box in the form at bottom of the right-hand log page(s). When the maintenance time is reached, and the required maintenance is completed, cross out the maintenance time entry and enter the ***Next Maintenance due time*** in the next available space.

## Généralités

Certains des renseignements sollicités dans ce carnet sont facultatifs. Les exigences réglementaires relatives aux carnets de route se trouvent aux articles 605.94, 605.95 et 605.96 annexe I (l'intérieur de la couverture arrière)

### Renseignements relatifs à l'aéronef (Page 1)

(i) À la première utilisation du carnet de route, ajouter le numéro du volume approprié et inscrire les renseignements pertinents dans les espaces prévus à cet effet. Espace additionnel est fourni consigner des renseignements supplémentaires au choix de l'exploitant. Chaque fois que le rapport de la masse et du centrage est modifié, rayer l'inscription précédente, inscrire les nouveaux renseignements pour chaque configuration visée, signer et dater l'inscription.

**Dossier de vol (cellules 1 à 9)**

A la première utilisation du carnet de route, inscrire dans les cellules visées les détails relatifs au temps total dans les airs (col 7), et tout les autres données qui sont suivies de près, aux prochains travaux de maintenance, et aux défauts en suspens. Avant de commencer une nouvelle page, reporter les renseignements de la page précédente. Des colonnes supplémentaires servent à consigner des renseignements supplémentaires propres à une exploitation en particulier.

Pour chaque vol ou série de vols, remplir les cellules 1 à 7, selon le cas. Pour chacune des activités de maintenance ou pour les travaux élémentaires, remplir les cellules 8 et 9, selon le cas. Lorsque la tâche décrite à la cellule 8 est une tâche de maintenance, une signature à la cellule 9 tient lieu de la certification après maintenance exigée en application de l'article 605.85 du RAC. Inclure le numéro de licence des techniciens d'entretien d'aéronefs (AME/TEA) signataires ou les numéros de l'autorité de certification de la navigabilité aérienne (ACNA) et de l'organisme de maintenance agréé (OMA). Lorsque l'inscription à la cellule 8 concerne l'exécution satisfaisante d'un test en vol aux fins d'obtention d'une certification après maintenance conditionnelle, la signature du pilote à la cellule 9 complète la certification après maintenance. Inscrire tout écart temporaire concernant la masse à vide et le centre de gravité énoncés dans la colonne des défauts.

Lorsqu'une inscription dans une cellule quelconque prend plus d'une rangée, rayer les cellules inutilisées adjacentes des rangées visées de sorte que les cellules soient libres pour l'inscription du prochain vol.

**Travaux de maintenance prévue:**

Pour la convenance opérationnelle du pilote seulement, écrire le temps du **Prochain Entretien** dans la première case au bas de chaque page droite. Quand le temps d'entretien est atteint et accompli, rayer l'entrée et inscrire le temps du **Prochain Entretien** dans la case suivante.

|                                                                                        |                            |                       |
|----------------------------------------------------------------------------------------|----------------------------|-----------------------|
| NATIONALITY AND REGISTRATION<br>NATIONALITÉ et REGISTRATION                            | CANADIAN C-FBWH            |                       |
| MANUFACTURER'S NAME & MODEL DESIGNATION<br>NOM du CONSTRUCTEUR & DESIGNATION du MODÈLE | PA32 RT-300 T              |                       |
| SERIAL NUMBER<br>NUMÉRO de SÉRIE                                                       | 32R-7887126                |                       |
| FUEL<br>CARBURANT                                                                      | CAPACITY<br>CAPACITÉ 94 US | GRADE<br>TYPE 100LL   |
| OIL GRADE<br>TYPE D'HUILE                                                              | SUMMER<br>ÉTÉ 15/50        | WINTER<br>HIVER 15/50 |

## MAINTENANCE SCHEDULE - CALENDRIER de MAINTENANCE

|                      |  |
|----------------------|--|
| MAINTENANCE SCHEDULE |  |
|                      |  |
|                      |  |
|                      |  |
|                      |  |

WEIGHT and BALANCE - POIDS et CENTRAGE

|                                                                |                  |                |
|----------------------------------------------------------------|------------------|----------------|
| AUTHORIZED MAXIMUM GROSS WEIGHT<br>POIDS BRUT MAXIMAL AUTORISÉ |                  | 3600 LBS       |
| DATUM POINT<br>POINT de RÉFÉRENCE                              |                  |                |
| CENTRE OF GRAVITY LIMITS<br>LIMITES de CENTRAGE                | FORWARD<br>AVANT | AFT<br>ARRIÈRE |
|                                                                |                  |                |

EMPTY AIRCRAFT - L'AÉRONEF VIDE

[illegible]



FLIGHT RECORD - FICHE DE VOL

RECORD OF TIME - FICHE DE TEMPS

[illegible]

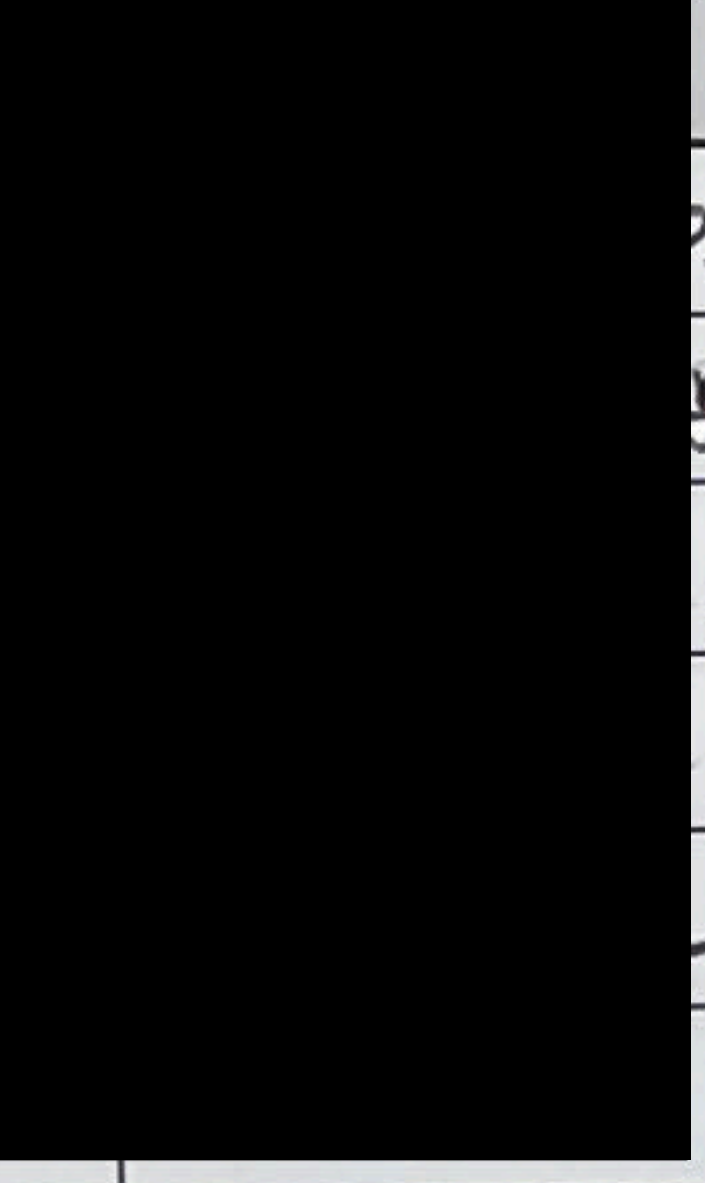
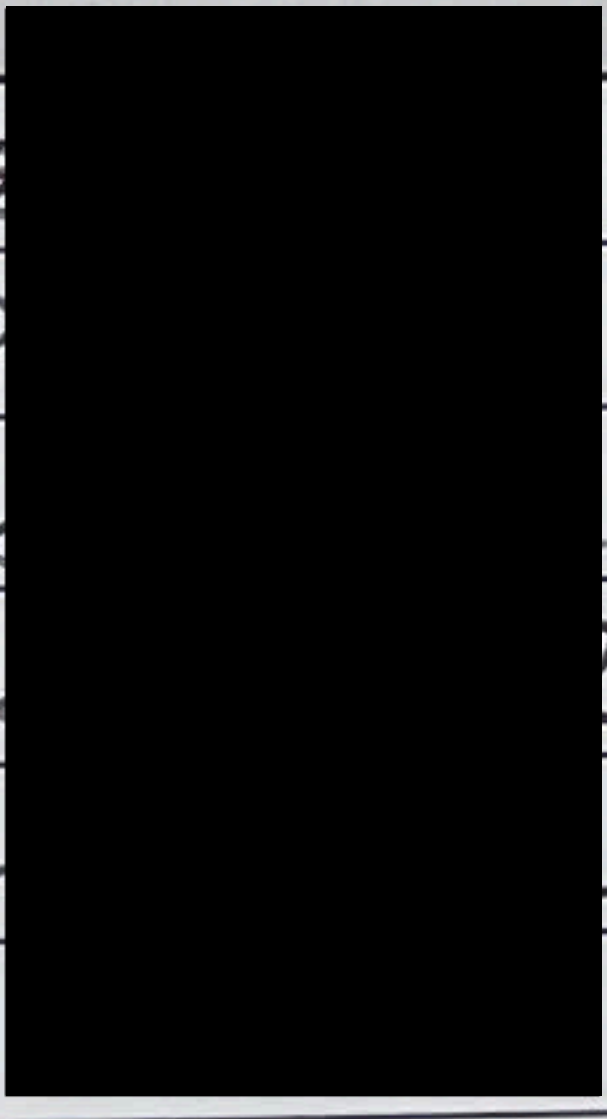
For operational convenience only, enter **Next Maintenance** time in the first box in the form at bottom of the *right-hand* page. When the maintenance time is reached, and the required maintenance is completed, cross out the **Next Maintenance** entry and enter the **Next Maintenance** due time in the next available space.

Pour la convenance opérationnelle seulement, écrire le temps du **Prochain Entretien** dans la première case au bas de la page droite. Quand le temps d'entretien est atteint et accompli, rayer l'entrée et inscrire le temps du **Prochain Entretien** dans la case suivante.

Next Maintenance:  
*Prochain Entretien*

Due



| OBBS METER                               |             | OTHER - AUTRE    |                 | REMARKS<br>REMARQUES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  | SIGNATURE                                                                                                 |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
|------------------------------------------|-------------|------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------|-------------|-------------|--------|--------|--------|------------------|-----------------|--|--|--|-----------------|--|--|--|---------------|--|--|--|---------------|--|--|--|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| FLIGHT TIME<br>TEMPS DE VOL              |             |                  |                 | 8.<br>AIRWORTHINESS CERTIFICATION OR DEFECTS<br>CERTIFICATION DE NAVIGABILITE OU DEFECTUOSITES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | 9.<br>PILOT OR AME/AMO/A&P + LICENCE NUMBER<br>PILOTE, MECHANICIEN/COMPAGNIE<br>APPROUVEE + No DE LICENCE |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
|                                          |             |                  |                 | <p>CF BWR</p> <p>July. 16, 2023</p> <p>Weight out 17.5 Kg</p> <p>Weight in 10.5 Kg</p> <p><u>New carpets</u></p> <p>110665 2003.2 Sep. 21, 2023</p> <p>Full fuel.</p> <p>110665 2003.9 Oct. 18, 2023</p> <p>110665 2004.5 Oct. 24, 2023</p> <table border="1"> <tr> <td>Feb. 3</td> <td>2013.9 Full</td> <td>11103-12125</td> <td>2004.6</td> </tr> <tr> <td>Feb 22</td> <td>2015.5</td> <td>45 min each used</td> <td>2006.4 - 2007.8</td> </tr> <tr> <td colspan="3"></td> <td>2008.7 - NOV 16</td> </tr> <tr> <td colspan="3"></td> <td>2009.4 Jan 4,</td> </tr> <tr> <td colspan="3"></td> <td>2010.4 Jan 21</td> </tr> <tr> <td colspan="3"></td> <td>2011.7 Jan 29</td> </tr> </table> <p>Full fuel</p> |  | Feb. 3                                                                                                    | 2013.9 Full | 11103-12125 | 2004.6 | Feb 22 | 2015.5 | 45 min each used | 2006.4 - 2007.8 |  |  |  | 2008.7 - NOV 16 |  |  |  | 2009.4 Jan 4, |  |  |  | 2010.4 Jan 21 |  |  |  | 2011.7 Jan 29 |   |  |
| Feb. 3                                   | 2013.9 Full | 11103-12125      | 2004.6          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                           |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
| Feb 22                                   | 2015.5      | 45 min each used | 2006.4 - 2007.8 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                           |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
|                                          |             |                  | 2008.7 - NOV 16 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                           |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
|                                          |             |                  | 2009.4 Jan 4,   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                           |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
|                                          |             |                  | 2010.4 Jan 21   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                           |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
|                                          |             |                  | 2011.7 Jan 29   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                           |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
|                                          |             |                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                           |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
|                                          |             |                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                           |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
|                                          |             |                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                           |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
|                                          |             |                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                           |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |
| Next Maintenance:<br>Prochain Entretien: |             | Due:             |                 | Due:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  | Due:                                                                                                      |             |             |        |        |        |                  |                 |  |  |  |                 |  |  |  |               |  |  |  |               |  |  |  |               |                                                                                                                                                                         |  |



RECORD OF TIME - FICHE DE TEMPS

[illegible]

Pour la convenance opérationnelle seulement, écrire le temps du **Prochain Entretien** dans la première case au bas de la page droite. Quand le temps d'entretien est atteint et accompli, rayer l'entrée et inscrire le temps du **Prochain Entretien** dans la case suivante.

Next Maintenance  
Prochain Entretien



|                                          |      |      |      |
|------------------------------------------|------|------|------|
| Next Maintenance:<br>Prochain Entretien: | Due: | Due: | Due: |
|------------------------------------------|------|------|------|



# FLIGHT RECORD - FICHE DE VOL

## RECORD OF TIME - FICHE DE TEMPS

| JOURNEY - ROUTE                        |                                                                         | CREW - ÉQUIPAGE      |                         | RECORD OF TIME - FICHE DE TEMPS |                            |                                                                               | HOBBS METER   |                             | OTHER - AUTRE |
|----------------------------------------|-------------------------------------------------------------------------|----------------------|-------------------------|---------------------------------|----------------------------|-------------------------------------------------------------------------------|---------------|-----------------------------|---------------|
| 1. DATE                                | 2. POINT OF DEPARTURE AND DESTINATION<br>POINT DE DÉPART ET DESTINATION | 3. NAME(S)<br>NOM(S) | 4. TAKEOFF<br>DÉCOLLAGE | 5. LAND<br>ATTEISSAGE           | 6. AIR TIME<br>TEMPS - AIR | 7. TOTAL AIR TIME SINCE MANUFACTURE<br>TEMPS AIR TOTAL DEPUIS SA CONSTRUCTION | FINISH<br>FIN | FLIGHT TIME<br>TEMPS DE VOL |               |
| TOTAL BROUGHT FORWARD<br>TOTAL RÉPORTE |                                                                         |                      |                         |                                 |                            |                                                                               |               |                             |               |
| Aug. 29. 2023                          | CNV8-CNV3                                                               | Victor Dotsenko      | 19:30                   | 20:35                           |                            | 0,9                                                                           | 4093,0        | 4,1                         |               |
| Sep. 21. 2023                          | CNV3-CNV8                                                               | Victor Dotsenko      | 08:06                   | 08:32                           |                            | 0,5                                                                           | 4097,5        | 0,7                         |               |
| Sep. 21. 2023                          | CNV8-CNV3                                                               | Victor Dotsenko      | 11:11                   | 11:37                           |                            | 0,5                                                                           | 4098,0        | 0,8                         |               |
| Oct. 18. 2023                          | CNV3-CNV3                                                               | Victor Dotsenko      | 18:40                   | 18:15                           |                            | 0,5                                                                           | 4098,5        | 0,7                         |               |
| Oct. 24. 2023                          | CNV3-CNV3                                                               | Dotsenko / Salduskin | 12:15                   | 12:50                           |                            | 0,4                                                                           | 4098,9        | 0,6                         |               |

**BRAMPTON**  
Cessna  
A Textron Company  
**FLIGHT CENTRE**

Date: 1 Nov /2023

A/C Reg: C-FBWH

AFTT: 4098.9

1. Pitot-static system, altimetry devices and the altimeter PN#: 5934PA-3 SN#: 491955, tested, inspected and conform to CAR 571 Appendix B. Transponder PN#: 011-00490-00 S/N: 83746712 and encoder PN#: A-30 S/N: 129125 inspected, tested and conform to CAR 571 Appendix F.

| Altitude | Indicated | Altitude | Indicated |
|----------|-----------|----------|-----------|
| -1000    | -1010     | 6000     | 6000      |
| 0        | 10        | 8000     | 7990      |
| 500      | 500       | 10000    | 9970      |
| 1000     | 1000      | 12000    | 11960     |
| 1500     | 1500      | 14000    | 13950     |
| 2000     | 2020      | 16000    | 15950     |
| 3000     | 3020      | 18000    | 17960     |
| 4000     | 4020      | 20000    | 19975     |

2. Encoder adjusted
3. ELT removed for repair deferred no flight restrictions

The maintenance described above has been performed in accordance with the applicable standards of airworthiness.  
Reference work order(s) BFC23-28498

Name: Jeremy Brown  
Signature: [Signature]  
License #: [Redacted]  
ACA #: AMO 348-02  
17

C-FBWH

November 8, 2023

Piper PA32RT-300T

S/N: 32R-7887126

New Kannad AF INTEGRA ELT S/N TM000288631 installed on existing mount following programming at Glideslope Aerospace Form1#230119. Unit was armed and a satisfactory self test was observed.

|               |           |                    |       |       |  |     |        |     |  |
|---------------|-----------|--------------------|-------|-------|--|-----|--------|-----|--|
| NOV. 16. 2023 | CNV3-CNV3 | Salduskin / Brooks | 11:03 | 12:25 |  | 1,4 | 4100,3 | 1,8 |  |
| NOV. 16. 2023 | CNV3-CNV3 | Victor Dotsenko    | 15:01 | 16:11 |  | 1,2 | 4101,5 | 1,4 |  |
| NOV. 16. 2023 | CNV3-CNV3 | Victor Dotsenko    | 17:35 | 18:37 |  | 0,9 | 4102,4 | 1,0 |  |

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C-FBWT-

PA 16505

last oil change. (4064)  
Next oil change (4116)

June 5. 2023 Hobbs 1982.3  
Fuel 20/20

June 10. 2023 Hobbs 1983.5  
Fuel L-35min R-Full  
Fuel R-40min  
Fuel L-40min

June 17. 2023 - Hobbs 1985.0

June, 21. 2023 Hobbs (1988.3)  
Fuel L-35min - R-30min / L-43min-R30<sub>mins</sub>

June 29. 2023 - Hobbs (1990.4)  
Fuel - L-20min / R-23min / EACH left 20 GAL

Fuel L-30min - July 5. 23 (1991.0)

Fuel Full July 25. 2023 (1993.2)

Fuel 20 GAL EACH. Aug 1. (1996.0)  
1997.6

|                 |        |        |
|-----------------|--------|--------|
| Hobbs<br>2000.6 | 2001.7 | 1999.9 |
|-----------------|--------|--------|

|                                                                                          |                                                                                                        |
|------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| REMARKS<br>REMARQUES                                                                     | SIGNATURE                                                                                              |
| AIRWORTHINESS CERTIFICATION OR DEFECTS<br>CERTIFICATION DE NAVIGABILITE OU DEFECTUOSITES | 9.<br>PILOT OR AME/AMO/A&P + LICENCE NUMBER<br>PILOTE, MECHANIC/COMPAGNIE<br>APPROUVEE + No DE LICENCE |

|                                          |      |      |      |
|------------------------------------------|------|------|------|
| Next Maintenance:<br>Prochain Entretien: | Due: | Due: | Due: |
|------------------------------------------|------|------|------|



# FLIGHT RECORD - FICHE DE VOL

| FLIGHT RECORD - FICHE DE TEMPS         |                                                                                      |                             |                                 |                               |                                   |                                                                                                  |                   |                                    |               |  | OTHER - AUTRE |
|----------------------------------------|--------------------------------------------------------------------------------------|-----------------------------|---------------------------------|-------------------------------|-----------------------------------|--------------------------------------------------------------------------------------------------|-------------------|------------------------------------|---------------|--|---------------|
| JOURNEY - ROUTE                        |                                                                                      | CREW - ÉQUIPAGE             | RECORD OF TIME - FICHE DE TEMPS |                               |                                   |                                                                                                  | HOBBS METER       |                                    | OTHER - AUTRE |  |               |
| 1.<br>DATE                             | 2.<br>POINT OF DEPARTURE<br>AND DESTINATION<br><br>POINT DE DÉPART<br>ET DESTINATION | 3.<br>NAME(S)<br><br>NOM(S) | 4.<br>TAKEOFF<br><br>DÉCOLLAGE  | 5.<br>LAND<br><br>ATERRISSAGE | 6.<br>AIR TIME<br><br>TEMPS - AIR | 7.<br>TOTAL AIR TIME<br>SINCE<br>MANUFACTURE<br><br>TEMPS AIR TOTAL<br>DEPUIS SA<br>CONSTRUCTION | FINISH<br><br>FIN | FLIGHT TIME<br><br>TEMPS<br>DE VOL |               |  |               |
| TOTAL BROUGHT FORWARD<br>TOTAL RÉPORTE |                                                                                      |                             |                                 |                               |                                   |                                                                                                  |                   |                                    |               |  |               |
| May 8/23                               | CYGO → CNV-8                                                                         | Meyer / Dotsenko            |                                 |                               |                                   | 3,3                                                                                              | 4075,0            | 3,6                                |               |  |               |
| June 1/23                              | CNV-8 → CNV                                                                          | Brooks / Dotsenko           |                                 |                               |                                   | 1,2                                                                                              | 4076,2            | 1,5                                |               |  |               |
| June 1/23                              | CYVV → CYQA                                                                          | Brooks / Dotsenko           |                                 |                               |                                   | 1,1                                                                                              | 4077,3            | 1,4                                |               |  |               |
| June 1/23                              | CYQA → CNV-8                                                                         | Brooks / Dotsenko           |                                 |                               |                                   | 1,0                                                                                              | 4078,3            | 1,3                                |               |  |               |
| June 5/23                              | CNV-8 → CNL3                                                                         | Brooks / Dotsenko           |                                 |                               |                                   | 0,6                                                                                              | 4078,9            | 0,9                                |               |  |               |
| June 5/23                              | CNL3 → CYFD                                                                          | Brooks / Dotsenko           |                                 |                               |                                   | 0,4                                                                                              | 4079,3            | 0,7                                |               |  |               |
| June 5/23                              | CYFD → CNV-8                                                                         | Brooks / Dotsenko           |                                 |                               |                                   | 1,7                                                                                              | 4081,0            | 2,0                                |               |  |               |
| June 10/23                             | CNV-8 → CNE-3                                                                        | Victor Dotsenko             |                                 |                               |                                   | 0,4                                                                                              | 4081,4            | 0,6                                |               |  |               |
| June 10/23                             | CNE-3 → CNV-8                                                                        | Victor Dotsenko             |                                 |                               |                                   | 0,4                                                                                              | 4081,8            | 0,6                                |               |  |               |
| June 17/23                             | CNV-8 → CNE-3 → CNV-8                                                                | Victor Dotsenko             |                                 |                               |                                   | 1,2                                                                                              | 4083,0            | 1,5                                |               |  |               |
| June 21/23                             | CNV-8 → CNE-3                                                                        | Victor Dotsenko             | 12:03                           | 12:42                         |                                   | 0,8                                                                                              | 4083,8            | 1,0                                |               |  |               |
| June 21/23                             | CNE-3 → CNV-8                                                                        | Victor Dotsenko             | 18:25                           | 19:04                         |                                   | 0,3                                                                                              | 4084,1            | 0,5                                |               |  |               |
| June 21/23                             | CNV-8 → CNV-8                                                                        | Victor Dotsenko             | 20:58                           | 21:38                         |                                   | 1,6                                                                                              | 4085,7            | 1,8                                |               |  |               |
| June 29/23                             | CNV-8 → CNR4                                                                         | Victor Dotsenko             | 12:20                           | 13:15                         |                                   | 0,9                                                                                              | 4086,6            | 1,1                                |               |  |               |
| June 29/23                             | CNR4 → CNV-8                                                                         | Victor Dotsenko             | 18:27                           | 19:10                         |                                   | 0,8                                                                                              | 4087,4            | 1,0                                |               |  |               |
| July 5/23                              | CNV-8 → CNE-3                                                                        | Victor Dotsenko             | 19:16                           | 19:45                         |                                   | 0,5                                                                                              | 4087,9            | 0,6                                |               |  |               |
| July 5/23                              | CNE-3 → CYEE → CNE-3                                                                 | Victor Dotsenko             | 09:35                           | 11:51                         |                                   | 1,9                                                                                              | 4089,8            | 2,2                                |               |  |               |
| July 11/2023                           | CNE-3 → CYEE → CNE-3                                                                 | Victor Dotsenko             | 10:14                           | 12:17                         |                                   | 1,8                                                                                              | 4091,6            | 2,1                                |               |  |               |
| July 11/2023                           | CNE-3 → CNE-3                                                                        | Victor Dotsenko             | 13:10                           | 13:31                         |                                   | 0,5                                                                                              | 4092,1            | 0,7                                |               |  |               |
| July 11/2023                           | CNE-3 → KERI                                                                         | Victor Dotsenko             | 10:45                           | 12:05                         |                                   | 1,4                                                                                              | 4093,5            | 1,6                                |               |  |               |
| July 11/2023                           | KERI → CNE-3                                                                         | Victor Dotsenko             | 12:46                           | 13:50                         |                                   | 2,1                                                                                              | 4095,6            | 2,3                                |               |  |               |
| July 11/2023                           | CNE-3 → CNV-8                                                                        | Victor Dotsenko             | 14:40                           | 15:05                         |                                   | 0,5                                                                                              | 4096,1            | 0,7                                |               |  |               |

## CENTRAL AERO

Piper PA32RT-300T  
S/N: 32R-7887126  
TTAF: 4096.1

C-FBWH  
August 29, 2023  
WO#23-na

- Magneto P/N 10-682560-13R S/N H-L061787 removed. 1000 hour inspection carried out at Q1 Aviation WO#141794. Mag installed and timed to 25°BTC.
- Replaced rocker cover gasket at #5 cylinder P/N SL71450
- Replaced flex line for crankcase vent using MIL6000-16 hose
- Oil cooler and intake to cowling ducting replaced as needed using SCAT-16
- Interior carpeting replaced with new carpet fitted as needed for installation. Burn certification documentation with technical record. Weight change is negligible.
- AD 2023-09-09 Tailpipe V-band coupling C/W – visual inspection carried out, satisfactory. Current time on clamp is 309.8 hours, replacement required by 4286.3 hours TTAF, next inspection due by August 29, 2024.

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

M757016

Failed right mag drop test. Removed cowlings, removed corresponding spark plugs. Reinstalled plugs and torqued to spec. Reinstalled cowlings.

08/14/2023

TACH: 4093.9

North Coast A

PA32RT-300T

S/N: 32R-7887126

C-FBWH

e, PA 16505



# FLIGHT RECORD - FICHE DE VOL

## RECORD OF TIME - FICHE DE TEMPS

| JOURNEY - ROUTE                        |                                                                         | CREW - ÉQUIPAGE      | RECORD OF TIME - FICHE DE TEMPS |                        |                            | HOBBS METER                                                                   |               | OTHER                       |
|----------------------------------------|-------------------------------------------------------------------------|----------------------|---------------------------------|------------------------|----------------------------|-------------------------------------------------------------------------------|---------------|-----------------------------|
| 1. DATE                                | 2. POINT OF DEPARTURE AND DESTINATION<br>POINT DE DÉPART ET DESTINATION | 3. NAME(S)<br>NOM(S) | 4. TAKEOFF<br>DÉCOLLAGE         | 5. LAND<br>ATTERISSAGE | 6. AIR TIME<br>TEMPS - AIR | 7. TOTAL AIR TIME SINCE MANUFACTURE<br>TEMPS AIR TOTAL DEPUIS SA CONSTRUCTION | FINISH<br>FIN | FLIGHT TIME<br>TEMPS DE VOL |
| TOTAL BROUGHT FORWARD<br>TOTAL RÉPORTE |                                                                         |                      |                                 |                        |                            |                                                                               |               |                             |
| May 8/23                               | CXGQ → CNV-8                                                            | Meyer / Dotsenko     |                                 |                        |                            | 3,3                                                                           | 4075,0        | 3,6                         |
| June 1/23                              | CNV-8 → CNV                                                             | Brooks / Dotsenko    |                                 |                        |                            | 1,2                                                                           | 4076,2        | 1,5                         |
| June 1/23                              | CYVW → CXQA                                                             | Brooks / Dotsenko    |                                 |                        |                            | 1,1                                                                           | 4077,3        | 1,4                         |
| June 1/23                              | CXQA → CNV-8                                                            | Brooks / Dotsenko    |                                 |                        |                            | 1,0                                                                           | 4078,3        | 1,3                         |
| June 5/23                              | CNV-8 → CNV-3                                                           | Brooks / Dotsenko    |                                 |                        |                            | 0,6                                                                           | 4078,9        | 0,9                         |
| June 5/23                              | CNV-3 → CYFD                                                            | Brooks / Dotsenko    |                                 |                        |                            | 0,4                                                                           | 4079,3        | 0,7                         |
| June 5/23                              | CYFD → CNV-8                                                            | Brooks / Dotsenko    |                                 |                        |                            | 1,7                                                                           | 4081,0        | 2,0                         |
| June 10/23                             | CNV-8 - CNC-3                                                           | Victor Dotsenko      |                                 |                        |                            | 0,4                                                                           | 4081,4        | 0,6                         |
| June 10/23                             | CNC-3 - CNV-8                                                           | Victor Dotsenko      |                                 |                        |                            | 0,4                                                                           | 4081,8        | 0,6                         |
| June 17/23                             | CNV-8 - CNC-3 - CNV-8                                                   | Victor Dotsenko      |                                 |                        |                            | 1,2                                                                           | 4083,0        | 1,5                         |
| June 21/23                             | CNV-8 - CNC-3                                                           | Victor Dotsenko      | 12:03                           | 12:42                  |                            | 0,8                                                                           | 4083,8        | 1,0                         |
| June 21/23                             | CNC-3 - CNV-8                                                           | Victor Dotsenko      | 18:25                           | 19:04                  |                            | 0,3                                                                           | 4084,1        | 0,5                         |
| June 21/23                             | CNV-8 - CNV-8                                                           | Victor Dotsenko      | 20:58                           | 21:38                  |                            | 1,6                                                                           | 4085,7        | 1,8                         |
| June 29/23                             | CNV-8 → CNR-4                                                           | Victor Dotsenko      | 12:20                           | 13:15                  |                            | 0,9                                                                           | 4086,6        | 1,1                         |
| June 29/23                             | CNR-4 → CNV-8                                                           | Victor Dotsenko      | 18:27                           | 19:40                  |                            | 0,8                                                                           | 4087,4        | 1,0                         |
| July 5/23                              | CNV-8 → CNC-3                                                           | Victor Dotsenko      | 19:16                           | 19:45                  |                            | 0,5                                                                           | 4087,9        | 0,6                         |
| July 25/23                             | CNC-3 → CYEE → CNC-3                                                    | Victor Dotsenko      | 09:35                           | 11:51                  |                            | 1,9                                                                           | 4089,8        | 2,2                         |
| July/Aug. 1/2023                       | CNC-3 → MAGARA → CNC-3                                                  | Victor Dotsenko      | 10:14                           | 12:17                  |                            | 1,8                                                                           | 4091,6        | 2,1                         |
| Aug. 1/2023                            | CNC-3 → CNC-3                                                           | Victor Dotsenko      | 13:10                           | 13:31                  |                            | 0,5                                                                           | 4092,1        | 0,7                         |
| Aug. 11/2023                           | CNC-3 → KERI                                                            | Victor Dotsenko      | 10:45                           | 12:05                  |                            | 1,4                                                                           | 4093,5        | 1,6                         |
| Aug. 14/2023                           | KERI → CNC-3                                                            | Victor Dotsenko      | 12:46                           | 13:50                  |                            | 2,1                                                                           | 4095,6        | 2,3                         |
| Aug. 14/2023                           | CNC-3 - CNV-8                                                           | Victor Dotsenko      | 14:40                           | 15:05                  |                            | 0,5                                                                           | 4096,1        | 0,7                         |

## CENTRAL AERO

C-FBWH  
August 29, 2023  
WO#23-na

Piper PA32RT-300T  
S/N: 32R-7887126  
TTAF: 4096.1

- Magneto P/N 10-682560-13R S/N H-L061787 removed. 1000 hour inspection carried out at Q1 Aviation WO#141794. Mag installed and timed to 25°BTC.
- Replaced rocker cover gasket at #5 cylinder P/N SL71450
- Replaced flex line for crankcase vent using MIL6000-16 hose
- Oil cooler and intake to cowling ducting replaced as needed using SCAT-16
- Interior carpeting replaced with new carpet fitted as needed for installation. Burn certification documentation with technical record. Weight change is negligible.
- AD 2023-09-09 Tailpipe V-band coupling C/W – visual inspection carried out, satisfactory. Current time on clamp is 309.8 hours, replacement required by 4286.3 hours TTAF, next inspection due by August 29, 2024.

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE STANDARDS OF AIRWORTHINESS

For operational convenience only, enter **Next Maintenance** time in the first box in the form at bottom of the right-hand page. When the maintenance time is reached and the required maintenance is completed, cross out the **Next Maintenance** entry and enter the **Next Maintenance** due time in the next available space.

Pour la convenance opérationnelle seulement, écrire le temps du **Prochain Entretien** dans la première case au bas de la page droite. Quand le temps d'entretien est atteint et accompli, rayer l'entrée et inscrire le temps du **Prochain Entretien** dans la case suivante.

08/14/2023  
Failed right mag drop test. Removed cowlings, removed cowlings.  
plugs. Reinstalled plugs and torqued to spec. Reinstalled cowlings.



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|  | OTHER - AUTRE |
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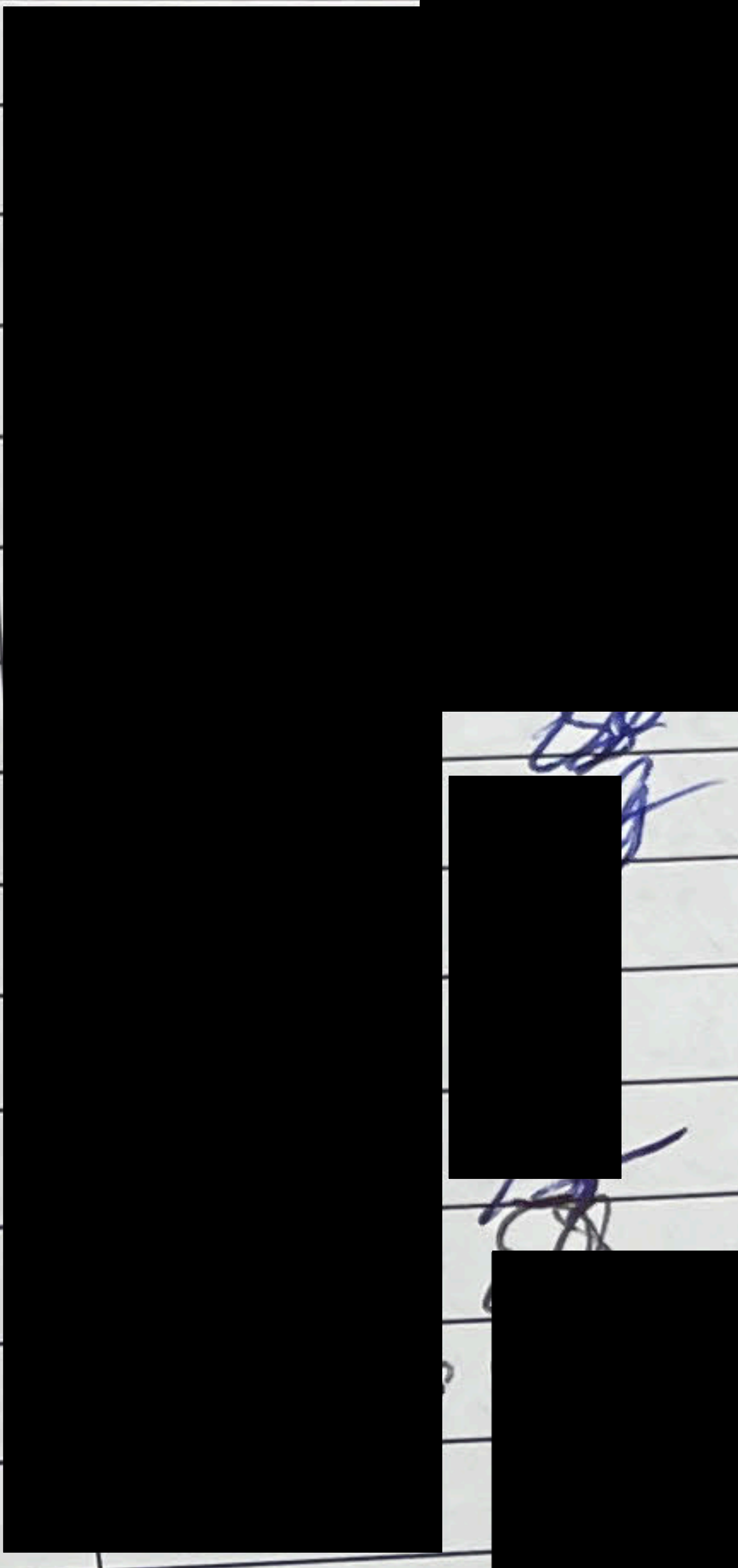
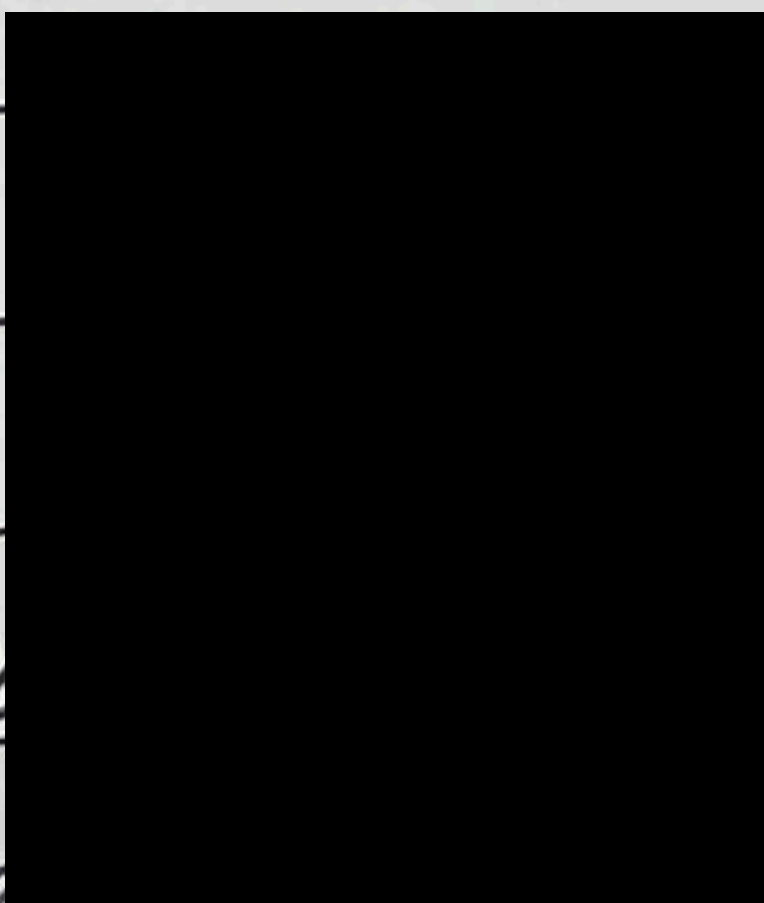
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| REMARKS<br>REMARQUES |                                                                                          | SIGNATURE                                                                                                                                                                   |
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| 8.                   | AIRWORTHINESS CERTIFICATION OR DEFECTS<br>CERTIFICATION DE NAVIGABILITE OU DEFECTUOSITES | 9.<br>PILOT OR AME/AMOIA&P + LICENCE NUMBER<br>PILOTE, MECHANICIEN/COMPAGNIE<br>APPROUVEE + No DE LICENCE                                                                   |
| <p>mag</p>           |                                                                                          |                                                                                         |
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|-------------------|------|
| Added 1 Q2 20W-50 | Due: |
|-------------------|------|

|                                          |      |      |      |
|------------------------------------------|------|------|------|
| Next Maintenance:<br>Prochain Entretien: | Due: | Due: | Due: |
|------------------------------------------|------|------|------|



# FLIGHT RECORD - FICHE DE VOL

| JOURNEY - ROUTE                        |                                                                         |                      | CREW - ÉQUIPAGE         |                        | RECORD OF TIME - FICHE DE TEMPS |                                                                               |               |                             | OTHER - AUTRE |
|----------------------------------------|-------------------------------------------------------------------------|----------------------|-------------------------|------------------------|---------------------------------|-------------------------------------------------------------------------------|---------------|-----------------------------|---------------|
| 1. DATE                                | 2. POINT OF DEPARTURE AND DESTINATION<br>POINT DE DÉPART ET DESTINATION | 3. NAME(S)<br>NOM(S) | 4. TAKEOFF<br>DÉCOLLAGE | 5. LAND<br>ATERRISSAGE | 6. AIR TIME<br>TEMPS - AIR      | 7. TOTAL AIR TIME SINCE MANUFACTURE<br>TEMPS AIR TOTAL DEPUIS SA CONSTRUCTION | HOBBS METER   |                             | 8.            |
|                                        |                                                                         |                      |                         |                        |                                 |                                                                               | FINISH<br>FIN | FLIGHT TIME<br>TEMPS DE VOL |               |
| TOTAL BROUGHT FORWARD<br>TOTAL RÉPORTE |                                                                         |                      |                         |                        |                                 | .6                                                                            | 4040.8        | .7                          |               |
| Sept 2/22                              | CYCE → C23                                                              |                      |                         |                        |                                 | .3                                                                            | 4041.1        | .4                          |               |
| Sept 10/22                             | C23 → C23                                                               |                      |                         |                        |                                 | 1.75                                                                          | 4042.85       | .2                          |               |
| Oct 17/22                              | C23 → KXWA                                                              |                      |                         |                        |                                 | .9                                                                            | 4043.75       | .1                          |               |
| Oct 17/22                              | KXWA → KGGW                                                             |                      |                         |                        |                                 | 1.0                                                                           | 4044.75       | 1.25                        |               |
| Oct 17/22                              | KGGW → CYOR                                                             |                      |                         |                        |                                 | 1.0                                                                           | 4045.75       | 1.05                        |               |
| Oct 17/22                              | CYOR → C23                                                              |                      |                         |                        |                                 | 1.55                                                                          | 4047.3        | 1.57                        |               |
| Oct 22/22                              | C23 → CYUG                                                              |                      |                         |                        |                                 | 1.5                                                                           | 4048.8        | 1.7                         |               |
| Oct 22/22                              | CYUG → C23                                                              |                      |                         |                        | 1.91                            | .8                                                                            | 4049.6        | 1.0                         |               |
| Nov 18/22                              | C23 → C23                                                               |                      |                         |                        |                                 | 2.6                                                                           | 4052.2        | 3.0                         |               |
| Nov 12/22                              | C23 → CYGL                                                              |                      |                         |                        |                                 | 2.6                                                                           | 4054.8        | 3.0                         |               |
| Nov 12/22                              | CYGL → C23                                                              |                      |                         |                        |                                 | 8.9                                                                           | 4063.7        | 10.0                        |               |
| Mar 23/23                              | C23 → CYZH → CYZH → CFNS → CFNS → CYZH → C23                            |                      |                         |                        |                                 | .3                                                                            | 4064          | .4                          |               |
| Apr 25/23                              | C23 → C23                                                               |                      |                         |                        |                                 |                                                                               |               |                             |               |



Birch Hills Aviation AMO#67-21  
[Redacted], Birch Hills Airport  
Birch Hills, SK, S0J 0G0

C-FBWH TTAF: 4064.0

Annual inspection completed as per CAR's 625 Appendix B and C. Compression test carried out, #1 77, #2 78, #3 72, #4 75, #5 76, #6 77. Cylinder borescope inspection performed, N.F.F. Sparkplugs serviced and rotated. Oil changed, added 9qts of 20W-50 and 16oz of ASL Camguard. Oil filter replaced, P/N AA48103-2, old filter cut open and inspected, N.F.F. Air filter replaced. Mag timing and tach accuracy checked. Prop greased as per Hartzell Owner's Manual, blades dressed and tracking checked. Run-up performed, N.F.F. Interior removed as required to perform AD# 2020-26-16. Reference Cougar NDE report # CP12-1019. Interior re-installed. Gear swing performed, N.F.F. Landing gear lubricated and hydraulic reservoir fluid level checked. Main wheel bearings checked, nose wheel bearings re-packed. First Aid Kit and Fire Extinguisher inspected. Compass swing carried out.

AD# 2020-26-16 – ATA-57, Wings. Carried out as per Piper SB No.1345, N.F.F. Reference Cougar NDE report # CP12-1019.  
AD# CF90-03R2 – Heat muff, C/W, N.F.F.

"The maintenance described has been performed in accordance with the applicable standards of airworthiness."

DATE: May 2/2023 Signature and License # [Redacted]

|          |                                  |  |  |  |  |     |        |     |  |
|----------|----------------------------------|--|--|--|--|-----|--------|-----|--|
| May 3/23 | C23 → C23                        |  |  |  |  | .3  | 4064.3 | .4  |  |
| May 7/23 | C23 → CYCE → C23 Szakay/Dotsenko |  |  |  |  | 2.3 | 4066.6 | 2.9 |  |
| May 8/23 | C23 → CXRL Meyer/Dotsenko        |  |  |  |  | 3.2 | 4069.8 | 3.5 |  |
| May 8/23 | CXRL → CXGG Meyer/Dotsenko       |  |  |  |  | 1.9 | 4071.7 | 2.2 |  |

For operational convenience only, enter **Next Maintenance** time in the first box in the form at bottom of the right-hand page. When the maintenance time is reached, and the required maintenance is completed, cross out the **Next Maintenance** entry and enter the **Next Maintenance** due time in the next available space.  
Pour la convenance opérationnelle seulement, écrire le temps du **Prochain Entretien** dans la première case au bas de la page droite. Quand le temps d'entretien est atteint et accompli, rayer l'entrée et inscrire le temps du **Prochain Entretien** dans la case suivante.



| OTHER - AUTRE | REMARKS<br>REMARQUES                                                                           | SIGNATURE                                                                                                       |
|---------------|------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| OTHER - AUTRE | 8.<br>AIRWORTHINESS CERTIFICATION OR DEFECTS<br>CERTIFICATION DE NAVIGABILITE OU DEFECTUOSITES | 9.<br>PILOT OR A&P / AMO / A&P + LICENCE NUMBER<br>PILOTE, MECHANICIEN / COMPAGNIE<br>APPROUVEE + No DE LICENCE |

Master test flight VOR tracking test was ok.  
auto pilot captured Glid Slop at proper  
descent point. Flare Auto pilot to VFR Crest  
Height on Both ILS + RNAV Approach

[Redacted Signature]

[Redacted Signature]

|                                          |      |      |      |
|------------------------------------------|------|------|------|
| Next Maintenance:<br>Prochain Entretien: | Due: | Due: | Due: |
|------------------------------------------|------|------|------|



# FLIGHT RECORD - FICHE DE VOL

| JOURNEY - ROUTE                                       |                                                                                                  |                                        | CREW - ÉQUIPAGE                           |                                          | RECORD OF TIME - FICHE DE TEMPS              |                                                                                                               |                              |                                                | HOBBS METER |  | OTHER - AUTRE |
|-------------------------------------------------------|--------------------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------|------------------------------------------|----------------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------------|------------------------------------------------|-------------|--|---------------|
| 1.<br>DATE                                            | 2.<br>POINT OF DEPARTURE<br>AND DESTINATION<br><small>POINT DE DÉPART<br/>ET DESTINATION</small> | 3.<br>NAME(S)<br><small>NOM(S)</small> | 4.<br>TAKEOFF<br><small>DÉCOLLAGE</small> | 5.<br>LAND<br><small>ATERRISSAGE</small> | 6.<br>AIR TIME<br><small>TEMPS - AIR</small> | 7.<br>TOTAL AIR TIME<br>SINCE<br>MANUFACTURE<br><small>TEMPS AIR TOTAL<br/>DEPUIS SA<br/>CONSTRUCTION</small> | FINISH<br><small>FIN</small> | FLIGHT TIME<br><small>TEMPS<br/>DE VOL</small> |             |  |               |
| TOTAL BROUGHT FORWARD<br><small>TOTAL RÉPORTE</small> |                                                                                                  |                                        | 1315                                      | 1410                                     | 9                                            | 4019.75                                                                                                       |                              | 1.2                                            |             |  |               |
| May 3                                                 | CYQR - CYQR                                                                                      |                                        |                                           |                                          | 1.0                                          | 4020.75                                                                                                       |                              | 1.1                                            |             |  |               |
| May 5/22                                              | CJ23 → CYQR                                                                                      |                                        |                                           |                                          | 1.0                                          | 4021.75                                                                                                       |                              | 1.2                                            |             |  |               |
| June 5/22                                             | CYQR → CJ23                                                                                      |                                        |                                           |                                          | 1.5                                          | 4023.25                                                                                                       |                              | 1.6                                            |             |  |               |
| June 10/22                                            | CJ23 → Peterson                                                                                  |                                        |                                           |                                          | 1.5                                          | 4024.75                                                                                                       |                              | 1.6                                            |             |  |               |
| June 11/22                                            | Peterson → CJ23                                                                                  |                                        |                                           |                                          | 43                                           | 4027.75                                                                                                       |                              | 34                                             |             |  |               |
| June 12/22                                            | CJ23 → CJ23                                                                                      |                                        |                                           |                                          | 0.3                                          | 4028.0                                                                                                        |                              | 0.4                                            |             |  |               |
| June 27/22                                            | CJ23 → D03                                                                                       |                                        |                                           |                                          |                                              |                                                                                                               |                              |                                                |             |  |               |

AERIAL APPLICATION • AIRCRAFT MAINTENANCE • FLIGHT TRAINING



Birch Hills Aviation AMO#67-21  
[Redacted] Birch Hills Airport  
Birch Hills, SK, S0J 0G0

C-FBWH TT: 4028.0

Annual inspection completed as per CARs 625 Appendix B and C. Compression test carried out, #1 79, #2 79, #3 78, #4 64, #5 78, #6 79. Cylinder borescope inspection performed, N.F.F. Sparkplugs cleaned, tested and rotated. Oil changed, added 9qts of 20W-50 and 16oz of ASL Camguard. Filter replaced, P/N AA48103-2, old filter cut open and inspected, N.F.F. Mag timing and tach accuracy checked. Air filter replaced, P/N BA5805. Prop greased. Transition elbow on exhaust found cracked, replaced with P/N LW15806AWL, S/N 10CXF-18. Engine run up, N.F.F. Landing gear lubricated and wheel bearings checked. Gear swing performed, N.F.F. Brake pads replaced, P/N Ra66-105. Brake reservoir topped up. First aid kit and Fire Extinguisher inspected. Compass swing carried out. E.L.T performance tested as per CAR 571 App G.

AD# 2022-03-05 – ATA 28 Fuel quantity, N/A, not installed.  
AD# CF 90-03R2 – Heat muff inspection, C/W, N.F.F

"The maintenance described has been performed in accordance with the applicable standards of airworthiness."

DATE: JULY 22/2022 Signature and License # [Redacted]

|           |                      |  |  |  |      |         |  |      |  |  |  |
|-----------|----------------------|--|--|--|------|---------|--|------|--|--|--|
| July 23   | CJ03 → CJ23          |  |  |  | 0.5  | 4028.5  |  | 0.6  |  |  |  |
| Aug 6/22  | CJ23 → CM4           |  |  |  | 1.3  | 4029.8  |  | 1.5  |  |  |  |
| Aug 7/22  | CM4 → <del>CM4</del> |  |  |  | 1.1  | 4030.9  |  | 1.3  |  |  |  |
| Aug 8/22  | CJ03 → CJ23          |  |  |  | 1.8  | 4032.7  |  | 2.0  |  |  |  |
| Aug 12/22 | CJ23 → Dunnington    |  |  |  | 1.4  | 4034.1  |  | 1.5  |  |  |  |
| Aug 12/22 | Dunnington → CYGW    |  |  |  | 1.0  | 4035.1  |  | 1.1  |  |  |  |
| Aug 12/22 | CYGW → CJ23          |  |  |  | 0.9  | 4036.   |  | 1.0  |  |  |  |
| Aug 21/22 | CJ23 → CK42          |  |  |  | 1.25 | 4037.25 |  | 1.35 |  |  |  |
| Aug 21/22 | CK42 → CJ23          |  |  |  | 1.25 | 4038.5  |  | 1.35 |  |  |  |
| Aug 21/22 | CJ23 → CJ23          |  |  |  | 1.2  | 4039.7  |  | 1.5  |  |  |  |
| Sept 2/22 | CJ23 → CYKE          |  |  |  | 0.5  | 4040.2  |  | 0.6  |  |  |  |

For operational convenience only, enter **Next Maintenance** time in the first box in the form at bottom of the right-hand page. When the maintenance time is reached, and the required maintenance is completed, cross out the **Next Maintenance** entry and enter the **Next Maintenance** due time in the next available space.  
Pour la convenance opérationnelle seulement, écrire le temps du **Prochain Entretien** dans la première case au bas de la page droite. Quand le temps d'entretien est atteint et accompli, rayer l'entrée et inscrire le temps du **Prochain Entretien** dans la case suivante.