What is the potential, the possibilities and the environmental impact of electric aviation for small Walloon airfields?

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WHAT IS THE POTENTIAL, THE POSSIBILITIES, AND THE ENVIRONMENTAL IMPACT OF ELECTRIC AVIATION FOR SMALL WALLOON AIRFIELD?

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List of abbreviations / Glossary

ADS-B	Automatic Dependent Surveillance-Broadcast
AEA	All-Electric Aircraft
Albedo	The fraction of incoming solar energy, or light, that the Earth's surface reflects back into space.
API	Application Programming Interface
ASF	Atacam Salt Flat
ATD	Actual Time of Departure
AvGas	Aviation Gasoline
BNEF	BloombergNEF (New Energy Foundation) Consulting firm dedicated to the energy transition.
e-VTOL	Electric Vertical Take-Off and Landing aircraft
EASA	European union Aviation Safety Agency
EEA	European Environment Agency
Fu	Functional unit
GHG	GreenHouse Gas
GPH	Gallons Per Hour
GPS	Global Positioning System
GWP	Global Warming Potential
HEA	Hybrid Electric Aircraft
HREE	Heavy Rare Earth Elements
IPCC	Intergovernmental Panel on Climate Change
ISO	International Standardization Organization
Jet A-1	Kerosine grade of fuel suitable for most turbine engined aircraft.
kn	Knot
kWh	Kilowatt-hour
LCA	Life-Cycle Assessment
LCI	Life-Cycle inventory
LCIA	Life-Cycle Impact Assessment
LCM	List of Consumable Materials
LEA	Light Electric Aircraft
LFP	Lithium Iron Phosphate
Li-Ion	Lithium-Ion
LREE	Light Rare Earth Elements
LSA	Light-Sport Aircraft
MEA	More Electric Aircraft
MLAT	Multilateration Use of mathematical calculations to derive positions for aircraft that are not yet transmitting their exact position via ADS-B.

NCA	lithium Nickel Cobalt Aluminum oxide
Nm	Nautical mile
NMC	lithium Nickel Manganese Cobalt oxide
SIB	Sodium Ion Battery
STA	Scheduled Time of Arrival
VFR Reserve	Visual Flight Rules Reserve
XML	Extensible Markup Language

Chapter 1: Introduction

1.1. Context

Global warming is more topical than ever, and its evolution is alarming. This is the picture drawn in the IPCC's sixth report, published by thousands of experienced scientists from around the world (2022). According to these experts, greenhouse gas emissions of human origin are undoubtedly responsible for triggering and intensifying this climate crisis.

According to the report, the evidence is abundant and unequivocal. The rise in temperatures began during the industrial revolution and has continued to increase significantly ever since. The main causes are deforestation and the destruction of primary forests, industrialization, and the burning of fossil fuels such as coal, oil and natural gas. The greenhouse gases generated by these activities trap heat in the atmosphere, causing global warming. Among these greenhouse gases, carbon dioxide, methane and nitrous oxide are among the most devastating in this process. Other measurements, such as those taken from ice cores, confirm that the concentration of CO2 in the atmosphere has increased by more than 40% since the industrial revolution. Finally, if temperature curves and GHG emission curves are compared, it is fairly easy to determine a close correlation between the two. The report therefore puts forward solid, well-founded evidence of mankind's involvement in this climate crisis.

In addition to rising temperatures, this climate crisis is having a significant impact on the environment and ecosystems. A vicious circle is being created by the melting of glaciers and Arctic ice. This melting leads to a rise in sea level and a reduction in the albedo effect of the earth's surface, in other words, a reduction in its reflectivity. The consequence of this is an increase in global temperature due to the heat trapped in the atmosphere, leading to an acceleration in global warming. Finally, fragile biotopes and ecosystems are destroyed in the process, thereby greatly threatening the planet's flora and fauna.

Regarding the impact of this climate crisis on humans, the situation is alarming. Natural disasters and extreme weather events will become increasingly frequent, leading to unprecedented losses of life and property. Floods, storms, droughts, wildfires and other destructive events will increase the number of forced migrations, thereby heightening political tensions between the world's different states.

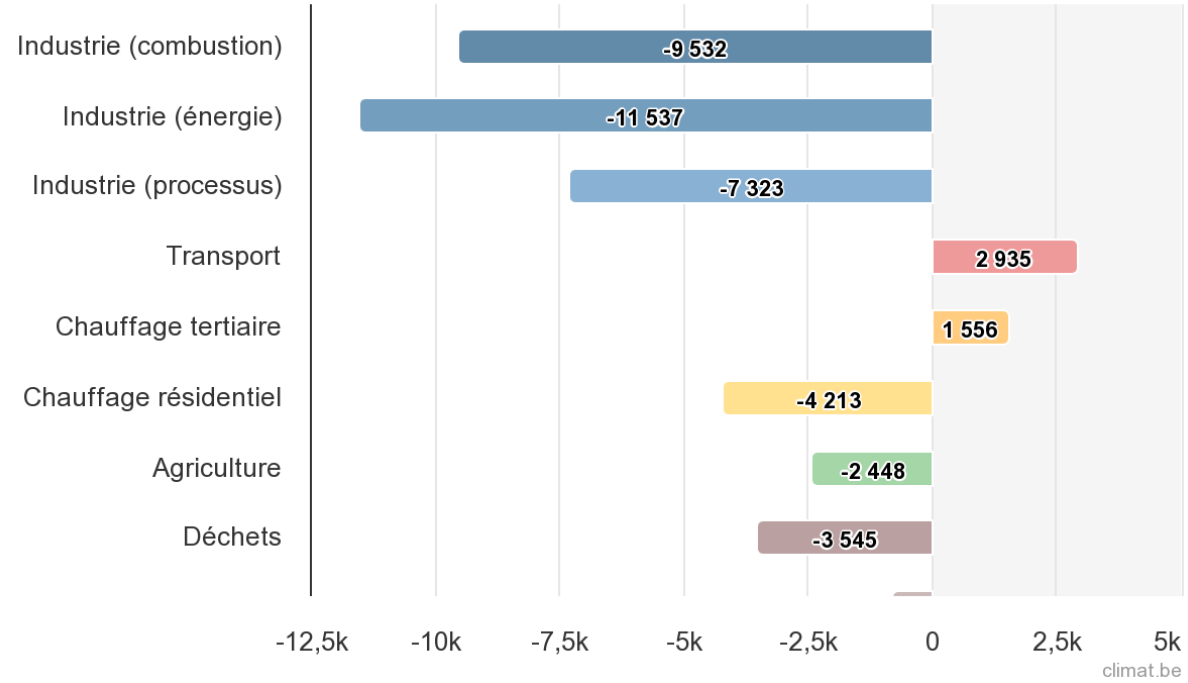
The experts and scientists of the IPCC have set a limit of 1.5°C for global warming, otherwise the consequences will be disastrous and unprecedented. Drastic decisions to reduce greenhouse gas emissions must therefore be taken in all sectors and states of the world as quickly as possible. One way of achieving this is to use renewable energies instead of fossil fuels.

Of course, short-term economic interests are likely to be a major obstacle to the transition to a low-carbon economy. Strong policies and global cooperation are the solution. The IPCC report also mentions that investing in sustainable solutions seems to stimulate innovation and economic growth. Government, business and individuals must act collectively and take responsibility for climate change. If humanity wants to secure a sustainable future, it must implement concrete measures and strong policies at all levels of society.

Transportation is one of the world's main sources of CO2 emissions. This sector is heavily dependent on fossil fuels. According to the European Environment Agency (EEA), CO2 emissions from the transport sector account for 25.9% of GHG emissions in the EU-27 in 2019. Furthermore, while total GHG emissions have fallen by 24% in recent years, those emitted by the transport sector have risen by 33% (European Environment Agency, 2022). Not surprisingly, during the COVID crisis, emissions from the transport sector fell drastically by 2020, before rising sharply again once the pandemic was over. The Belgian federal website Climat.be specifies that GHG emissions from the transport sector account for

21.5% in Belgium in 2021 (see Appendix I). In addition, as illustrated in the Figure 1.1 the transport sector is one of only two sectors (with tertiary heating) to have increased its GHG emissions between 1990 and 2021 (Service Changements climatitques, 2023).

Figure 1.1: Impact of major sectors on the national trend in total greenhouse gas emissions between 1990 and 2021 (Service Changements climatitques, 2023).



The transport sector is therefore one of the biggest causes of global warming, due to its colossal GHG emissions. Governments have been quick to understand this and have been taking initiatives and policies in this area for some years now. Indeed, the transport sector is one of the major levers on the road to a more sustainable, less polluting society. Numerous alternatives to fossil fuels have been and continue to be developed. These include biofuels, hydrocarbons and hydrogen. These alternatives are currently the subject of a great deal of research, but do not seem to be seeing the light of day on a large scale. The most effective solution, developed and documented, is the use of electricity and batteries. The latest IPCC report mentions the following:
"In transport, sustainable biofuels, low-emissions hydrogen, and derivatives (including ammonia and synthetic fuels) can support mitigation of CO_2 emissions from shipping, aviation, and heavy-duty land transport but require production process improvements and cost reductions (***medium confidence***). Sustainable biofuels can offer additional mitigation benefits in land-based transport in the short and medium term (***medium confidence***). Electric vehicles powered by low-GHG emissions electricity have large potential to reduce land-based transport GHG emissions, on a life cycle basis (***high confidence***). Advances in battery technologies could facilitate the electrification of heavy-duty trucks and compliment conventional electric rail systems (***medium confidence***). The environmental footprint of battery production and growing concerns about critical minerals can be addressed by material and supply diversification strategies, energy and material efficiency improvements, and circular material flows (***medium confidence***)." (2022).

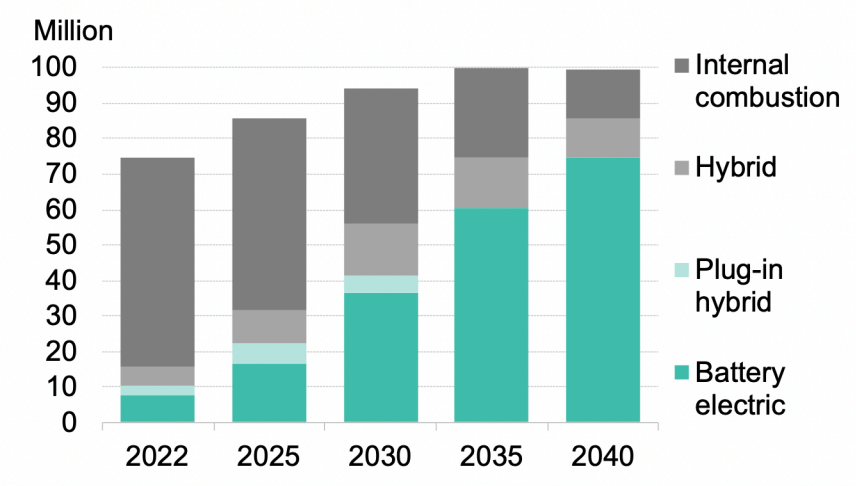
According to the world experts who wrote this IPCC report, land-based electric vehicles have great potential for reducing GHG emissions from the transport sector. This statement is even marked with "high confidence" where other alternatives, such as biofuels or hydrocarbons, appear to be less convincing. This paragraph also mentions improved battery production, the use of rare and critical

minerals and their excavation. The report therefore confirms that there is a real interest in developing the electric car market and improving batteries.

The electric car market has been growing exponentially in recent years, and many governments are encouraging their companies and citizens to switch to electric vehicles through policies and incentives. Furthermore, many car manufacturers have already planned to cease all production of combustion engine vehicles within the next 10 years. (Castelvecchi, 2021b)

The latest BNEF Electric Outlook for 2023 predicts that by 2035, more than half of all new vehicles sold worldwide will be electric, and this without additional policies to promote the transition. The Figure 1.2 is a graph proposed in the BNEF report illustrating these statements.

Figure 1.2: Global passenger vehicle sales by drivetrain – Economic Transition Scenario (BlommbergNEF, 2023)



Aviation, on the other hand, is not yet really concerned by this sustainable transition. Nearly all the aircrafts of the world are still powered by fossil fuels. However, some manufacturers and companies are beginning to invest heavily in the research and design of sustainable, fully electric models. A few prototypes are even beginning to appear, but they are not yet sufficiently efficient to break into the aviation market. There are few government policies or initiatives in place, and the industry is lagging far behind the automotive sector in this sustainable transition.

Nevertheless, aviation is the most polluting mode of transport per kilometer, and its impact on the environment is considerable. As discussed above, the urgency of climate change has forced people to reduce their CO2 emissions. This is being done through laws and standards in all types of business, but also through collective initiatives in society. Many companies are seeking to reduce their impact on the environment and find new technologies for sustainability, for both philanthropic and marketing purposes.

With the democratisation of the electric car, it is perhaps time to turn to this other means of transport, aviation. Yet the challenge is enormous. The technologies acquired to date thanks to the development of green cars are certainly very useful, but far from sufficient to be able to fly tomorrow in a non-polluting A320. Commercial and charter flights require so much energy and power that no current non-polluting method is able to provide efficiently. However, electric light aviation is possible and already exists in some countries around the world. Sweden, Norway and Finland, for example, have been using small all-electric training aircraft at their airfields for a number of years (Baumeister et al., 2020).

Regarding flying schools, the use of fully electric two-seater aircraft is entirely feasible and could perhaps become a standard in Wallonia, following the example of the Nordic countries. Short distances and flight times mean that technologies such as the battery-powered VLA (Very Light Aircraft) are already well developed.

The private jet market is also a highly polluting sector that is of particular interest to this research. According to a study published in 2020, the richest 1% of the population are responsible for 50% of the aviation sector's carbon emissions. The authors estimate that some private jet users produce up to 7,500 tons of CO2 per year. This is almost 700 times more than the average French person (11.2 tons). (Gössling & Humpe, 2020)

Even if it is criticised, the private aviation market has never been in better shape. After Covid-19, private jets took off again much faster than the rest of the sector. We note that the number of private aviation flights in the United States increased by 20% after the start of the pandemic, resulting in a 23% increase in CO2 equivalent emissions. Furthermore, long-term scenario analyses suggest that global emissions from private air travel are likely to exceed 770 megatons of CO2 equivalent over the next three years. (Sobieralski & Mumbower, 2022)

Prototypes and technological proposals for green private jets are multiplying but are still struggling to see the light of day. And the use of super-efficient, ultra-polluting private jets is increasingly causing scandal in our society as we saw recently with the controversy surrounding Kylian Mbappé and his private jet (Russell, 2022b). It is therefore evident that the question of how to achieve this transition is relevant and timely. Belgium could be one of the first European countries to democratise the use of light electric aircraft, and could therefore help to propel and drive this technological and sustainable transition on a global scale.

1.2. Aims and objectives of this research

For this thesis, the research focuses on Belgian light aviation. Internal combustion-powered aircraft are used by Walloon aerodromes for flying schools, while electric aircraft are already in use in Nordic countries such as Norway, Sweden and Denmark. Over the years, proposals for electric aircraft have evolved, as have their technologies, and it is therefore time to ask whether a strong and sustainable transition might not be useful or necessary for Wallonia. However, before considering the necessary changes in terms of legislation or infrastructure, a study needs to be carried out into the ecological impact of electric aircraft and their advantages/deficiencies compared with current modern aircraft.

What is the potential and the possibilities of electric aviation for small Walloon aerodromes? Is this sustainable transition really more environmentally sustainable, and if so, can it be implemented throughout Wallonia?

The aim of this research thesis is, first of all, to determine whether the use of fully electric aircraft is feasible in Wallonia for flying schools and for private jet flights. The necessary infrastructure, costs and technical constraints will be analysed to answer this question. The aim is also to determine whether these electric aircraft are really more attractive from a purely ecological point of view. Is the environmental impact really positive, and if so, to what extent? The types of aircraft, the distances covered, the needs of the market, the materials used, etc. all help to answer this question as precisely as possible. At the end of this study, we will be able to identify the obstacles, advantages, and constraints that this transition could bring.

1.3. Approach and structure

This thesis is divided into several distinct sections and includes analyses of both qualitative and quantitative data.

Section 2 presents a literature review concerning the aviation sector and the existing alternatives. This chapter also presents the methodology applied in this report and the light aircraft selected for this study.

Section 3 proposes an initial analysis that determines the environmental impact and sustainability of a few selected models of light electric aircraft. The LCA method is described and used.

Section 4 is an empirical and inductive study that analyses the average distances flown by Belgian light aircraft. This study is important and necessary to determine the real potential and feasibility of using electric aircraft.

Section 5 summarises the results of numerous interviews with key players in the Belgian light aviation sector. Their knowledge, opinion and apprehension on the subject allow us to complete our theoretical analyses and to nuance our results with the reality on the ground.

Section 6 compares the results obtained from the various investigations and analyses the feasibility and benefits of such a transition. The conclusion is also discussed, as are the limitations, challenges, and future prospects for this research question.

Sections 7 and 8 are the bibliography and the appendices respectively.

Chapter 2: Literature review, methodology and aircraft models used for this study

2.1. Literature review

Aviation is growing rapidly, outpacing the pace at which technical and operational advances can keep up. This has led to a significant increase in the climate impact of aviation, requiring the exploration of solutions to ensure a more sustainable future for the sector. It is imperative that the reduction of carbon emissions in air transport is taken seriously to ensure its long-term viability (Maria, 2014). Decarbonising this sector is an important and urgent objective. Indeed, considering the growing demand for air transport with an annual in- crease of 5% as of 2019 globally, aviation is considered as the most rapidly growing industry in the transportation sector by moving over 4.4 billion passengers in 2018 with 120 thousand daily operated flights with a projected passenger throughput of 7.2 billion in 2035 (Gray et al., 2021).

Numerous types of fuel and technologies have been developed in recent years or are still being studied. The possibilities and opportunities seem numerous, but thermal engines using petroleum fuels such as kerosene are still the norm when it comes to powering worldwide aviation.

The fuel used in aviation must have specific characteristics and properties suited to its use, such as high energy density, efficient atomisation, rapid evaporation, excellent combustion qualities, low viscosity, adequate lubrication, low freezing capacity, good thermal and chemical characteristics, while minimising its impact on the environment as much as possible (Sürer & Arat, 2017). At present, kerozene is proving to be the optimal choice, as it generally has excellent properties while being the most economical fuel on the market.

Indeed, the current aviation uses mainly jet fuel such as Jet A-1, Jet 1, JP-5 and JP-8. Aviation gasoline (Avgas), a residual lead-blended aviation fuel, is also widely used for smaller and lighter aircraft using piston engines.

2.1.1. Alternative fuels

However, the European Alternative Fuels Observatory has identified five sustainable alternatives that could help to decarbonise the world's aviation: bio-jet fuels, electro-jet fuels, liquefied methane, hydrogen and ammonia. EAFO defines these fuels as follows:

> **“Bio-jet fuels**
>
> Similarly, low blending of bio-jet fuels with conventional jet fuel reduces exhaust toxicity. The energy content (by weight) and other fuel properties of bio-jet fuels are rather like those of conventional jet fuel, which aids adoption in existing engines.
>
> **Electro-jet fuels**
>
> Electrofuels are primarily produced from electricity via electrolysis of water with the use of captured carbon (or nitrogen), forming, for example, Fischer-Tropsch kerosene, methane, methanol, hydrogen, ammonia, and n-octane.
>
> **Liquefied methane**
>
> The studies and experimental tests have shown that LNG is a viable option as an alternative aviation fuel; however, it is not used in normal service and operations. The main energy carrier in LNG is methane, which can also be produced from biomass pathways (e.g., liquefied biogas) and electrofuels pathways. However, several challenges remain in operating LCH4 aircraft, where design and construction of the

LCH4 storage tanks and supply chain infrastructure are the biggest challenges. Cryogenic fuel tanks are required to operate LCH4 in an aircraft; these are larger and heavier than other fuel tanks.

Hydrogen

H2 is perceived as an attractive alternative aviation fuel both in recent and past research as it has a great supply potential, contains three times the energy content per weight of traditional jet kerosene (43.2 MJ/kg vs 120 MJ/kg respectively) and does not produce CO2 from combustion. It is flammable, has a very short ignition time in comparison to conventional jet fuel, and provides a wider stability range. It has the highest thermal conductivity among all fuels, and high heat capacity and low dynamic viscosity, which provide superior cooling properties for operation at high speeds and high combustor temperatures.

Ammonia

Ammonia (NH3) is perceived as a potential fuel for gas turbines as it has a high H2 content but not any carbon atoms. Ammonia, mixed with H2 or LCH4, can be used as aviation fuel in low blending or as a dual fuel solution in modified aircraft engines and fuel cells. " (European Alternative Fuels Observatory, n.d.)

These alternatives all have different advantages and disadvantages but, apart from hydrogen, none of these methods seems to be convincing many manufacturers at the moment. Indeed, most scientists and engineers are focusing on the electrification of aviation or the development of hydrogen powered engines.

2.1.2. Hydrogen

Hydrogen is one of the most promising sustainable fuels currently being studied. Many manufacturers are investing in the development of this technology, including the aviation giant Airbus. In 2022, the company launched the ZEROe demonstrator project, which involves testing hydrogen combustion technology on a multimodal A380 platform. Airbus is aiming to develop the first hydrogen-powered commercial aircraft by 2035, but there are still a number of challenges and constraints associated with this hydrogen-powered engine technology (Airbus, 2022).

Table 2.1 shows and compares the main properties of kerosene (JET-A1), gaseous hydrogen, liquid hydrogen and electric batteries (Janovec et al., 2023).

Table 2.1: Comparison of alternative energy vectors (Janovec et al., 2023).

	Jet A-1	Near Future			2035		
		Gaseous H_2	Liquid H_2	Battery	Gaseous H_2	Liquid H_2	Battery
Energy Density (fuel alone) (MJ/kg)	42.8	120	120	9	120	120	20
Gravimetric efficiency	90%	6%	10%	60%	10%	30%	75%
Energy Density (fuel + tank system) (MJ/kg)	38.52	7.2	12	5.4	12	35.7	15
Vol. Mass Density (fuel alone) (kg/m^3)	775–840	42	71	N/A	N/A	71	
Vol. Mass Density (fuel and tank system) (kg/m^3)	~775–840	40	45	1640	N/A	60	1500
Vol. Energy Density (fuel and tank system) (MJ/dm^3)	~33.17–35.95	4.9	5.4	14.76	5.5	7.2	30

According to these data, pure hydrogen has an energy density almost three times greater than kerosene. The quantity in kilograms of fuel needed for a flight is therefore much less if it is hydrogen than if it is kerosene. However, if the tank system is taken into account, the energy density of hydrogen becomes much less interesting and is three times lower than the energy density of kerosene. The hydrogen tank system is far more complex, voluminous and heavy than the kerosene tank system. This

problem is also reflected in the data for volumetric mass density and volumetric energy density. Hydrogen requires an enormous storage volume.

Given the weight and size restrictions on aircraft, the storage, production and efficient use of hydrogen on board aircraft presents a series of challenges. Storing liquid hydrogen requires a volume around four times that for kerosene, and the hydrogen has to be cooled to -253°C to be kept in liquid form (Seeckt & Scholz, 2009). This range of temperature and pressure places high demands on the tank's thermal insulation and mechanical strength, requiring special components capable of operating in such conditions.

The new designs needed for hydrogen-powered aircraft and their larger fuel tanks require innovative production infrastructures and manufacturing methods. Aircraft manufacturers must make major investments, and new maintenance procedures must be put in place accordingly.

To sum up, it can be stated that the sole technology with potential to rival the energy density of kerosene is liquid hydrogen. When it comes to volumetric energy density, the only technology that aligns with kerosene's values is a battery. But both of these technologies possess distinct attributes.

2.1.3. Electricity

One of the primary strategies for reducing greenhouse gas (GHG) emissions and pollutants during flights involves increasing the utilization of electrical power on aircraft for various purposes, including both non-propulsive functions (such as secondary systems) and propulsive functions. This has given rise to the concepts of "more electric aircraft" (MEA), "hybrid electric aircraft" (HEA), and "all-electric aircraft" (AEA).

Furthermore, the electrification of aircraft has the potential to lead to decreased operational and maintenance expenses, as well as the exploration of untapped markets not typically served by traditional aircraft. This includes scenarios like urban air mobility using electric vertical take-off and landing vehicles (e-VTOL).

The utilization of electrical power serves as a crucial facilitator, leveraging the high energy efficiency of electric drive systems and enabling distributed electric propulsion approaches. However, it also poses a challenge due to the limited energy and power density of current battery technologies, resulting in a notable weight penalty (Kühnelt et al., 2021).

A. Hybrid electric aircraft

With hybrid electric aircraft, there is once again an overall reduction in greenhouse gas (GHG) emissions. Nitrogen oxide (NOx) emissions are also reduced by lowering the maximum temperature of the combustion engine and reducing fuel consumption. In addition, CO2 emissions can be reduced over the entire lifecycle by using renewable electricity.

In terms of costs, hybrid electric propulsion is expected to be around twice as expensive for airlines in terms of investment and operational costs compared to combustion engines using kerosene, as both systems require acquisition and maintenance (Epstein & O'flarity, 2019). An additional major disadvantage of hybrid electric propulsion is the increase in weight due to the addition of propulsion components. However, unless battery technology improves, it is unlikely that long-haul flights can be made using electricity alone. Hybrid electric solutions therefore play a significant role in reducing GHG emissions in the short term.

B. All-electric aircraft

Electric propulsion allows for the reduction of carbon and nitride emissions, decreased noise levels, and enhanced propulsive efficiency (Li et al., 2021). However, there are a number of constraints that prevent this technology from becoming widely available for the time being.

The vast majority of batteries developed are lithium-ion batteries. In a study carried out in 2022, It was revealed that the current Lithium-Ion technologies, with energy densities around 100 Wh/kg, are inadequate to effectively support fully electric and hybrid-electric LSAs and LEAs (McQueen et al., 2022).

The energy capacities of lithium-ion batteries are expected to increase from their current levels, simplifying the integration of various electrified propulsion systems. Contrary to popular belief, lithium-ion batteries have not yet reached their maximum limit in terms of energy capacity, as new improvement approaches are being implemented to develop the next generation of cells (McQueen et al., 2022).

As can be seen from the Table 2.1, the energy density of conventional aviation kerosene is much higher than on-board lithium-ion batteries, and therefore, the endurance of LEA can hardly be extended for commercial use. In addition, the volumetric mass density is almost forty times greater for batteries than for paraffin. This is due to the excessive weight of current batteries.

Electric aviation holds the potential to substantially diminish the carbon footprint of the aviation sector. In fact, electric airplanes do not emit any greenhouse gases during their operational phase. Nevertheless, the progress and practical viability of electric aviation heavily rely on advancements in three critical technological domains: battery technology, electric motor technology, and the effective integration of airframe and propulsion design. These three technological aspects are still in their early stages of research, which introduces a notable level of uncertainty in achieving viable electric air travel and confines the foundation of futuristic electric aircraft concepts to assumptions. Hence, comprehending and tackling the technological hurdles associated with electric aviation holds pivotal importance in the process of electrifying the aviation industry (Adu-Gyamfi & Good, 2022).

This technological limitation is particularly problematic for large commercial aircraft compared with smaller aircraft. Because these aircraft are larger, weigh more and have longer distances to cover, current battery technology is not yet sufficiently developed to enable these huge aircraft to fly completely electrically.

Light electric aviation, on the other hand, is developing rapidly, and numerous models and prototypes are beginning to appear. As these aircraft are much smaller, lighter and do not have to cover huge distances, the use of electric batteries is perfectly feasible.

The following section presents several existing models of totally electric aircraft.

2.1.4. Landscape of sustainable alternatives in the light aviation market

Over the last ten years, many manufacturers and companies have invested in the development and construction of fully electric aircraft models. Many models have been developed as tests, prototypes or have even begun to be marketed. Here are the main aircraft offering interesting alternatives to light aircraft with internal combustion engines:

BRISTELL ENERGIC

The Bristell Energic electric aircraft, designed by BRM Aero, represents a major step forward in aviation. Designed for pilot training and leisure flights, this two-seater successfully completed its maiden flight in June 2019. Swiss start-up H55 has revolutionised propulsion by developing an all-electric system, which has been integrated instead of the combustion engine of an existing BRM Aero model, the Bristell NG5. This two-seater has a flight time of 60 minutes and can reach a maximum cruising speed of 110 knots (around 200 km/h) (BRISTELL, 2023).

Figure 2.1: [photograph of a Bristell Energic in flight], 2019

eFLYER 2 & eFLYER 4

The Company ByeAerospace is developing the eFlyer 2, a twin-seat, all-electric aircraft intended for pilot training missions. The prototype of eFlyer 2 aircraft completed its maiden flight in April 2018. The twin-seater is now in the certification phase and is likely to be marketed from 2024. In terms of technical specifications, the aircraft will have a flight endurance of 3 hours and a cruising speed of between 54 and 135 knots (100 and 250 km/h) (Bye Aerospace, 2023).

Figure 2.2: [photograph of an eFlyer 2 on the runway], 2018

A variant to the eFlyer 2 is also in development, the eFlyer 4 which is a four-seat version. However, this version is still in the design phase and has yet to make its first test flight. Theoretically, this model will once again offer a range of 3 hours and a cruising speed of between 61 and 200 knots (between 113 and 370 km/h) (Bye Aerospace, 2023).

Figure 2.3: [photograph of an eFlyer 4 in flight], 2021

ELEKTRA TRAINER

Elektra Solar GmbH, a spin-off from the German Aerospace Center (DLR), is developing a fully electric two-seater that is set to revolutionise the light electric aviation industry. The Elektra Trainer is an electric ultralight aircraft with a range of up to 2 hours and 30 minutes and a cruising speed of 65 knots (120 km/h). Elektra Trainer was designed as an ideal aircraft for flight schools and flight clubs. The operating costs are less than 60 EUR/hour, which is about half the cost of a classic ultralight aircraft. This aircraft made its first test flight in June 2022 and will arrive on the European market in the next few years. (ELEKTRA SOLAR GmbH, 2021)

Figure 2.4: [photograph of an Elektra Trainer in flight], 2021

INTEGRAL E

Aura Aero, a French aircraft manufacturer, presented its future electric two-seater model at the 2023 Paris Air Show, the Integral E. Not much information is provided on the manufacturer's website, but the model should be available from 2024. The E model stands as the third iteration within the manufacturer's lineup of Integral aircraft series, tailored to cater to training, aerobatic maneuvers, and recreational flying. The company has already introduced the Integral R, featuring a traditional combustion engine and equipped with taildragger landing gear. (AuraAero, 2023).

Figure 2.5: [3D model of the Integral E], 2022

PIPISTREL Velis Electro

The Velis Electro is the first electric aircraft in the world to receive an EASA certificate. Slovenian aircraft manufacturer PIPISTREL developed this electric alternative in the early 2010s and made its first flight in 2014. This two-seater, designed primarily for pilot training, has a range of 50 minutes and a cruising speed of 90 knots (167 km/h). The PIPISTREL Velis Electro is already in use at a number of European airfields and has been on the market since 2021 (PIPISTREL, n.d.).

Figure 2.6: [photograph of a Pipistrel Velis Electro in flight], 2021

ALICE

The ALICE from Eviation is an electric aircraft with a capacity of nine passengers. It is the only all-electric commuter aircraft of its size to have successfully proven itself in flight. With a range of 250 nm (463 km) and a cruising speed of 260 knots (482 km/h), this alternative to the internal combustion engine is currently the most advanced electric private jet. Developed by the Israeli company Eviation, ALICE made its first test flight in 2022 and was unveiled at the 2023 Paris Air Show. A large number of orders have already been placed and the aircraft should be available from 2024 (EVIATION, n.d.).

Figure 2.7: [photograph of an Alice Eviation in flight], 2021

2.2. Methodology

As discussed in the previous chapter, it is worth asking whether a sustainable transition to the use of light electric aircraft at Belgian Walloon aerodromes would not be desirable and beneficial. There are 3 distinct aspects to this research question in an attempt to find a coherent, effective and measurable answer. Electric aviation, and more specifically selected electric aircraft models, are investigated throughout this study with reference to their potential, possibilities and environmental impact. Here is a reminder of the research question:

"What is the potential, the possibilities, and the environmental impact of electric aviation for small Walloon airfields? "

Potential:
Potential refers to the resources, specifications and benefits available from electrical alternatives.

Possibilities:
Possibilities refer to existing alternatives and the current uses to which they can be applied.

Environmental impact:
In the context of this study, the concept of environmental impact refers to all the qualitative, quantitative, or functional changes to the environment (negative or positive) caused by the electrical alternatives. This impact can be calculated for the aircraft's use phase but can also be determined for the period from design to end of life.

The first part of the argument of this research concerns the environmental impact of light electric and thermal aircraft. It proposes two environmental assessment tools for comparing the environmental impacts of the two options during the use phase and throughout the life cycle of the aircraft. The results can then be used to confirm or refute the reduction in negative environmental impact achieved by the use of electric equipment. The study is, however, an approximate and simplified one, and a much more in-depth and complex study might be of interest to determine the various negative emissions accurately and precisely.

The second part focuses on the potential for using electric alternatives and the characteristics proposed. It is interesting to consider whether the technical specifications of current models are sufficient to meet the needs of Walloon customers.

For private jets, a study of the distances travelled by Belgian private jet users is being carried out on a large sample of flights. In order to obtain clear, coherent and useful results, the standard deviation of the sample is calculated, making it possible to measure the dispersion, the gap between all the data. An overall average for all the data would not really be indicative of user needs. The few exceptional flights with very long or very short distances would lead to a misinterpretation of the results.

For take-off aircraft, the principle is the same. However, the study will be based on flight time and not on distance. Flights carried out during training and instruction are most often planned with a defined flight time and not a distance. It is therefore more interesting to measure the needs of Belgian users by identifying an average flight time. The flight autonomy of the alternative is then compared with the results obtained.

The third and final part of the analysis presents the testimonies, opinions and points of view of various key players in the Walloon sector. In addition to empirical and quantitative studies, it is interesting to consult various players in the field and specialists in the sector to find out whether this sustainable transition in Walloon aerodromes is feasible. Pilots, instructors, trainers and managers from various aerodromes throughout Wallonia answered a number of questions and supplemented the studies and analyses carried out previously. Finally, a summary is presented, taking into account all the data obtained during this research.

2.3. Light aircraft models analysed

To carry out this study and find answers to the research question, several aircraft models are used throughout the work. Light aviation can be divided into two different sectors: private jets and training

aircraft. It is therefore interesting to have aircraft models with internal combustion engines as well as an electric alternative for each sector. The design and some key features will be mentioned in the next section. The number of seats, cruising speed, range and GPH (or battery capacity in the case of electric models) help us to understand the function of these different aircraft and also to identify relevant electric alternatives that are as similar as possible to the models currently in use.

2.3.1. Private Jets

A. Combustion engine

Regarding private jets, the combustion engine models selected are the CESSNA 525 CJ4 and the PILATUS PC-12. These two private jets are the most common and widely used in Belgium. Their characteristics and performance make these aircraft the best on the European private jet market.

Table 2.2: Specifications of thermal engine aircrafts, adapted from Compare Private Planes, 2023 and Compare Private Planes, 2023b.

Model	Design	Seats	Cruise speed	Range	GPH
CESSNA 525C CJ4		11	453 kn 839 km/h	2165 nm 4010 km	173
PILATUS PC12 NGX		11	290 kn 537 km/h	1803 nm 3340 km	55

B. Electric engine

The electric alternative selected is the Eviation ALICE electric private jet, a new model that will make its first flight in 2022. This alternative was selected for our study because it is currently the electric private jet that most closely matches the characteristics of current internal combustion models. What's more, the Alice aircraft is no longer at the prototype or project stage, but is now arriving on the European market. It will go on sale in 2024, and around a hundred have already been ordered.

Table 2.3: Specifications of the private jet ALICE, adapted from EVIATION, n.d.

Model	Design	Seats	Cruise speed	Range	Battery Capacity (kWh)
ALICE Eviation		11	260 kn 482 km/h	250 nm 463 km	820

C. Comparison

At first glance, these aircraft have fairly similar characteristics: wingspan, passenger capacity, design and fuselage. However, technical characteristics such as speed and range differ greatly. Among the two internal combustion models, there is a notable difference in cruising speed. This is explained by the type of engine. The Pilatus PC-12 has a propeller engine, while the CESSNA CJ4 has two jet engines. The thrust is therefore very different, resulting in a much higher cruising speed for the CESSNA CJ4 and much higher fuel consumption: 173 gallons per hour for the CJ4 and only 55 for the PC-12. These differences are the result of the two manufacturers taking different approaches. With the CJ4, CESSNA is offering a luxury private jet that can cover both short and long distances in record time. The PILATUS PC-12 is defined as a reliable, economical, efficient and versatile private jet. Furthermore, the focus is more on operational costs with this second model.

Eviation's ALICE electric aircraft is very similar to the PILATUS PC-12. Like the PC-12, the ALICE is a propeller-driven aircraft with a cruising speed of 260 knots (30 knots less than the PILATUS). The remarkable difference lies in its range. The PILATUS can cover a distance of 1803 nautical miles, while the ALICE can only cover 250. This is a huge difference, and one of the main issues in the study. However, this range may be sufficient for the needs of Belgian users. This will be discussed and analysed in chapter 4.

2.3.2. Training aircrafts

A. Combustion engine

The thermal engine training aircraft selected are the CESSNA C150, the PIPER PA-38 Tomahawk and the SONACA 200. These aircraft represent the vast majority of models used in Wallonia, Belgium and Europe by flight schools. These two-seater aircraft with tricycle landing gear are ideal for pilot training. The number of seats, cruising speed and range enable students to carry out effective training flights. The CESSNA C150 is currently the most widely used aircraft in Europe and the rest of the world. Its reliability, maintenance costs and features make it the training aircraft of choice for European instructors and airfields. The SONACA 200, launched in 2019, is the latest and most modern model. However, the Belgian manufacturer SONACA AIRCRAFT has decided to stop production of this model in 2022, despite its huge popularity in Belgium and its many adepts. Many Walloon airfields still use it.

Table 2.4: Specifications of thermal engine aircrafts, adapted from Courtney (2019), Courtney (2017) and Noëth (2017).

Model	Design	Seats	Cruise speed	Flight autonomy	GPH
CESSNA C150		2	104 kn 192.6 km/h	04 :00	6
PIPER PA-38		2	100 kn 185 km/h	04 :00	6.5
SONACA 200		2	115 kn 213 km/h	08 :00	5

B. Electric engine

The electric alternative selected is the PIPISTREL Velis Electro. This two-seater with tricycle landing gear has a liquid-cooled battery pack made up of cylindrical Li-Ion cells. In 2020, the PIPISTREL became the first electric aircraft to receive certification from the European Aviation Safety Agency (EASA). Its short range makes it especially adapted to pilot training.

Table 2.5: Specifications of the PIPISTREL, adapted from PIPISTREL, n.d.

Model	Design	Seats	Cruise speed	Flight autonomy	Battery Capacity (kWh)
PIPISTREL		2	90 kn 167 km/h	00 :50	24.8

C. Comparison

Once again, electric training aircraft have many similarities with internal combustion engine training aircraft, but they still suffer from a lack of range. The range offered by the PIPISTREL is well below that of internal combustion engine models. However, it seems that this aircraft is efficient and its range is sufficient for many aviation clubs in Europe. Many examples are in use in France and other European and Northern countries. Walloon airfields, however, do not seem to be turning to this type of electric model for their flying schools at the moment.

Chapter 3: Environmental assessment tools

This chapter focuses mainly on the following questions: is electric aviation really more sustainable, and what is the environmental performance of the various aircraft selected?

Indeed, it is interesting to know to what extent it is advantageous for the environment to use an electric aircraft instead of a thermal aircraft. To do this, a number of criteria need to be taken into account (CO2 emissions, energy, electricity and fossil fuel consumption, use of materials, etc.). Once the data has been obtained, we need to ensure that it is comparable and can be used to assess the environmental impact of different models.

Two methods could provide us with the data needed for this study: direct emissions measurements and life-cycle analysis. These are discussed in the next 2 points.

3.1. Direct emissions measurements

A. Principles

An interesting way of assessing environmental impact is to measure the carbon dioxide emissions emitted during the use of aircraft, in other words, during their flight time. Using this approach, it is possible to determine the co2 emissions emitted by each aircraft selected over a given distance or flight time. To obtain the results, the following calculations are used:

$$\frac{Flight\ distance}{Cruising\ speed} = Flight\ time$$

$$Flight\ time\ \times Average\ fuel\ burnt\ per\ hour = Total\ fuel\ burnt$$

$$Total\ fuel\ burnt\ \times\ Carbon\ Dioxide\ Emission\ Coefficient = Total\ carbon\ emissions\ for\ the\ flight$$

The aim is to determine the total carbon emissions for a flight of a given distance or time. In order to do so, the total fuel burnt by the aircraft in question is multiplied by the carbon dioxide emission coefficient corresponding to the type of fuel used. The total fuel burned is obtained by multiplying the flight time by the average fuel burned per hour. Finally, if the flight time is not known, all that is needed is to divide the flight distance by the aircraft's cruising speed.

The various variables are available on the aircraft manufacturers' websites and on the ComparativePrivatePlanes.com website (Compare Private Planes, 2023c). The carbon dioxide emission coefficients corresponding to each type of fuel are given in the table in Appendix III, drawn up by the US Environmental Protection Agency. (2022)

In the interests of realism, the flight distances on which the calculations are based differ according to the type of aircraft. Calculations for private jets will be based on flights of 500km, the distance commonly covered by this type of aircraft. On the other hand, calculations for training aircraft will be based on flights of 100km, a more appropriate distance for these two-seater aircraft. This choice of distance is also explained by the limited range of electric models. For example, it is impossible for the PIPISTREL to cover 500km in a single flight.

B. Calculations for internal combustion engine aircraft

The following Table (Table 3.1) presents the information and data needed to carry out the calculations. The table is made up of four columns, showing the model of aircraft studied, its cruising speed, the number of US gallons burned per hour and the type of fuel used. It is important to know the type of fuel used by each model in order to identify the corresponding carbon dioxide coefficient.

Table 3.1: Cruise speed, Fuel burn and Type of fuel of every aircraft model studied.

Model	Cruise speed - Knots	Fuel burn - GPH	Type of fuel
Private jets			
PILATUS PC12 NGX	290	55	Jet A-1
CESSNA 525C CJ4	453	173	Jet A-1
Training aircrafts			
CESSNA 150	104	6	AvGas 100LL
PIPER PA-38	100	6.5	AvGas 100LL
SONACA 200	115	5	AvGas 100LL

PILATUS PC-12

The PILATUS PC-12 has a cruising speed of 290 knots (537 km/h), a fuel burn of 55 GPH (208 Litres per Hour) and uses Jet A-1 kerosene. This is the most common type of fuel used by private jets with internal combustion engines. According to the table in Appendix III, Jet A-1 fuel has a carbon dioxide coefficient of 21.5.

If the calculation is based on a flight of 500 km, the results are as follows:

$$\frac{500}{537} = 0.931 \cong 56\ minutes\ of\ flight\ time$$

$$0.931 \times 55 = 51.21\ Gallons\ burned$$

$$51.21 \times 21.5 = 1101\ Pounds\ of\ carbon\ emitted$$

For a flight of 500 km (for example a flight from Liège to Geneva), the PILATUS PC-12 emits 1101 pounds of carbon dioxide into the atmosphere. This corresponds to approximately 500 kilograms of carbon dioxide emitted.

If the calculation is based on a 1-hour flight, the results are as follows:

$$1 \times 55 = 55\ Gallons\ burned$$

$$55 \times 21.5 = 1182.5\ Pounds\ of\ carbon\ emitted$$

For a 1-hour flight (for example a flight from Liège to Lyon), the PILATUS PC-12 emits 1182.5 pounds of carbon dioxide into the atmosphere. This corresponds to approximately 536 kilograms of carbon dioxide emitted.

CESSNA 525C CJ4

The CESSNA 525C CJ4 offers a cruising speed of 453 knots (839 km/h), a fuel burn of 173 GPH (655 Litres per Hour) and uses Jet A-1 kerosene type fuel.

If the calculation is based on a flight of 500 km, the results are as follows:

$$\frac{500}{839} = 0{,}596 \cong 36\ minutes\ of\ flight\ time$$

$$0.596 \times 173 = 103.09\ Gallons\ burned$$

$$290.29 \times 21.5 = 2216.62\ Pounds\ of\ carbon\ emitted$$

For a flight of 500 km (for example a flight from Liège to Geneva), the CESSNA 525C CJ4 emits 2216.62 pounds of carbon dioxide into the atmosphere. This corresponds to approximately 1005 kilograms of carbon dioxide emitted.

If the calculation is based on a 1-hour flight, the results are as follows:

$$1 \times 173 = 173\ Gallons\ burned$$

$$173 \times 21.5 = 3719.5\ Pounds\ of\ carbon\ emitted$$

For a flight of 1 hour (for example a flight from Liege to Toulouse) , the CESSNA 525C CJ4 emits 3719.5 pounds of carbon dioxide into the atmosphere. This corresponds to approximately 1687 kilograms of carbon dioxide emitted.

CESSNA 150

The CESSNA 150 has a cruising speed of 104 knots (192 km/h), a fuel burn of 6 GPH (22.7 Litres per Hour) and uses AvGas 100LL kerosene-type fuel. According to the table in Appendix III, AvGas 100LL fuel (equivalent to aviation gasoline) has a carbon dioxide coefficient equal to 18.33.

If the calculation is based on a flight of 100 km, the results are as follows:

$$\frac{100}{192} = 0.520 \cong 31\ minutes\ of\ flight\ time$$

$$0.520 \times 6 = 3.12\ Gallons\ burned$$

$$3.12 \times 18.33 = 57.28\ Pounds\ of\ carbon\ emitted$$

For a flight of 100 km (for example a flight from Liège to Antwerp), the CESSNA 150 emits 57.28 pounds of carbon dioxide into the atmosphere. This corresponds to approximately 26 kilograms of carbon dioxide emitted.

If the calculation is based on a 1-hour flight, the results are as follows:

$$1 \times 6 = 6\ Gallons\ burned$$

$$6 \times 18.33 = 109.98\ Pounds\ of\ carbon\ emitted$$

For a flight of 1 hour (for example a flight from Liège to Amsterdam) , the CESSNA 150 emits 109.98 pounds of carbon dioxide into the atmosphere. This corresponds to approximately 50 kilograms of carbon dioxide emitted.

PIPER PA-38

The PIPER PA-38 offers a cruising speed of 100 knots (185 km/h), a fuel burn of 6.5 GPH (24.6 Litres per Hour) and uses AvGas 100LL kerosene-type fuel.

If the calculation is based on a flight of 100 km, the results are as follows:

$$\frac{100}{185} = 0.540 \cong 32\ minutes\ of\ flight\ time$$

$$0.540 \times 6.5 = 3.51\ Gallons\ burned$$

$$3.51 \times 18.33 = 64.40\ Pounds\ of\ carbon\ emitted$$

For a flight of 100 km (for example, a flight from Liège to Antwerp), the PIPER PA-38 emits 64.40 pounds of carbon dioxide into the atmosphere. This corresponds to approximately 29 kilograms of carbon dioxide emitted.

If the calculation is based on a 1-hour flight, the results are as follows:

$$1 \times 6.5 = 6.5\ Gallons\ burned$$

$$6.5 \times 18.33 = 119.15\ Pounds\ of\ carbon\ emitted$$

For a flight of 1 hour (for example a flight from Liège to Reims) , the PIPER -PA-38 emits 119.15 pounds of carbon dioxide into the atmosphere. This corresponds to approximately 54 kilograms of carbon dioxide emitted.

SONACA 200

The SONACA 200 offers a cruising speed of 115 knots (213 km/h), a fuel burn of 5 GPH (18.9 Litres per Hour) and uses AvGas 100LL paraffin type fuel.

If the calculation is based on a flight of 100 km, the results are as follows:

$$\frac{100}{213} = 0.47 \cong 28\ minutes\ of\ flight\ time$$

$$0.47 \times 5 = 2.34\ Gallons\ burned$$

$$2.34 \times 18.33 = 43.02\ Pounds\ of\ carbon\ emitted$$

For a flight of 100 km (for example a flight from Liège to Antwerp), the SONACA 200 emits 43.02 pounds of carbon dioxide into the atmosphere. This corresponds to approximately 19.5 kilograms of carbon dioxide emitted.

If the calculation is based on a 1-hour flight, the results are as follows:

$$1 \times 5 = 5\ Gallons\ burned$$

$$5 \times 18.33 = 91.65\ Pounds\ of\ carbon\ emitted$$

For a 1-hour flight (for example a flight from Liège to Nancy) , the SONACA 200 emits 91.65 pounds of carbon dioxide into the atmosphere. This corresponds to approximately 41.5 kilograms of carbon dioxide emitted.

C. Calculations for electric aircraft

By definition, an electric aircraft runs on electricity rather than fuel. It is therefore perfectly acceptable to consider that the direct emissions of these models are zero. However, in order to obtain the most accurate and developed results possible, it is also possible to identify the greenhouse gas emissions intensity of a given electricity production. In other words, it is possible to obtain the total co2 emissions emitted during the production of the number of kWh of electricity required for a flight of a given distance or time. The European Environment Agency defines this greenhouse gas emissions intensity (g CO2e/kWh) as "the ratio of CO_2 equivalent emissions from public electricity production (as a share of CO_2 equivalent emissions from public electricity production and heat related to electricity production) to gross electricity production." (2023)
In the table in Appendix IV can be found the greenhouse gas emission intensity of each European country for the years 1990, 2000, 2010 and 2021. For this study, the intensity concerned is the Belgian intensity in 2021, more precisely, **139 g of carbon dioxide emitted per kWh.**

The following table (Table 3.2) presents the information and data needed to carry out the calculations. The table is composed of four columns, showing the model of aircraft studied, its cruising speed, its electricity consumption per 100 km and finally the type of fuel used.

Table 3.2: Cruise speed, Range and Battery Capacity of every electrical alternative studied.

Model	Cruise speed	Range	Battery Capacity (kWh)
Private jets			
ALICE EVIATION	260 kn 482 km/h	250 nm 463 km	820
Training aircraft			
PIPISTREL Velis	90 kn 167 km/h	75.5 nm 140 km	24.8

ALICE EVIATION

The ALICE Eviation has a cruising speed of 260 knots (482 km/h), a range of 250 nautical miles (463 kilometres) and a battery capacity of 820 kWh.

In order to have the data needed to carry out the calculations, the energy consumption per kilometre needs to be identified. To do this, a simple calculation is made using the available data. The motor's electricity consumption per kilometre is equal to the battery capacity divided by the range in kilometres. The battery capacity of the ALICE is 820 kWh and the range is 463 km. Electricity consumption per kilometre is therefore equal to **1.771 kWh / km**.

If the calculation is based on a flight of 500 km, the results are as follows:

$$1\ kWh = 139\ g\ of\ carbon\ dioxide\ emitted$$

$$1.771\ kWh\ \times\ 500 = 885.5\ kWh\ of\ electricity\ consumed$$

$$885.5\ kWh \times 139 = 123084.5\ g\ of\ carbon\ dioxide\ emitted$$

For a flight of 500 kilometres (for example, a flight from Liège to Geneva), the ALICE Eviation consumes 885.5 kWh of electricity. The production of this amount of electricity emits 123 kilograms of carbon dioxide into the atmosphere. This corresponds to approximately 271.1 pounds of carbon dioxide emitted.

If the calculation is based on a 1-hour flight, the results are as follows:

$$1\ h\ de\ vol = 482\ km\ distance$$

$$1.771\ kWh\ \times\ 482 = 853.6kWh\ of\ electricity\ consumed$$

$$853.6\ kWh \times 139 = 118650.4\ g\ of\ carbon\ dioxide\ emitted$$

For a 1-hour flight (for example a flight from Liège to Leipzig), the ALICE Eviation consumes 853.6 kWh of electricity. The production of this quantity of electricity emits 118.6 kilograms of carbon dioxide into the atmosphere. This corresponds to approximately 261.5 pounds of carbon dioxide emissions.

PIPISTREL VELIS ELECTRO

The PIPISTREL Velis Electro has a cruising speed of 90 knots (167 km/h), a range of 75.5 nautical miles (140 kilometres) and a battery capacity of 24.8 kWh.

In order to have the necessary data to carry out the calculations, the energy consumption per kilometre needs to be identified. To do this, a simple calculation is made using the available data. The motor's power consumption per kilometre is equal to the battery capacity divided by the range in kilometres. The battery capacity of the PIPISTREL Velis Electro is 24.8 kWh and the range is 140 km. Electricity consumption per kilometre is therefore equal to **0.177 kWh / km.**

If the calculation is based on a flight of 100 km, the results are as follows:

$$1\ kWh = 139\ g\ of\ carbon\ dioxide\ emitted$$

$$0.177\ kWh\ \times\ 100 = 17.7\ kWh\ of\ electricity\ consumed$$

$$17.7\ kWh \times 139 = 2460.3\ g\ of\ carbon\ dioxide\ emitted$$

For a flight of 100 kilometres (for example, a flight from Liège to Antwerp), the PIPISTREL Velis Electro consumes 17.7 kWh of electricity. The production of this amount of electricity emits 2.46 kilograms of carbon dioxide into the atmosphere. This corresponds to approximately 5.4 pounds of carbon dioxide emitted.

If the calculation is based on a 1-hour flight, the results are as follows:

$$1\ h\ de\ vol = 167\ km\ distance$$

$$0.177\ kWh \times\ 167 = 29.5\ kWh\ of\ electricity\ consumed$$

$$29.5\ kWh \times 139 = 4100.5\ g\ of\ carbon\ dioxide\ emitted$$

For a 1-hour flight (for example a flight from Liège to Rotterdam), the PIPISTREL Velis Electro consumes 38 kWh of electricity. The production of this amount of electricity emits 4.1 kilograms of carbon dioxide into the atmosphere. This corresponds to approximately 9 pounds of carbon dioxide emitted.

D. Results

The results obtained from the calculations in the previous section are shown in Table 3.3 below. This table mentions each model of aircraft studied and is divided into 4 columns showing respectively the model of aircraft, the CO2 emissions for a flight of 100km, the CO2 emissions for a flight of 500km and finally the CO2 emissions for a flight of one hour.

In order to compare the data as accurately as possible, a rule of three is applied to the results for private jets in order to obtain the quantity of greenhouse gas emissions per 100 km. In this way, it is possible to see the difference in the environmental impact of this type of aircraft compared with training aircraft. Each quantity of greenhouse gas emissions is given in the two units of measurement used to date, more specifically, pounds and kilograms.

Table 3.3: CO2 emissions released by every aircrafts model studied for a flight of 100km, 500km and one hour.

Model	100km	500km	1h
Private Jets			
PILATUS PC-12	220,2 lb 99.88 kg	1101 lb 499.4 kg	1182.5 lb 536.14 kg
CESSNA 525C CJ4	443.32 lb 201.08 kg	2216.6 lb 1005.4 kg	3719.5 lb 1687.1 kg
ALICE Eviation	54.2 lb 24.6 kg	271.1 lb 123.0 kg	261.5 lb 118.6 kg
Training aicrafts			
CESSNA 150	57.2 lb 25.9 kg	/	109.9 lb 49.8 kg
PIPER PA-38	64.4 lb 29.2 kg	/	119.1 lb 54 kg
SONACA 200	43.0 lb 19.5 kg	/	91.65 lb 41.5 kg
PIPISTREL	5.4 lb 2.4 kg	/	9 lb 4.1 kg

In order to give the best possible representation of the results in the table above, histogram-type graphs have been created and are used throughout the analysis of the results.

CO2 emissions for a 100 km flight

Below are the histogram-type graphs corresponding to the kilograms of Co2 emissions emitted for a 100 km flight by each of the aircraft models studied. The first graph covers all models, regardless of aircraft type. The next two graphs show the results for training aircraft and private jets respectively.

Figure 3.1: Kilograms of Co2 emissions emitted for a 100 km flight by each of the aircraft models studied

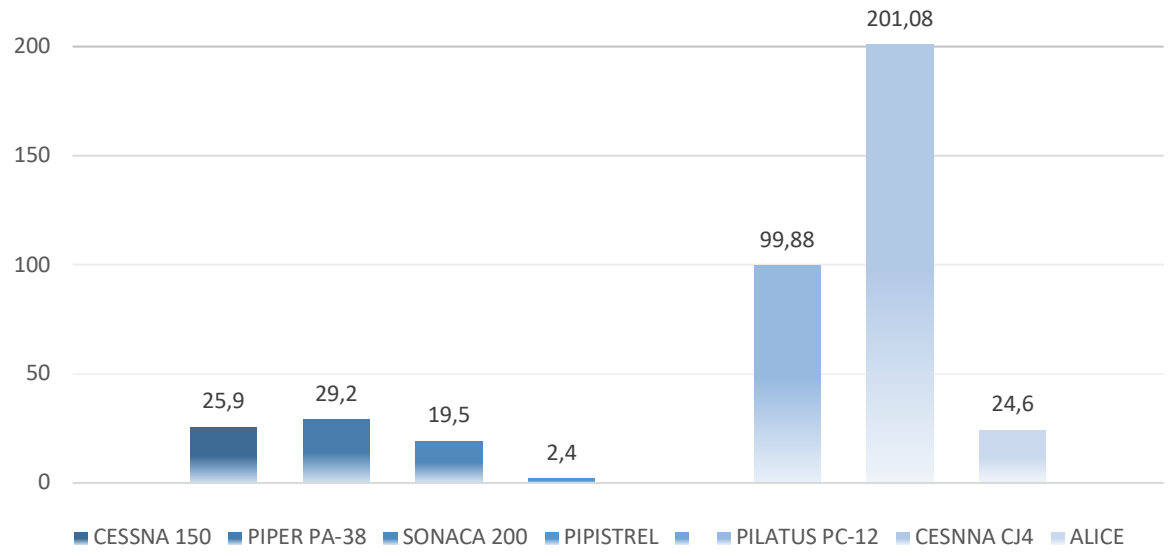


Figure 3.2: Kilograms of Co2 emissions emitted for a 100 km flight by each of the training aicrafts studied

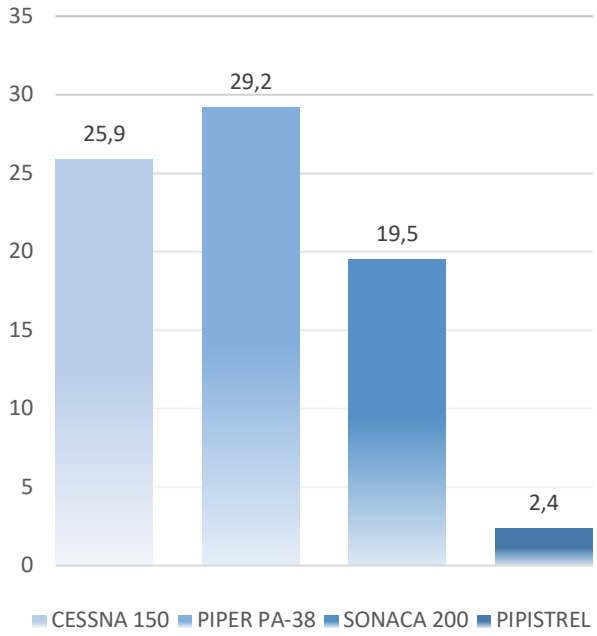
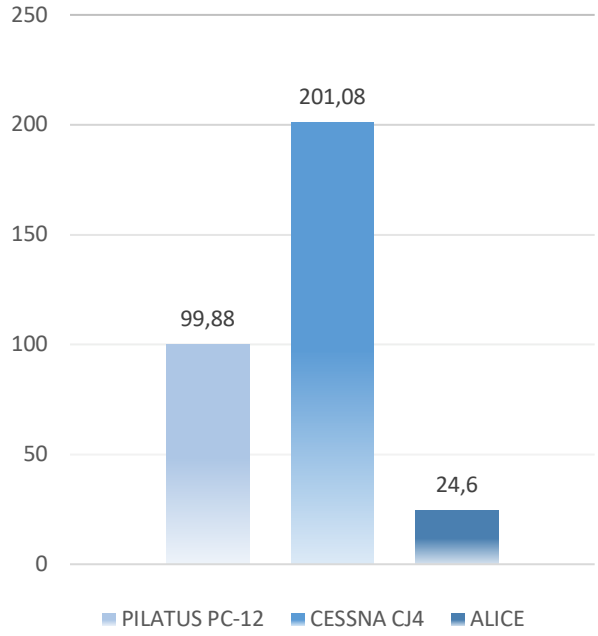


Figure 3.3: Kilograms of Co2 emissions emitted for a 100 km flight by each of the private jets studied



The first graph clearly shows the difference in CO2 emissions between small training aircraft and private jets. Obviously, since private jets are bigger and faster, they consume much more fuel than small two-seater training aircraft. There is also a significant difference between the two models of combustion-engined private jet. The CESSNA 525C CJ4 is about twice as polluting as the PILATUS PC-12 for a flight of the same distance. This is due to the CESSNA CJ4's outstanding performance in terms of engine power and cruising speed. This aircraft is primarily designed to deliver competitive performance. The PILATUS PC-12, on the other hand, is designed for economy and low fuel consumption.

Secondly, for a short-haul flight, the Eviation ALICE emits almost as much CO2 as the internal combustion engine training aircraft models. This surprising fact means that transporting 10 people in the ALICE theoretically emits as much greenhouse gas as two-seater aircraft using kerosene for a flight of the same distance. The CESSNA 150 and the PIPER PA-38 are even more polluting, emitting 25.9 and 29.2 kg of CO2 respectively, compared with 24.6 kg for the ALICE.

Finally, the PIPISTREL has the lowest greenhouse gas emissions per 100 kilometres. This electric model emits around ten times less CO2 into the atmosphere than a two-seater powered by an internal combustion engine. The ALICE emits four times less than the PILATUS PC-12 and around eight times less than the CESSNA CJ4.

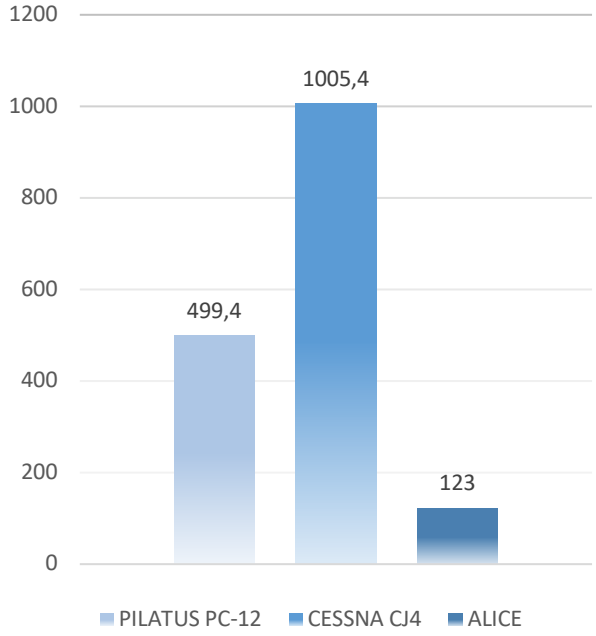
Therefore, regarding the reduction of environmental impact in terms of direct emissions, there is a real interest in using electric models for short-distance flights. At Walloon airfields, short flights carried out with two-seaters during training courses could reduce their direct emissions by up to five times less co2.

CO2 emissions for a 500km flight

For the sake of context, consistency and realism, it is interesting to analyse the results obtained concerning the CO2 emissions emitted by the different models of private jet during a 500km flight. Indeed, 500 kilometres is a very common distance for a private jet (this is also confirmed by the results obtained in Chapter 4).

Below is a histogram graph showing the kilograms of Co2 emissions emitted for a 500 km flight by each model of private jet studied.

Figure 3.4: Kilograms of Co2 emissions emitted for a 500 km flight by each of the private jets studied



The proportions are, of course, similar to those in the graph in the Figure 3.3 However, the results of this Figure 3.4 illustrate more realistically what these private jet models can emit during common flights. The CESSNA 525C CJ4 commonly reaches one tonne of greenhouse gas emissions. The PILATUS PC-12 emits around half a tonne.

The Eviation ALICE emits 123 kg of CO2 emissions for a 500 km flight. However, as mentioned above, the range of this electric alternative is no more than 463 kilometres. In other words, it is assumed here that the aircraft reaches 500 km (using VFR reserve, for example) and that a consumption of 123 kg of co2 emissions corresponds to the maximum amount of co2 that can be emitted by the ALICE.

CO2 emissions for a 1-hour flight

Below are the histogram-type graphs corresponding to the kilograms of Co2 emissions emitted for a 1-hour flight by each of the aircraft models studied. The first graph covers all models, regardless of aircraft type. The next two graphs show the results for training aircraft and private jets respectively.

Figure 3.5: Kilograms of Co2 emissions emitted for a 1-hour flight by each of the aircraft models studied

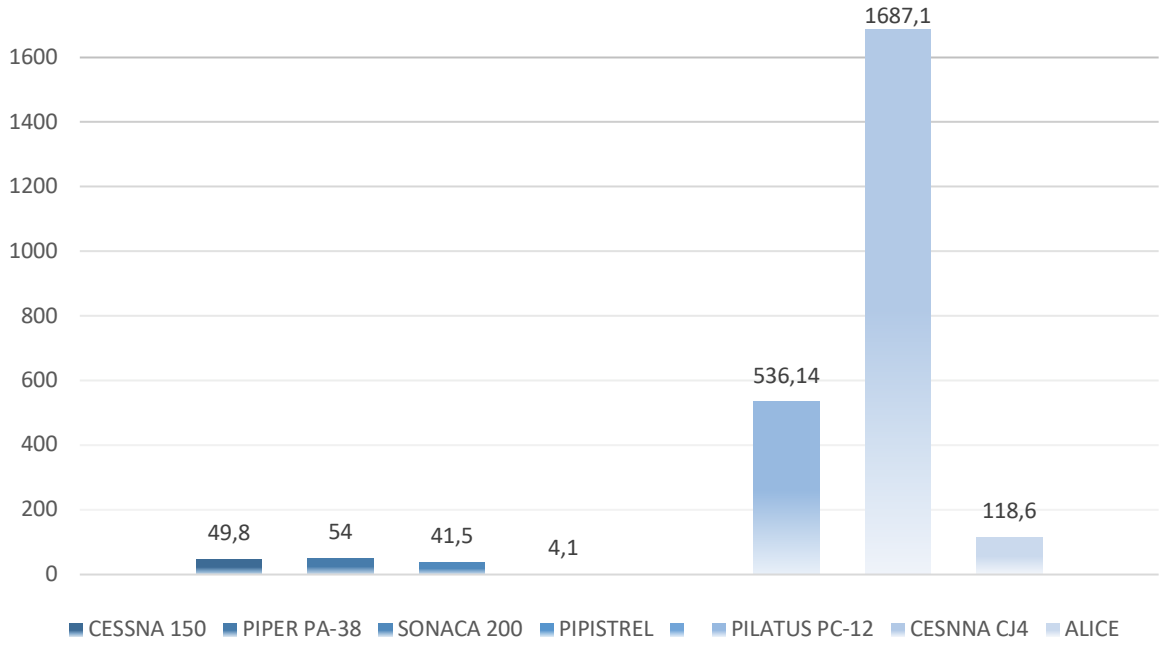


Figure 3.2: Kilograms of Co2 emissions emitted for a 1-hour flight by each of the training aicrafts studied

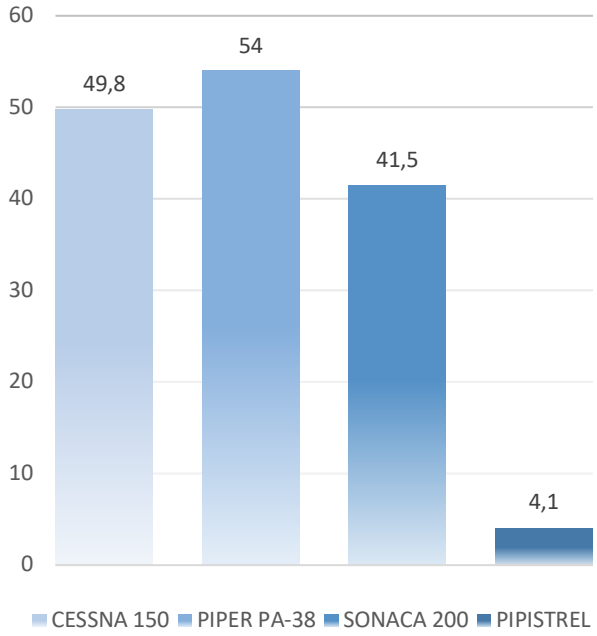
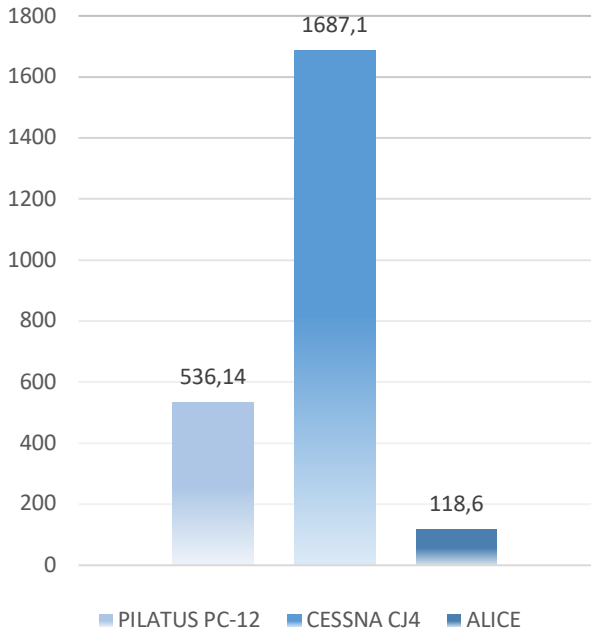


Figure 3.3: Kilograms of Co2 emissions emitted for a 1-hour flight by each of the private jets studied



As with the graph in the Figure 3.1, the graph in the Figure 3.5 highlights the difference in CO2 emissions between small training aircraft and private jets. However, in this situation, the differences are even more pronounced. For example, the amount of greenhouse gases emitted by the CESSNA 525 CJ4 is

more than three times greater than that of the PILATUS PC-12. These large differences in proportions compared with the graph for a 100 km flight can be explained by the different speeds of the different aircraft models. Each aircraft model has a different cruising speed and therefore covers a different distance in 1 hour of flight. The CESSNA CJ4 covers a distance of 839 kilometres in one hour, the PILATUS PC-12 537 and the CESSNA 150 only 192.

However, it is interesting to note the difference in the quantities of CO2 emitted by the different aircraft for the same flight time.

As the graph in Figure 3.6 shows, a 1-hour flight in a PIPISTREL Velis Electro emits around 12 to 13 times less CO2 than two-seater models powered by internal combustion engines. 4.1 kg of CO2 are emitted during a one-hour flight in a PIPISTREL, making this model of training aircraft one of the least polluting in the world.

Finally, Eviation's ALICE electric private jet no longer emits co2 emissions similar to those of combustion-powered two-seater aircraft. In fact, during a one-hour flight, the ALICE emits more than twice as much greenhouse gas as the CESSNA 150 or the PIPER PA-38. Once again, this is due to the much higher speed of the electric private jet, the greater distance covered and therefore the higher electricity consumption.

E. Limits

These results provide an initial indication of the environmental impact of the different aircraft models selected. It was obvious that internal combustion engine models emit much more CO2 in absolute terms than electric models, but this study reveals the gap between these emissions.

However, using this direct emissions method, only the use phase is considered. These aircraft emit an enormous quantity of greenhouse gases throughout their life cycle. The manufacturing and end-of-life phases have a significant impact on the ecosystem and the depletion of resources. These impacts can also vary greatly depending on the type of engine used. An electric engine with batteries requires far more rare and critical materials than an internal combustion engine.

It is therefore legitimate and interesting to include these phases in this research, in order to provide complete and accurate results for the environmental impact issue. Among the various existing assessment tools, Life Cycle Assessment (LCA) is the perfect answer to the needs of this study. This approach considers the entire life cycle of the products studied and is developed in the following section.

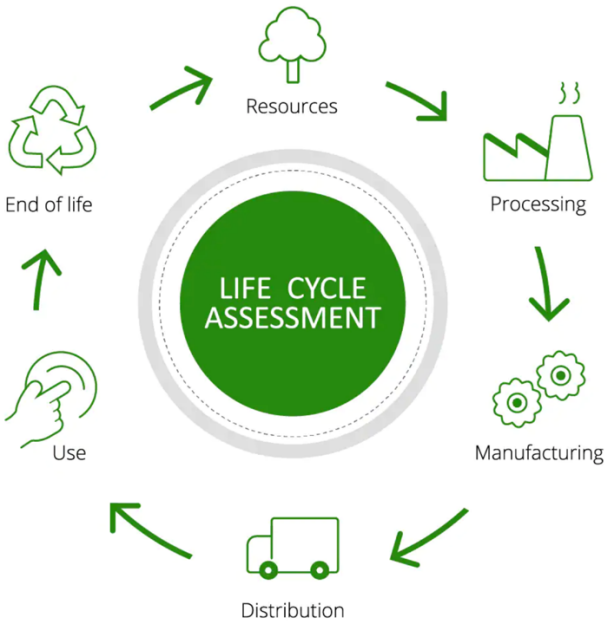
3.2. Life Cycle Assessment - LCA

“Life cycle assessment (LCA) involves the evaluation of some aspects - often the environmental aspects - of a product system through all stages of its life cycle. Sometimes also called “life cycle analysis”, “life cycle approach”, “cradle to grave analysis” or “Ecobalance”, it represents a rapidly emerging family of tools and techniques designed to help in environmental management and, longer term, in sustainable development.” (Astrup et al., 1997)

LCA is therefore an extremely comprehensive tool for analysing the environmental impact of a product or a service. As shown in Figure 3.8, the method is based on all the different stages encountered, from

the harvesting of resources to the end of the product's life. This tool is governed by the ISO 14040 and ISO 14044 standards. (Lee & Inaba, 2004)

Figure 3.8: Life cycle assessment stages (Deloitte, n.d.)



In the context of our research, the use of LCA seems more coherent and useful than the use of direct emissions. Indeed, the "direct emissions" approach does not take into account the emissions emitted during the construction and end of life of the vehicle. Only emissions due to use are identified. The LCA approach, on the other hand, has a much more comprehensive scope and is better suited to answering our research question.

The methodologies used to carry out an LCA can vary enormously depending on the choice of scope and the objective set. It is therefore difficult to compare LCAs for the same sector or product range. Many aircraft manufacturers, for example, carry out LCAs according to their own methodology and needs. Of the various possible perimeters, Cradle-to-Grave is by far the most comprehensive and suitable for our research. However, this method requires an enormous amount of data and time. In fact, the scope covers the entire life cycle and considers the whole of the following system: "aircraft + energies involved + materials + transport infrastructure". It is nevertheless possible to produce a simplified version that gives approximate results, but which is sufficient for this research.

When a comparison is made between an internal combustion engine vehicle and an electric vehicle, it is essential to study the transfer of pollution from the use phase to the design and end-of-life phases. An electric aircraft does not emit CO2 during flight, but its battery has a significant impact during certain phases of its life cycle. It is therefore necessary and consistent to carry out a life cycle analysis of these critical components of electric aircraft: the lithium batteries.

3.2.1. Life Cycle Analysis of a battery

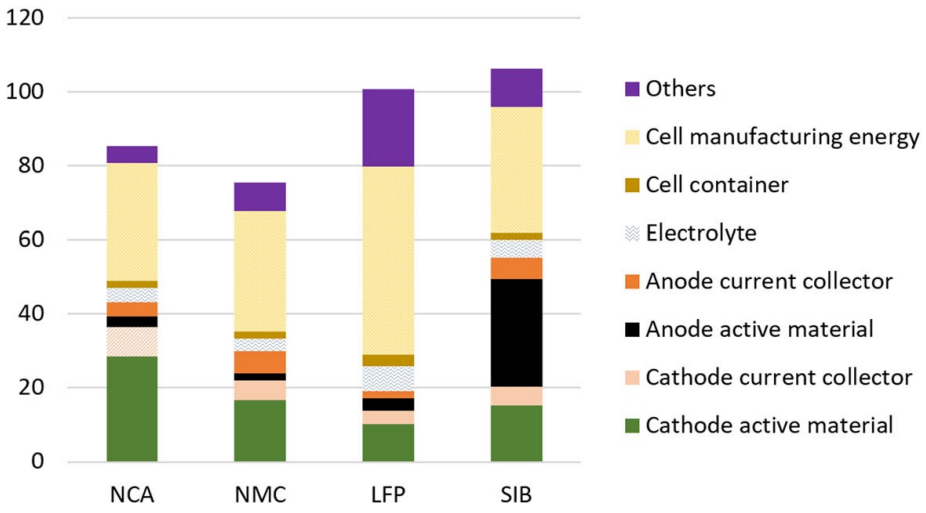
Carrying out a life cycle analysis of a battery is extremely complex and time-consuming. In order to focus on our research question and not devote this thesis to the subject, a life cycle analysis study carried out in 2020 is used as well as the results proposed therein.

According to this study by Mohr M., Peters J. F., Baumann M., & Weil M., the CO2 emissions released during battery manufacture range from 75 to 106 kg of CO2 per kWh of capacity. (2020) Here are the exact emissions in Kg CO2-EQ/kWh Capacity for each type of battery studied :

NCA (Lithium nickel cobalt aluminum oxide) :	85.6
NMC (Lithium nickel manganese cobalt oxide) :	75.5
LFP (Lithium Iron Phosphate) :	101
SIB (Sodium ion battery) :	106

The Figure 3.9 reveals the effects of production for each battery variant, taking into account the constituent elements of the cell. NMC production has the lowest carbon footprint (GWP), followed by NCA, LFP and SIB production. The high energy density of the cells plays a crucial role, because in this case less battery is needed to achieve a certain capacity. The largest share of the production GWP for each chemical composition of the cells comes from the energy used in manufacturing the cells (electricity and heat). This is worth emphasising, because recycling is not able to reduce the GWP attributable to the energy demand inherent in manufacturing. In the case of NCA and NMC cells, the cathode material contributes significantly to the overall GWP, while in the case of SIB production, the anode material accounts for the second largest share of the GWP (given that the anode is made of hard carbon for this type of battery, unlike the graphite used in LIBs). On the other hand, LFP and SIB use less critical materials, such as iron phosphate and sodium, and SIB uses no copper in the anode current collector (Mohr et al., 2020).

Figure 3.9: Environmental impacts of cell production, broken down to cell components: Global warming potential (GWP) in kg CO2-equivalents per kWh storage capacity. (Mohr et al., 2020)



However, recycling would have the capacity to mitigate around 10 to 30% (depending on the type of battery and components) of the environmental impact attributable to production. Furthermore, there is great potential for the reuse of such batteries, which could find a second use in less demanding stationary applications, such as certain hospital services or equipment, or for alarm systems.

Then there is the fact that the ecological footprint is not limited to greenhouse gas emissions. The extraction of the materials that compose battery cells (such as lithium or sulphur) and all the electrical components such as motors, wiring, electronics and permanent magnets for the motor (neodymium,

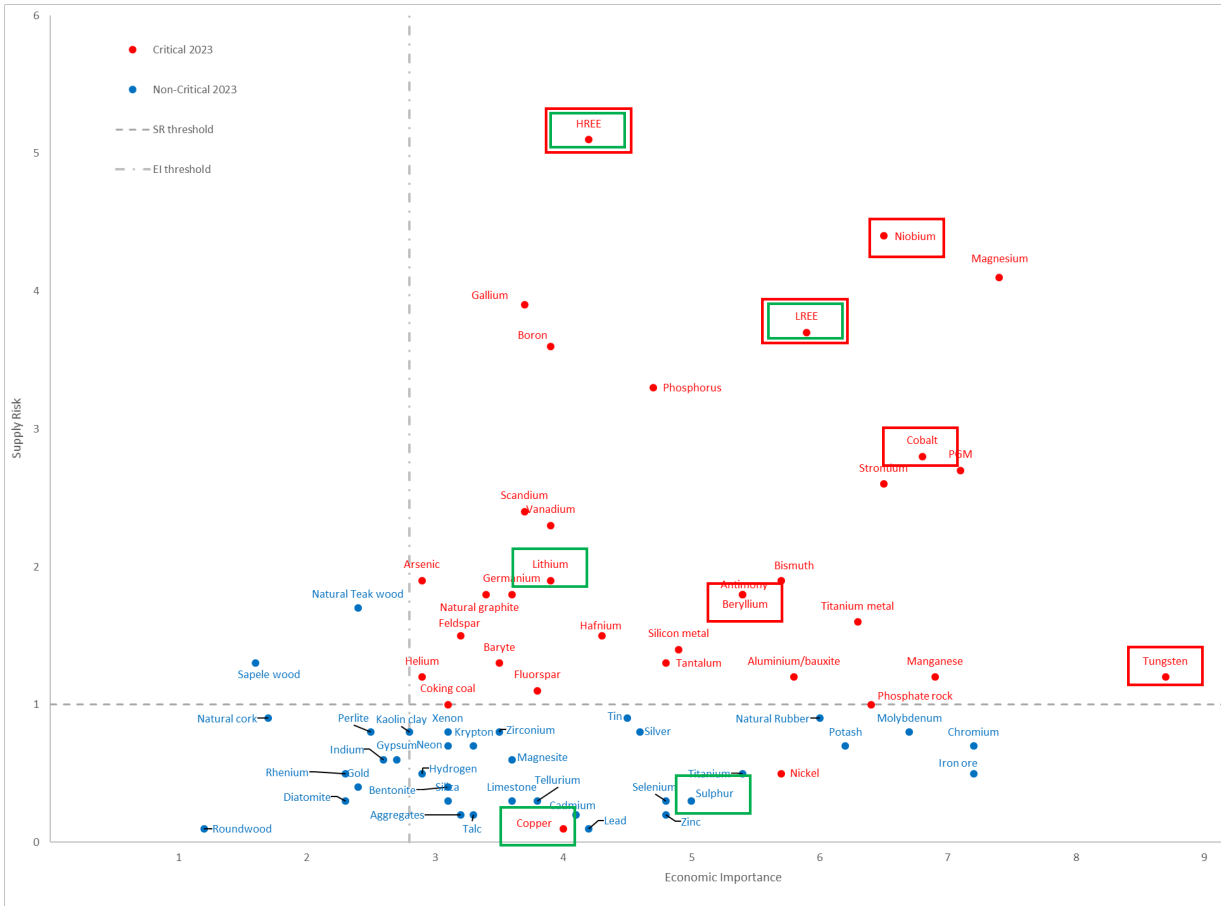
rare earths, copper) is likely to see a significant increase in demand. As a result, legitimate questions are being raised about their availability and the extraction methods needed to enable large-scale production.

The European Commission has identified around thirty critical metals, which are presented in Figure 3.10. This chart shows the critical metals according to economic importance and risk of shortage. The fundamental elements used in electric propulsion systems and batteries are represented by a green frame, while those used in conventional technologies (such as thermal reactors) are shown in red.

As can be seen, all the main metals used in thermal reactors are considered 'critical' by the European Commission. In addition, three of them (HREE, LREE and Niobium) present a significant and considerable risk of shortage or geopolitical conflict. Tungsten, cobalt, and beryllium present a more moderate risk of depletion.

Concerning the main metals used in electric propulsion systems and batteries, the risk of shortages is a little more moderate. Sulphur is not a critical metal and copper is far from being at risk of shortage, its supply is very well diversified. The only reason the European Commission considers copper to be a critical metal is because it is challenging to substitute this metal due to its superior performance in electrical applications. Then, lithium appears to be a moderate critical element. In the 2014 Critical Materials Study, the European Commission did not mention lithium as a metal at risk. This recent addition is due to the growing demand for this element in recent years. This sharp rise in demand has been driven by global sustainable and ecological transition policies promoting the use of electricity and batteries. Finally, rare-earth elements (REE) are also one of the main components in battery design.

Figure 3.10: Graph showing critical metals by economic importance and risk of shortage (European Commission, 2023)

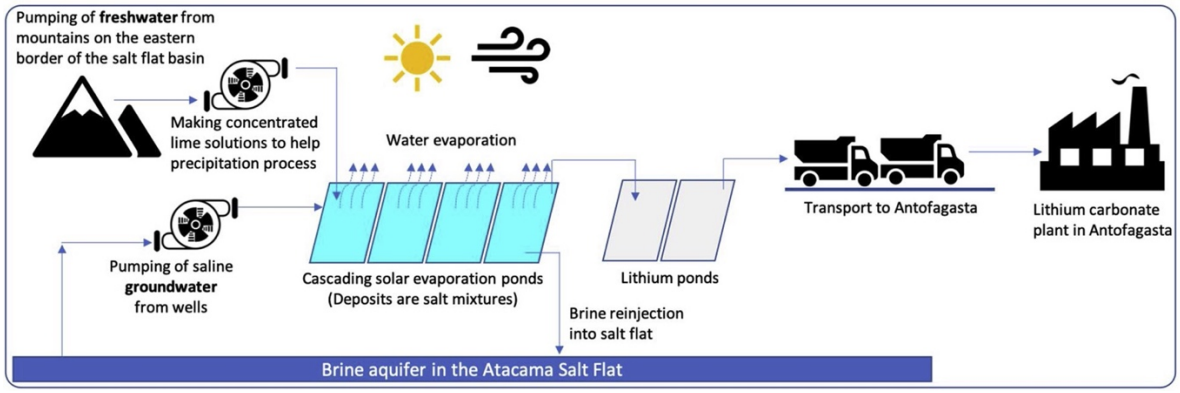


In conclusion, in terms of the use of rare and critical materials, electric motors and batteries do not represent a greater risk of shortages or geopolitical conflicts than thermal propulsion systems. According to the data in the graph above, this risk is even lower. However, the ecological impact of extracting certain materials is more pronounced than for others. One of the metals mentioned above is particularly affected: lithium.

3.2.2. Environmental impact of lithium

Lithium plays a crucial role as a basic resource for the production of current lithium-ion batteries as well as for future generations of batteries such as lithium-air and lithium-sulphur batteries. Therefore, it is imperative to assess its impact on the environment. As shown in the Figure 3.11, the extraction and processing of lithium has given rise to some controversy.

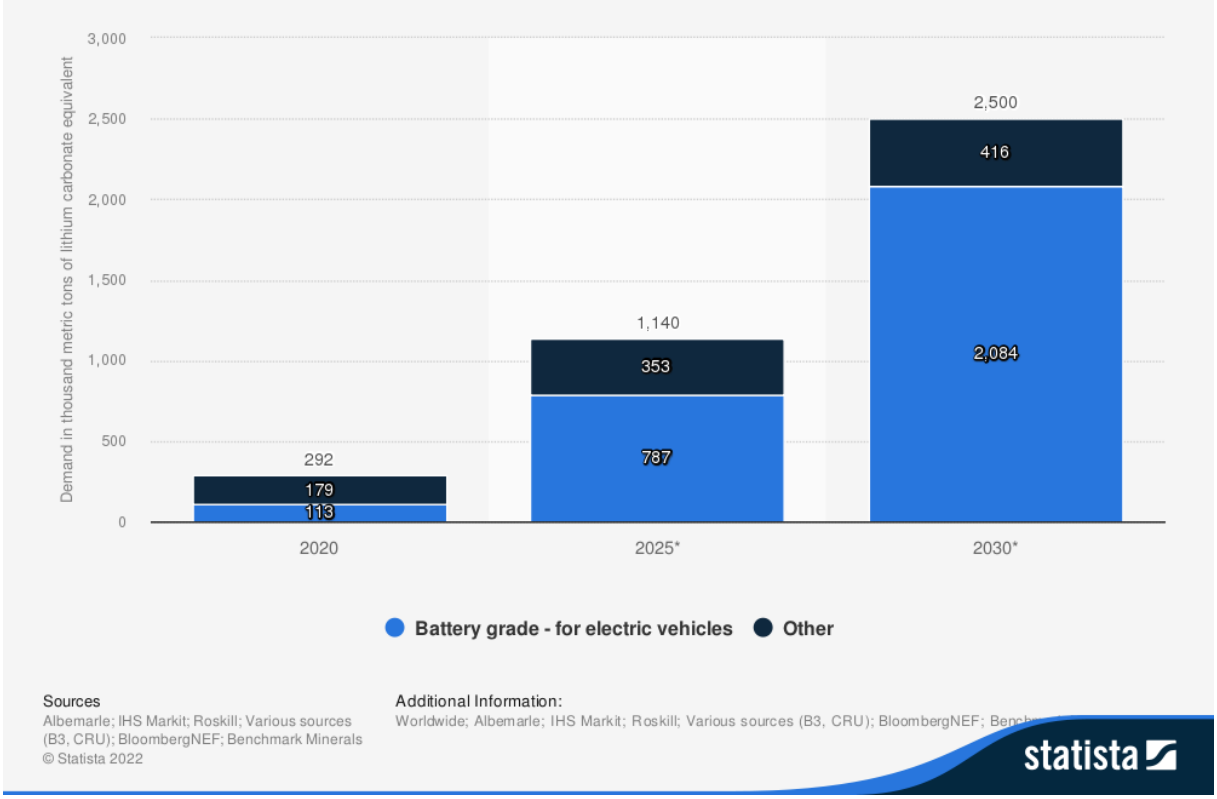
Figure 3.11: Schematic representation of lithium extraction process in the ASF. (Liu et al., 2019)



Currently, two-thirds of the world's lithium production is extracted from geothermal brines, a practice that evaporates an average of half a million litres of brine per tonne of lithium carbonate. The extraction of these resources requires colossal quantities of water. Indeed, in some locations, these operations require the use of 10 litres of water per second, leading to the risk of drought in localities close to the extraction sites. In addition, numerous chemical products are required, and large volumes of waste are generated. Finally, the extraction process causes other negative effects such as air pollution, water and soil contamination, the destruction of endangered species and the weakening of biodiversity (Flexer et al., 2018).

This environmental impact will be even greater in the coming years due to the exponential increase in demand for lithium worldwide. The graph in the Figure 3.12 shows world demand for lithium in 2020, as well as forecasts for 2025 and 2030. According to this study by Alermarle, an American chemical company, world demand for lithium is expected to reach 1,140 kilotonnes, of which 68.5% (or 787 kilotonnes) will be used for electric vehicle batteries. By 2030, there is expected to be a 756% increase in total demand compared with 2020, and a 1744% increase in lithium demand for electric vehicles.

Figure 3.12: Demand for lithium worldwide in 2020, with a forecast for 2025 and 2030, by application (in 1,000 metric tons of lithium carbonate equivalent) (Albemarle, 2021).



Demand for lithium is therefore set to rise sharply and, in addition to the potential risk of a shortage of this raw material, the ecological impact of its extraction and production remains a source of great concern.

3.2.3. Environmental impact of PIPISTREL and ALICE batteries

According to the manufacturer's website, the PIPISTREL Velis Electro is equipped with a PB345V124E-L liquid-cooled battery pack. These batteries are composed of cylindrical Li-Ion cells using NMC (Nickel Manganese Cobalt) chemistry. This two-battery pack offers a total nominal capacity of 24.8 kWh.

As mentioned above, the quantity of CO2 emitted during the manufacture of this type of battery (NMC) is equal to 75.5 kg of CO2 per kWh.

$$75.5 \times 24.8 = 1872.4\ kg\ of\ co2$$

The manufacture of PIPISTREL's PB345V124E-L battery pack therefore emits around 1872.4 kg of co2 during all the manufacturing phases. By way of comparison, this amount of CO2 emissions corresponds to 37.4 hours of flight in a CESSNA 150 or 7200 km travelled. These figures were obtained using the results of the study on direct emissions carried out previously.

Eviation's ALICE electric private jet is equipped with a Lithium-Ion battery system with a total capacity of 820 kWh and an impressive weight of 3720 kg. There is very limited information available on this battery pack developed by the Kokam company, but it would appear (from a few articles in the grey literature) that it is made up of Lithium-Ion Polymer batteries again using NMC (Nickel Manganese Cobalt) chemistry (Warwick, 2018).

As mentioned above, the quantity of CO2 emitted during the manufacture of this type of battery (NMC) is equal to 75.5 kg of CO2 per kWh.

$$75.5 \times 820 = 61\,910\ kg\ of\ co2$$

The manufacture of the ALICE electric private jet battery pack therefore emits around 61,910 kg of co2 during all the manufacturing phases. By way of comparison, this amount of CO2 emissions corresponds to 115.5 hours of flight in a PILATUS PC-12 or 61,984 km travelled. These figures were obtained using the results of the study on direct emissions carried out previously.

3.3. Conclusion

The study carried out on direct emissions from internal combustion engine aircraft identified the quantity of greenhouse gases emitted by the models selected for a flight of 100/500 km and a flight of one hour. The electric alternatives do not, in principle, emit any CO2 when they are used. However, it has been assumed that the electricity used to make a flight emits CO2 when it is generated upstream. These electric aircraft are recharged via the Belgian electricity grid. Knowing that the greenhouse gas emissions intensity of the Belgian grid is equivalent to 139g of carbon dioxide emitted per kWh, it is possible to identify the 'direct emissions' of the electric models.

The results are clear and unequivocal. The ALICE private jet emits 4 to 8 times less co2 than its internal combustion engine counterparts. In the case of the PIPISTREL, it emits 8 to 12 times less than the combustion-powered training aircraft models studied. Electric models therefore offer much lower direct emissions and are far less harmful to the environment. Furthermore, the use of green energy from renewable sources (solar, wind, biogas, geothermal) could reduce the intensity of greenhouse gas emissions from the Belgian network and, consequently, reduce the 'direct emissions' of electric alternatives.

Following this study of direct emissions, which only concerned the use phase, it was important to carry out a study of the manufacturing and end-of-life phases. In order to understand the intensity of the environmental impact of electric models, it is important to consider their most critical components, such as the battery.

The LCA study of Li-ion batteries and its application to the electric aircraft models studied highlighted the CO2 emissions released during the manufacture of the corresponding batteries. According to the results obtained, a PIPISTREL would have to be flown for around 38 hours (or 7200 km) to offset the carbon impact of the manufacture of its battery pack. Indeed, we have estimated that the CO2 emissions released during the manufacture of a PIPISTREL's batteries are equivalent to the direct emissions released during 37.4 hours (or 7200km) of flight in a CESSNA 150. Regarding the ALICE private jet, it would take approximately 116 hours of flight (or 61984 km) to offset the carbon impact of the manufacture of its battery pack. Once again, we have estimated that the CO2 emissions released during the manufacture of the ALICE jet's batteries are equivalent to the direct emissions released during 115.5 hours (or 61984km) of flight in a PILATUS PC-12.

However, in addition to the greenhouse gas emissions, the use of critical and rare materials is not negligible and remains a major issue. This chapter has highlighted the fact that lithium, widely used in the production of electric batteries, is a critical metal. Its extraction is also problematic because it is highly polluting.

Finally, the Figure 3.10 also highlights the risk of shortages of rare metals used in thermal engines and propulsion systems. A reduction in the use, and therefore production, of this type of engine would drastically reduce demand for certain major critical rare metals (rare-earth elements, tungsten, cobalt, graphite, etc.). It would also avoid geopolitical conflicts due to the concentration of sources of certain materials. For example, the Democratic Republic of Congo has 63% of the world's cobalt resources and China has 86% of the world's tungsten resources (European Commission, 2023).

Chapter 4: Comparative study on the feasibility and benefits of flying electric aircraft

One of the major criteria in choosing one aircraft or another for a flight is its range, in other words the maximum distance it can cover. If Walloon users are planning to use electric alternatives, it is important to ensure that these meet their needs. Whether for business, school or tourism flights, the electric alternatives must match the range of today's combustion-powered aircraft. Obviously, if we compare the distances that can be covered by the two types of engine, combustion-powered aircraft offer a much greater range than electric aircraft. However, do Belgian users need to cover such distances? Do they need such a range? Wouldn't it be more interesting and coherent to analyse the actual distances covered by users in order to affirm that a transition to electric aviation is feasible and relevant?

In order to verify the feasibility of this sustainable transition in light aviation, a comparative analysis is carried out in the following points. This compares the average range of some of the aircraft models selected for this research with the range of the electric alternatives mentioned in the previous chapters. The results will enable us to determine whether the transition is completely feasible in terms of this criterion or whether, on the contrary, technical constraints could slow it down. If the latter is the case, it will be interesting to identify the extent of this difference of efficiency and to determine possible solutions.

4.1. Methodology

Two methods will be used to obtain the data required for this comparative analysis, depending on the sector and type of aircraft concerned.

Private jet
The use of a private jet offers unrivalled comfort and flexibility. This means of transport gives access to a wider choice of airports that are not always served by regular commercial flights. This saves time and kilometres. For the purposes of this study, it is relevant to look at the distances covered by Belgian private jets and compare them with the range of electric alternatives.
To find this data, the Flightradar24 flight tracker will be used to obtain a substantial sample of flight history (2023). However, a few manipulations will be necessary to obtain accurate data that is suitable for our comparison. The information available on the flight tracker does not mention distances in kilometres. However, this is necessary for our analysis. The tools and strategy used are described in the following sections.

Training aircraft
In the case of training aircraft, the point of departure is the same as the point of arrival. It is therefore not possible to obtain a flight distance by analysing the take-off city and the landing city - the latter will be the same. In this case, it makes sense to use flight time. Furthermore, this characteristic seems more relevant for these sectors of use. Indeed, the courses or training practised with a training aircraft are programmed with a given flight time, and not a distance.
The methodology to be applied is therefore to average the flight times obtained using the flight histories available on Flightradar24. This average will be applied to the flights of three training aircraft of the same model and will then be compared with the flight autonomy of an electric alternative.

The following three points describe the various stages involved in obtaining the data needed for the comparative analysis.

4.1.1. Flightradar24

Flightradar24 is a website that tracks commercial and private flights worldwide. This flight tracker shows live air traffic by combining data from ADS-B, MLAT and radar data.

The site also provides access to a limited flight history of each aircraft in circulation. With the Gold subscription, it is possible to access a total of 365 days of past flights for each aircraft. For the purposes of our study, this option is extremely interesting. It is possible to analyse the distances covered by specific aircraft models used in Belgium over an entire year. Using this data, an average of the flight distances by type of aircraft selected for this study can be calculated, which can then be compared with the distances achievable by the examples of electric aircraft.

However, it is not possible to directly generate the distances flown for each flight. Indeed, the only information available in the flight logs is the city of departure, the destination and the take-off and landing times. Obviously, it is easy to find the distance in kilometres between two cities, but it is much more complex to do this for an extraction of thousands of flights. The solution is to use an Excel formula enabling the results of all the journeys to be generated instantly.

4.1.2. Geocode API & Angular distance

Once all the flight data required for our study has been compiled in a spreadsheet, we need to find a method for converting the names of the departure and arrival towns into precise GPS coordinates. We need to know the latitude and longitude of each city so that we can then perform a calculation to obtain an accurate journey distance. One solution is to use an API called the Geocoding API.

“The Geocoding API is a service that accepts a place as an address, latitude and longitude coordinates, or Place ID. It converts the address into latitude and longitude coordinates and a Place ID, or converts latitude and longitude coordinates or a Place ID into an address. “ (Google, 2023)

The tool therefore offers a perfect solution to the problem encountered. The steps required to use it are as follows:

- Create a Google Map Platform account;
- Activate your account by registering a credit card;
- Create an API key;
- Use the appropriate formula in Excel using the API connection key.

The use of an API key is free up to a certain number of uses per day. Google charges for excessive use. This is why it is necessary to register a credit card in order to obtain a valid API key. Once the key has been acquired and can be used, it must be entered into a suitable Excel formula to obtain precise information about the city selected. This information contains the city's longitude and latitude, and a simple additional filter formula can be used to isolate them (the formulas used in Excel are described in the next section, "Excel table").

Once the coordinates of the departure and arrival towns have been obtained, a final calculation must be made to obtain the distance between these two points. For air travel, the distance as the crow flies is a good indicator of the distance covered by the plane. Using the fundamental relationship of spherical trigonometry, it is possible to calculate the angular distance in radians between two points. Knowing the position of point A and point B, calculating the curvilinear abscissa S (AB) on the circle passing through A and B gives the distance between them. The latitude is called φ and the longitude λ.

$$S_{A-B} = arccos\left(sin\varphi_A sin\varphi_B + cos\varphi_A cos\varphi_B \cos(\lambda_B - \lambda_A)\right)$$

To obtain the distance S in kilometres, it's simply necessary to multiply the result obtained by 6371, a conventional radius of the Earth (approximately 6371 km).

$$S = (arc\cos(sin\varphi_A sin\varphi_B + cos\varphi_A cos\varphi_B \cos(\lambda_B - \lambda_A))) \, 6371$$

4.1.3. Excel spreadsheets and formulas

The Excel spreadsheet can be used to perform calculations, automate them, sort data and create graphical representations. Thanks to this software, the various formulas it offers and the different methods mentioned above, it is possible to obtain the distance between two cities for a very large number of different flights.

As mentioned above, the combustion model of the private jet selected is a PILATUS PC-12. For the sake of accuracy and efficiency, three different aircraft of this model were studied. Indeed, analysing the distances covered by a single aircraft of this type is not indicative of the average use of a private jet in Belgium. The user could be a private individual who only flies very short distances on a daily basis.

The annual flight histories (2023) of three PILATUS PC-12s are therefore split into three EXCEL tables. These tables are available in Appendix VI.
The initial data obtained from the FlightRadar24 website are grouped in seven different columns: Flight date, departure city, arrival city, flight number, flight time, take-off time and landing time. The important and useful data for the rest of our calculations are the city of departure and the city of arrival.

Geocode API
As mentioned previously, once the names of the arrival and departure cities have been listed, the Google Geocode API must be used to obtain information about their coordinates. This tool converts addresses (or in this case, the simple name of a city) into latitude and longitude coordinates. The result is a list of complex and precise data on the location of the city in XML format.

The formula used to enable EXCEL to connect to the Google Geocode API is the "SERVICEWEB" formula. This function is used to return data from an internet or intranet WEB service. When the formula is applied to a cell containing the name of a city, a result containing several lines of information, including the coordinates, appears. However, a valid API key is required to enable the function to connect to the WEB. The formula is expressed in EXCEL as follows:

fx =SERVICEWEB("https://maps.googleapis.com/maps/api/geocode/xml?address="&A2&"&key="&A1)

fx =SERVICEWEB("https://maps.googleapis.com/maps/api/geocode/xml?address="&B2&"&key="&A1)

A1 being the cell containing the API key, A2 the cell containing the name of the departure city and B2 the cell containing the arrival city. It is assumed that these formulas are written in cells C2 and D2 respectively.

Latitude and longitude filters
The next step is to isolate the information we need to continue our search by using the "FILTER" function. This formula is used to filter data according to defined criteria. In the case of this study, the "FILTER" function is used to isolate the latitude or longitude from all the data in cells C2 and D2.

fx =FILTRE(C2;"//location/lat")

fx =FILTRE(C2;"//location/lng")

fx =FILTRE(D2;"//location/lat")

fx =FILTRE(D2;"//location/lng")

C2 being the cell containing the "SERVICEWEB" formula linked to the city of departure and D2 being the cell containing the "SERVICEWEB" formula linked to the city of arrival. It is assumed that the four "FILTER" formulas are written in cells E2, F2, G2 and H2 respectively.

Distance
Finally, once the coordinates of the departure and arrival cities have been obtained, a simple calculation of angular distance in radians is required to obtain the distances in kilometres. This calculation (explained previously in point B "Geocode API & Angular distance") is expressed in EXCEL as follows:

E2 being the cell containing the "FILTER" formula which submits the latitude of the starting town.
G2 being the cell containing the "FILTER" formula which submits the latitude of the arrival city.
F2 being the cell containing the "FILTER" formula which submits the longitude of the departure city.
H2 being the cell containing the "FILTER" formula which submits the longitude of the arrival city.
It is assumed that this formula is written in cell I2. This final cell therefore contains the exact distance between two cities in kilometres.

By using a Geocode API, a few Excel filters and an angular distance calculation, it is therefore possible to obtain the distance between a few thousand towns instantly just by using their names. So the research and analysis can begin.

4.2. Study

4.2.1. Training aircrafts

The study, which concerns training aircraft, compares the average flight time of three different CESSNA 150s between July 2022 and July 2023. The flight history of these three models is used and analysed to obtain an average flight time. This average is then compared with the range offered by the PIPISTREL Velis Electro.

The registrations of the CESSNA 150s selected are OO-FLC, OO-BET and OO-JRB. These three models represent the only three Belgian CESSNA 150s tracked (or sufficiently active) by the Flightradar24 air tracker. The other Belgian-registered CESSNA 150s do not appear to share their movements with the website. These models may not be equipped with ADS-B transponders, making them invisible to Flightradar24 radars. However, the list of routes flown by the three models selected is sufficient to estimate the average flight time of two-seater combustion-powered training aircraft in Wallonia. This list is made up of 533 different flights.

Appendix V presents three tables containing the flights of each CESSNA 150 studied. These tables are made up of five columns showing respectively:

- The date of the flight
- Flight code
- Flight time ;
- Actual departure time;
- Actual arrival time.

The third column, "FLIGHT TIME", lists the data to be analysed. If the average flight time of each CESSNA 150 is calculated, the following results are obtained:

Average flight time for the OO-FLC: **30'14”**
Average flight time for the OO-BET: **43'45”**
Average flight time for the OO-JRB: **39'43”**

Then, if these three flight time samples are combined into one, the result is as follows:

Average flight time for the three CESSNA 150s: **41'21''**

Note: It is not possible to calculate the average of the three averages because the three lists of flight times corresponding to the three CESSNA models do not contain the same amount of data. These three lists must be combined into a single list before the average can be calculated, or a weighted average must be calculated.

4.2.2. Private Jets

Regarding private jets with internal combustion engines, the study compares the average distance travelled by three different PILATUS PC-12s between July 2022 and July 2023. Once again, the flight history of these three models is used and analysed to obtain an average distance travelled per flight. This average is then compared with the range offered by Eviation's ALICE electric aircraft.

The PILATUS PC-12s selected are registered OO-PCA, OO-PCJ and OO-PCN. Among the PILATUS registered in Belgium, these are the most active. Two of these aircraft belong to a private owner and one belongs to a private aviation club. Given the intense use of these aircraft (more than one flight a day), it is fairly easy to assume that they are leased by different users. The distance of the journeys varies greatly from one flight to another, and this dispersion means that all types of trip (business, holiday, etc.) can be taken into account in our study.
Lastly, the fact that three different models are taken into account means that a large number of flights can be obtained, making the results very accurate. This list is made up of 1,600 different flights. Each PILATUS PC-12 recorded around 500 flights between July 2022 and July 2023. However, some cities could not be converted into coordinates by the API for an unknown reason. It is therefore not possible to obtain the distances flown for these particular routes. However, a total of 1,340 flights have been converted into latitude and longitude coordinates and are used in this study.

Appendix VI presents three tables containing the flights of each PILATUS PC-12 studied. These tables consist of fourteen columns showing respectively:

- The date of the flight ;
- City of departure (city a) ;
- Arrival city (city b);
- Flight code ;
- Flight time ;
- actual time of departure ;
- Actual time of arrival;
- GEOCODING data for city a ;
- GEOCODING data for city b ;
- The latitude of city a ;
- The longitude of city a ;
- The latitude of city b ;

- The longitude of city b ;
- The distance in kilometres between city a and city b.

The fourteenth column, entitled "Distance in km", lists the data to be analysed. If the distances covered by each PILATUS PC-12 are averaged, the following results are obtained:

Average distance travelled by the OO-PCA: **613.86 km**
Average distance covered by the OO-PCJ: **527.98 km**
Average distance travelled by the OO-PCN: **545.75 km**

Then, if these three flight time samples are combined into one, the result is as follows:

Average distance flown by the three PILATUS PC-12s: **563.26 km**

Note: It is not possible to calculate the average of the three averages because the three lists of distances flown corresponding to the three PILATUS PC-12 models do not contain the same amount of data. These three lists must be combined into a single list before the average can be calculated, or a weighted average must be calculated.

4.2.3. Dispersion

In order to interpret the data collected properly, it is interesting to analyse its dispersion. Calculating the average flight time of the CESSNA 150s (or the average distance covered by the PILATUS PC-12s) provides a single number that can easily be compared with the autonomy (or range) of alternative electric models. However, the conclusion would be too approximate, too inaccurate and inconsistent for the rest of our study. Indeed, the average is the simplest indicator for summarising the information provided by a list of numerical values, but these values can sometimes vary significantly. In this situation, the use of a measure of dispersion is necessary in order to get a general idea of the distribution as a whole and not just of one particular piece of data.

There are several measures of dispersion that can be used to characterise the spread of values in a distribution. These measures include the range, interquartile range, variance and standard deviation. In this analysis, the standard deviation is used to measure dispersion. According to the National Institute of Statistics and Economic Studies (2020), the standard deviation is defined as follows: "The standard deviation is used to measure the dispersion, or the spread, of a set of values around their mean. The lower the standard deviation, the more homogeneous the population". This deviation can be thought of as the average distance between the mean of the distribution and each of the data items in that distribution.

To calculate a standard deviation, the formula to use is as follows:

$$\sigma_x = \sqrt{\frac{\sum_{i=1}^{n}(x_i - \mu)^2}{n}}$$

with σ_x designating the standard deviation of the statistical series X where $X = \{x_1, x_2, x_3, \dots, x_n\}$, n is the number of values in this series and μ is the mean of this series.

In this study, the statistical serie concerning the flight times of the CESSNA 150 is called A and the statistical serie concerning the distances flown by the PILATUS PC-12 is called B. Once the standard deviation formula has been applied to these two statistical series, the following results are obtained:

$\sigma_A = 26' 27''$

$\sigma_B = 352.46$

The standard deviation of series A (flight times of the three CESSNA 150s) is equal to 26 minutes and 27 seconds. In other words, the average time between the mean of series A (approximately 41 minutes) and each of the data values in the distribution is approximately 26 minutes.

The standard deviation of series B (distances covered by the three PILATUS PC-12s) is 352.46 kilometres. In other words, the average distance between the mean of series B (around 563 km) and each of the data values in the distribution is around 352 kilometres.

At first glance, the values seem very large and very far from zero, indicating that the series are very heterogeneous. However, it is not possible to interpret these data accurately if the mean is not taken into account. In fact, depending on the size of the distribution and the value of the mean, a standard deviation may appear large without indicating great dispersion. For example, a distribution with a mean of 50 and a standard deviation of 1 will be much more heterogeneous than a distribution with a mean of 5000 and a standard deviation of 10. Yet the standard deviation is greater in the second case.

It is therefore interesting to calculate the relative standard deviation, or in other words, the coefficient of variation of the two series studied, in order to clearly identify their dispersion. According to the National Institute of Statistics and Economic Studies (2016), the coefficient of variation is defined as follows: "The coefficient of variation (CV) is the ratio of the standard deviation to the mean. The higher the coefficient of variation, the greater the level of dispersion around the mean. It is generally expressed as a percentage. Without units, it allows for comparison between distributions of values whose scales of measurement are not comparable". In this study, it will be assumed that if the coefficient of variation is less than or equal to 15%, the distribution is considered to be homogeneous. Conversely, if the coefficient of variation is greater than 15%, the distribution is considered to be heterogeneous.

To calculate a coefficient of variation, the formula to be used is as follows:

$$CV = \frac{\sigma}{\mu}$$

with σ designating the standard deviation and μ the mean.

If this formula is applied to the two series in our study, A and B, the following results are obtained:

$$CV_A = \frac{26'27''}{41'21''} = 0.6399$$

$$CV_B = \frac{352.46}{563.26} = 0.6257$$

The coefficient of variation of series A (flight times of the three CESSNA 150s) is equal to 0.6399 and represents 63.99%. As the value of this coefficient is greater than 15%, it is accepted that the distribution is indeed heterogeneous.

The coefficient of variation for series B (distances covered by the three PILATUS PC-12s) is equal to 0.6257 and represents 62.57%. As the value of this coefficient is once again greater than 15%, it is accepted that the distribution is indeed also heterogeneous.

These results are discussed and analysed in the next section.

4.3. Results and interpretation

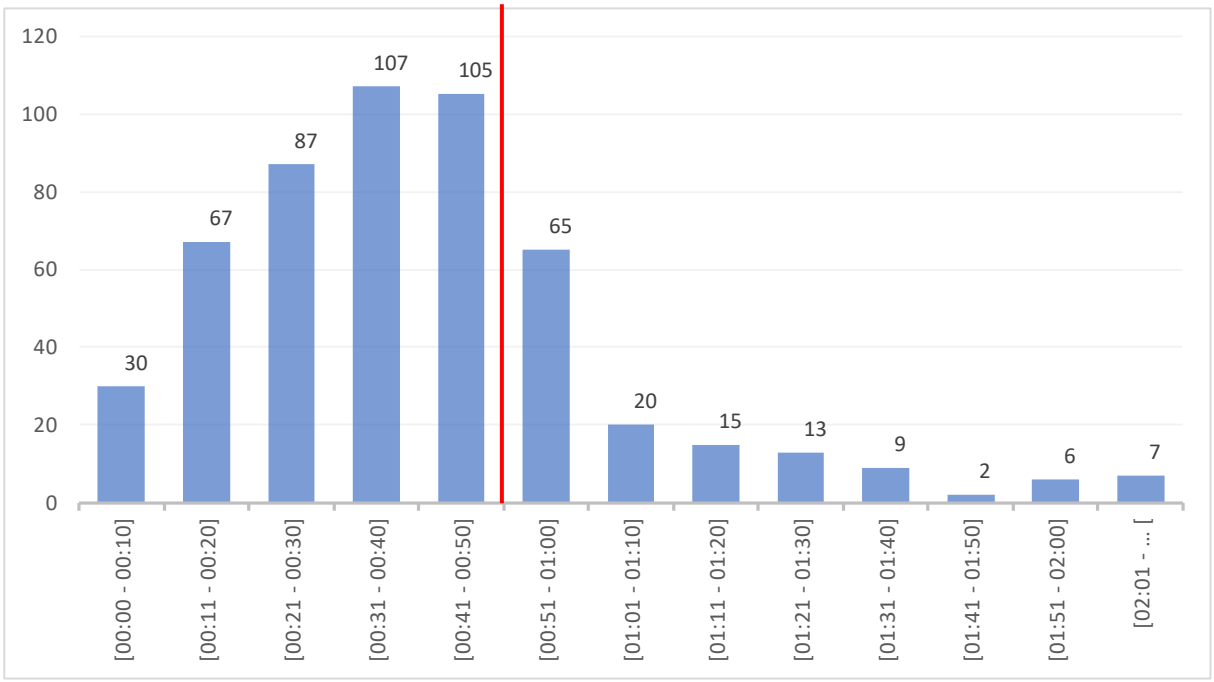
The coefficients of variation obtained during the study phase carried out in the previous section show that the two samples of data used in this research are heterogeneous and provide data that is widely dispersed around the mean. Indeed, the minimum distance covered by the PILATUS PC-12 models studied is 24.71 kilometres and the maximum distance is 1854.97 kilometres. For the CESSNA 150s, the minimum flight time among the sample is 3 minutes and the maximum is 4 hours and 10 minutes.

Histogram-type graphs presented below enable these dispersions to be illustrated and analysed more easily. In order to obtain readable and comprehensible graphs, the flight times and distances covered are segmented into intervals. The graphs therefore show the number of flights made per interval of time or distance.

4.3.1. Training aircrafts

The abscissa axis of the graph in the Figure 4.1. represents the flight times of the CESNNA 150s studied. These flight times are represented as 10-minute intervals. The thirteen values on this abscissa therefore represent twelve 10-minute intervals (to reach a maximum flight time of 2 hours) and a final interval tending towards infinity, which covers all flights of more than 2 hours and includes possible outliers. The ordinate axis represents the number of flights made. **The Figure 4.1 therefore represents the number of flights made per flight time interval of the three CESSNA 150s studied.**

Figure 4.1: Number of flights made per flight time interval of the OO-FLC, OO-BET and OO-JRB.



The dispersion of the data is evident from a glance at this graph. The values are spread out along almost the entire x-axis. However, the vast majority of flights are located in the first six intervals. Flights lasting more than an hour seem rarer and more exceptional. Only 72 out of 533 flights exceeded one hour. In contrast, 461 out of 533 flights lasted less than an hour.

For the record, the flight autonomy of the PIPISTREL Velis Electro is 50 minutes. If this autonomy is compared with the average flight time for the three CESSNA 150s, i.e. 41 minutes and 21 seconds, we could say that the PIPISTREL easily meets the average needs of Walloon training aircraft users.

However, it is interesting to use the graph to identify the exact proportion of flights that can be covered by the electric alternative. The red line on the graph represents the flight autonomy of the PIPISTREL Velis Electro, 50 minutes. All the data to the left of this line represents the flights that can be covered by the PIPISTREL. All the data on the right represents flights beyond the range of the electric two-seater.

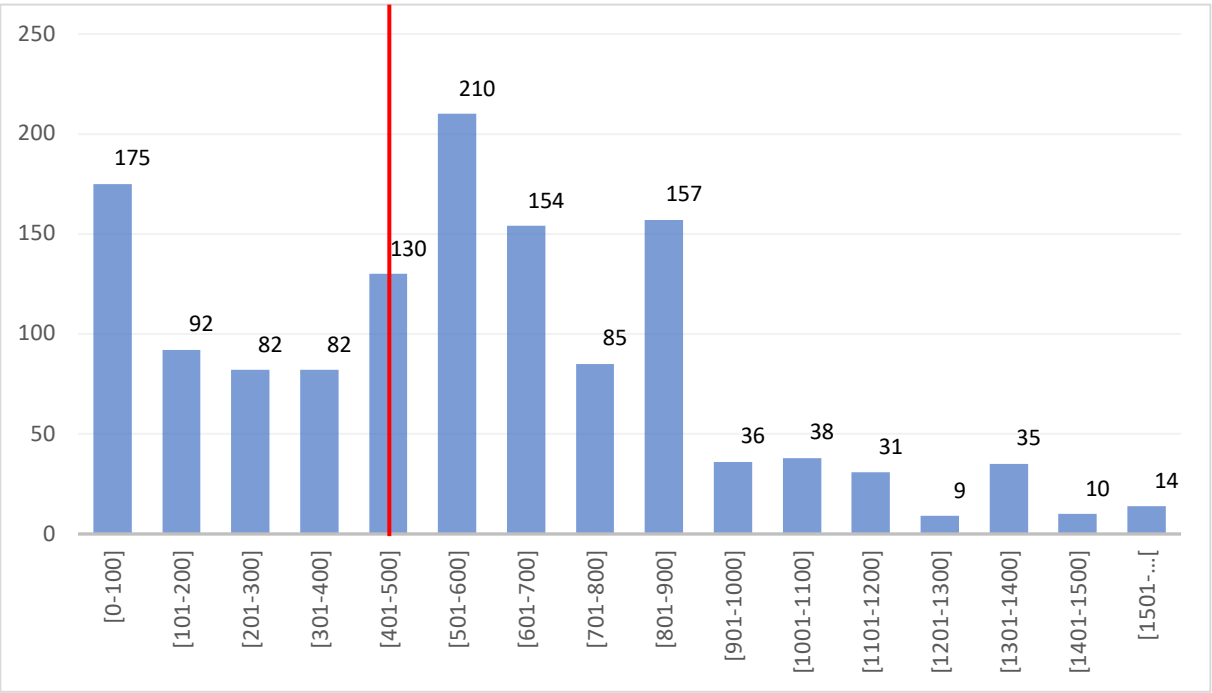
The five intervals to the left of the red line represent a total of 396 flights with a maximum duration of 50 minutes. These flights can therefore be fully carried out with the PIPISTREL electric two-seater. This represents exactly 74.29% of our sample. In other words, if we consider that the sample of 533 flights represents the general use and need (in terms of flight autonomy) of Walloon users, the autonomy of the PIPISTREL Velis Electro is sufficient to meet the vast majority of these needs.

Furthermore, if the VFR Reserve of the PIPISTREL (approximately 30 minutes) is taken into account, the autonomy of the electric two-seater reaches 1 hour and 20 minutes. The five intervals are now increased to eight, giving a total of 496 flights with a maximum duration of 1 hour and 20 minutes. This represents exactly 93.05% of our sample. In this case, the alternative practically fully meets the needs of Walloon users in terms of flight autonomy. However, the VFR Reserve is not supposed to be used outside emergency situations. Nevertheless, it is conceivable that the PIPISTREL Velis Electro will improve its battery in the near future and be able to offer a service autonomy of more than one hour, thus meeting more than 90% of Walloon needs.

4.3.2. Private jets

The x-axis of the graph in Figure 4.2. represents the distances covered by the PILATUS PC-12s studied. These distances are represented as intervals of 100 kilometres. The 16 values on this abscissa therefore represent 15 intervals of 100 kilometres (to reach a maximum distance travelled per flight of 1500 kilometres) and a final interval tending towards infinity which includes all the flights of more than 1500 kilometres and which includes possible outliers. The ordinate axis represents the number of flights made. **The Figure 4.2 therefore represents the number of flights made per distance interval for the three PILATUS PC-12s studied.**

Figure 4.2: Number of flights made per distance interval of the OO-FLC, OO-BET and OO-JRB.



The dispersion of the data is once again clearly visible on this graph. The values are again almost spread out along the x-axis. Flights over 900 kilometres are still much less frequent than those under 900 kilometres. To get an idea of what 900 kilometres represents, here are a few examples of journeys of this distance: Liège - Perpignan; Liège - Florence; Liège - Bratislava.

The use of private jets by Belgian users is therefore varied. Private jets are used for both very short journeys, such as business or emergency trips, and much longer journeys crossing several countries. Private jets are used for a wide variety of purposes.

For the record, the ALICE Eviation has a range of 463 kilometres. This range is not so far off the average distance covered by the three PILATUS PC-12s, i.e. 563.26 kilometres, but it is still less. At first sight, the electric private jet does not seem to be able to meet the needs of Walloon users sufficiently.

However, it is interesting to use the graph to identify the exact proportion of flights that can be covered by the ALICE. The red line on the graph represents the range of the electric alternative, 463 kilometres. As this distance falls within the interval [401 - 500] on the graph, it is not possible to use the graph stick to identify the corresponding number of journeys. The number of flights of less than 463 kilometres is therefore identified using the tables in Appendix VI containing all the flights made by PILATUS PC-12s.

A total of 504 flights have a maximum distance covered of 463 kilometres. These flights can therefore be completed with the ALICE private jet. This represents exactly 37.61% of our sample. We can therefore consider that the Eviation electric alternative is not sufficiently capable of meeting the needs of Walloon users. Slightly more than a third of flights can be covered by the ALICE but all the others are simply out of reach for this aircraft. From a competitive and commercial point of view, the ALICE will certainly have a hard time establishing itself in the Belgian market and convincing potential customers.

Chapter 5: Interviews and opinions of key actors

It is now interesting to collect and analyse the testimonies and opinions of key players in the light aviation sector in Wallonia. Over and above the theoretical aspects, measurements of co2 emissions and estimates of requirements, it is important to take into account the viewpoints and opinions of those working in the field. These people are the best placed to provide information on the potential implementation of a sustainable transition in this sector, in other words, the use of electric models in Walloon aerodromes. In addition, issues and constraints which were not considered or mentioned during the empirical and quantitative studies carried out in the previous chapters can be highlighted during certain interviews with these specialists.

5.1. Methodology

5.1.1. Survey objectives

The main objective of this survey is to gather testimonies and points of view from several key players in the light aviation sector in Wallonia. Their knowledge of the subject, as well as their opinions and views, will complement the theoretical analyses and bring the results obtained above into line with the reality on the ground. In addition, one of the main objectives of this survey is also to identify additional constraints or problems not taken into account in the research carried out previously. Finally, it is interesting to know to what extent the main players in this potential transition feel concerned and whether they are genuinely interested in this technological change.

5.1.2. Target audience

The people selected to answer the interview questions are specialists and professionals in the world of aviation. A panel of 18 current or former pilots, instructors, trainers and members of light aviation clubs agreed to answer the questionnaire. In addition, the testimonial of a manager, responsible for choosing the aircraft models available at his aerodrome, was also collected.

In order to obtain complete information and objective opinions, the people interviewed came from several different aerodromes located in different Walloon provinces. There are five aerodromes involved:

- The aerodrome of Spa - La Sauvenière ;
- The aerodrome of Verviers - Laboru ;
- The aerodrome of Liernu ;
- The aerodrome of Saint-Ghislain ;
- The aerodrome of Amougies.

5.1.3. Data collection method

The information was gathered from these key players during telephone interviews, videoconferences and face-to-face interviews. The questions were asked orally and the answers were recorded with the consent of the individuals. All the data collected during these interviews is used exclusively for research purposes. The anonymity of each interviewee is preserved and none of their answers can be used to identify them personally.

5.1.4. Questionnaire

The questionnaire is designed to collect the general opinion of stakeholders regarding the sustainable transition to the use of light electric aircraft at Walloon airfields. It is also designed to identify new constraints or issues that were not anticipated during this study. The answers given by individuals also make it possible to support (or not) the results obtained previously during the environmental impact and needs studies.

All the questions in this section are open-ended, allowing interviewees to express their point of view and provide detailed answers.

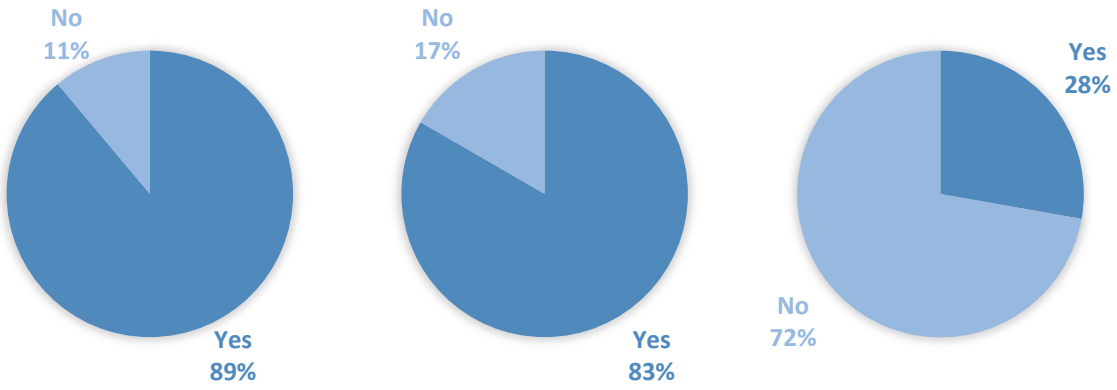
5.2. Results

5.2.1. Informed of existing alternatives?

First and foremost, it is interesting and necessary to know whether the various interviewees are informed and up to date about the different electric aircraft alternatives available and the current advances in the various technologies in this sector. Indeed, if too many of the interviewees have no knowledge of this specific subject, the answers given could be considered as not credible, not reliable and not relevant. They could also distort the various statistical results presented later in this chapter.

The first question put to the key players is therefore as follows: Are you informed about new technologies or the different models that are beginning to emerge?
Here are the results:

Figure 5.1: Results to the questions: (first) “Are you informed about new technologies or the different models that are beginning to emerge? “; (second) “Are you familiar with the PIPISTREL Velis Electro? “; (third) “Are you familiar with the ALICE from Eviation?“.



Out of the 18 people questioned, 16 responded positively to the question. 89% of the key players taking part in the survey said they were sufficiently informed about the latest technologies developed in recent years and about the electric alternatives available in the light aviation sector.

In addition, 15 out of the 18 respondents (i.e. 83%) said they were familiar, to a greater or lesser degree, with the PIPISTREL Velis Electro. This is in line with the previous statistical proportion and ensures that the people we spoke to will have opinions and arguments that are relevant and useful for the rest of the study.

The director of one of the aerodromes involved in this study also stated:

> “Oui, je connais parfaitement le PIPISTREL ! C’est un petit avion formidable et nous avons voulu en commander lors de la dernière saison afin de l’utiliser dans notre aérodrome. Cependant, les prix étaient trop hauts et les contraintes trop embêtantes pour le moment. Mais nous prévoyons d’en acquérir d’ici un an ou deux. Et puis, qui sait, la batterie et l’autonomie seront peut être améliorées d’ici là.“ (original version of the declaration)
>
> "Yes, I know perfectly well the PIPISTREL! It's a great little plane, and we wanted to order some last season for use at our airfield. Unfortunately, the price was too high and the constraints too annoying at the moment. However, we're planning to buy one in the next year or two. And then, who knows, maybe the battery and range will be improved by then." (translated version of the declaration)

Finally, only four people said they were familiar with Eviation's ALICE electric private jet. These four key players learned about this model of aircraft at SIAE 2023 (Salon International de l'Aéronautique et de l'Espace) and therefore have a brief knowledge of its specifications and characteristics. However, 72% of those questioned said they were not familiar with the ALICE aircraft. This therefore reinforces what was mentioned in the 'Objectives' section of this chapter; the private jet sector is not the main subject of the interviews, and the questionnaire focuses more on the field of take-off at small aerodromes, a subject better mastered by the interviewees.

5.2.2. For or against?

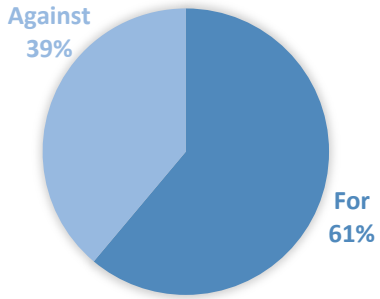
In order to ascertain the willingness and desire of the key players in the Walloon light aviation sector to make a sustainable transition, the following question was asked:
"Are you for or against this sustainable transition? In other words, are you in favour of the use of fully electric light training aircraft at Walloon airfields? "

A large proportion of those questioned answered positively to this question and even seem to want to be part of this transition. 61% of respondents (11 out of 18) said they were in favour of the use of fully electric light training aircraft at Walloon airfields. In their opinion, the advantages are numerous and the next generations of training aircraft models will, come what may, tend towards this type of motorisation.

An instructor at one of the aerodromes concerned commented:

> “Je suis certain que l’aviation électrique légère a un avenir. Nous nous sommes grandement informé sur le PIPISTREL et je pense que cet avion permet d’avoir des opérations soutenables pour les instructions de bases. Il me semble que l’autonomie avoisine l’heure de vol. Avec mes élèves, nous ne dépassons que rarement ce time flight. En plus, les coûts de maintenance et d’utilisation sont beaucoup plus intéressants. Ne serait-ce que pour le moteur, il y a évidemment beaucoup plus de pièces dans un moteur thermique et donc, beaucoup plus de chance d’avoir une panne ou un problème.“ (original version of the declaration)
>
> "I am certain that light electric aviation has a future. We've done a lot of research on the PIPISTREL and I think that this aircraft makes it possible to have sustainable operations for basic instructions. It seems to me that the range is close to an hour's flying time. With my students, we rarely exceed this time flight. In addition, the maintenance and operating costs are much lower. There are obviously a lot more components in a combustion engine, so there's a much greater chance of a breakdown or a problem.“ (translated version of the declaration)

Figure 5.2: Results to the question: "Are you for or against this sustainable transition? In other words, are you in favour of the use of fully electric light training aircraft at Walloon airfields? "

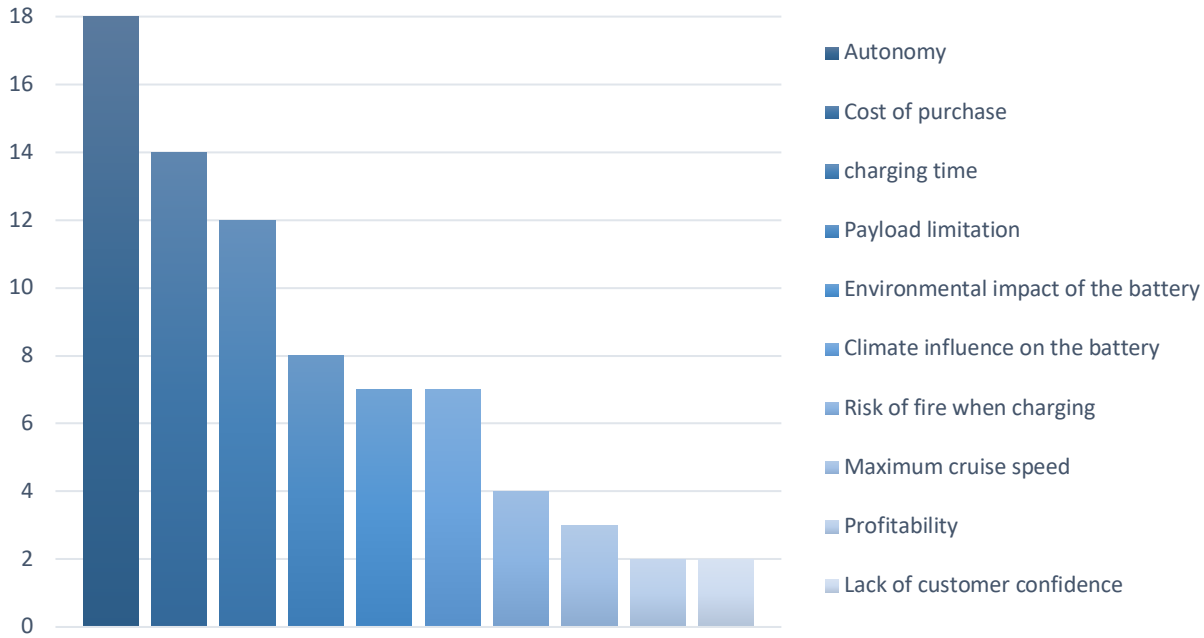


However, 39% of respondents, i.e. 7 out of 18 people, said they were against the use of fully electric light training aircraft at Walloon aerodromes. Some are categorically against the use of electric batteries and engines now and in the future, while others are simply not convinced by the current alternatives and are waiting to see the next technological developments and innovations before making up their minds. The arguments are numerous and are the subject of the following question.

5.2.3. Main obstacles

Each respondent to the study identified several obstacles to this sustainable transition and several disadvantages concerning the use of electric training aircraft. The Figure 5.3 shows the 10 main disadvantages cited by the key players. These issues are counted and displayed according to the number of interviewees who mentioned them.

Figure 5.3: Numbers of key players who mentioned the 10 main disadvantages according to the survey.



The limited autonomy of electric models is a disadvantage cited by the entire panel of people questioned. This disadvantage seems to be the most restrictive and annoying according to these

professionals. This aspect will be discussed in the conclusion of this chapter along with the issue of **battery charging time**, which was cited by 12 interviewees.

The cost of acquiring electric light aircraft is also an important and decisive issue according to these results. 14 of the 18 interviewees identified the high cost of electric models and batteries as a major problem for this transition. As mentioned above, a director of one of the aerodromes studied stated that excessive prices were the reason for postponing the purchase of PIPISTREL.

8 key players talked about **the limited payload** and the problems this could cause. Indeed, some of them pointed to the need for electric training aircraft to have as low a total weight as possible and therefore to offer only a very limited payload.

One of the aviation trainers commented on this subject:

> “Je suis bien portant et je pèse environ 95kg. La plupart des petits avions électriques limitent leur charge utile à environ 170kg. Cela signifie donc que mes élèves ne doivent pas peser plus de 80kg environ… C’est quand même vachement restrictif et discriminant pour certaine personne…“(original version of the declaration)
>
> "I'm quite plump and weigh about 95kg. Most small electric planes limit their payload to around 170kg. This means that my trainees can't weigh more than about 80kg... That's pretty restrictive and discriminating for some people..." (translated version of the declaration)

The environmental impact caused by alternative electric batteries was mentioned by 7 respondents. They said that greenhouse gas emissions from the manufacture and end-of-life of batteries are still too high. In addition, some denounced the extraction of rare materials and critical raw materials to manufacture Li-Ion batteries. These 7 key players are therefore moderately convinced by the 'sustainable' aspect of the electric alternatives on the market.

The same number of respondents (i.e. 7) mentioned **the impact of climate and temperature on battery** efficiency. They point to the random nature of electric battery performance as a function of outside temperature. According to some key players, if the temperature is very low, this could reduce the performance delivered by the battery by 10 to 20%. In other words, flight autonomy is reduced and the time available for training becomes very limited.

4 people mentioned the problem of **the risk of fire** that exists with electric batteries, and more specifically during recharging. Numerous studies have confirmed that lithium batteries are flammable and explosive. In a study carried out in 2022, Kim et al. (2022) made the following statement about lithium batteries:
“Because the electrolyte is a combustible organic solvent, and the anode, cathode, and separator are also made of a combustible material containing un- stable lithium, a fire or explosion caused by thermal runaway after physical, electrical, or thermal failure is possible. “

According to the key players who mentioned this problem, it would be necessary to be present during the charging period and to monitor the aircraft in order to be prepared for any outbreak of fire. It would therefore be risky to leave the electric aircraft charging overnight or during an unsupervised break. In their opinion, this represents a significant constraint.

The limited cruising speed is a disturbing limiting factor according to 3 respondents. According to the data in Chapter 2, the PIPISTREL offers a lower cruising speed than its internal combustion engine counterparts. This speed difference is not enormous, but 16% of the survey panel considered this disadvantage to be problematic in the context of pilot training.

Finally, the same number of people (i.e. two) talked about **the lack of profitability** and **customer confidence** in these new electric models. Regarding profitability, the flow of use of electric models is limited and therefore the number of daily flights is insufficient to meet the financial needs of trainers and aviation clubs. Secondly, in their opinion, the electric models are still too recent to win the confidence of customers.

5.2.4. Existing infrastructure

In order for battery-electric airplanes to establish themselves as feasible options within the market, the expansion of electric charging infrastructure needs to proceed simultaneously with aircraft development. This process should also encompass solutions for the complexities linked to incorporating electric charging mechanisms into established airport setups. The initial charging system available, created by Pipistrel, features the SkyCharge platform. This station is capable of simultaneously charging two aircraft at a rate of 20 kW each or one aircraft at a 40 kW rate. A full charge for the Velis Electro aircraft, a compact two-seater electric plane, is achieved within one hour using this system. (Cox et al., 2023)

According to the survey carried out, no Walloon aerodrome in this study offers or is equipped with specific or adequate infrastructure for light electric aviation. No aerodrome or flying club is equipped with an electric charging point. Some aerodromes use rechargeable electric gliders, but these are apparently recharged using conventional plug sockets, which are far from suitable for the rapid recharging of electric training aircraft.

Furthermore, as discussed earlier, it is important for this type of aircraft to be recharged as quickly as possible. Training aircraft are used intensively and the number of training sessions per day is high. As a result, it is essential for these aerodromes to be equipped with efficient charging stations offering high power and high electrical output.

5.2.5. Demand

Finally, it is relevant to ask if there is a demand from customers and users of Walloon aerodromes. The key players were therefore asked whether any of their customers, partners or friends had expressed any desire or willingness to use light electric aircraft for their training or leisure flights.

Of the 18 people questioned, four responded positively to the question. The demand therefore seems very low and few users or customers currently feel concerned by this sustainable transition. A number of instructors highlighted the lack of knowledge and confidence among customers regarding electric alternatives. These models are still very new and, according to several interviewees, have not yet fully proved their worth. However, many of those interviewed said that they regularly discussed electric alternatives with colleagues or enthusiasts. Without, however, having any real desire to use them.

5.3. Conclusion

Most of the people questioned were in favour of the idea of using electrically-powered training aircraft, although they did point out some non-negligible disadvantages. The key players seem convinced of the long-term financial and environmental benefits of electric alternatives. The majority of them nevertheless maintain that it is a little too early to be able to replace all the fleets of light, combustion-powered aircraft at Walloon airfields.

The main obstacles put forward by the respondents to this study are:

- The limited performance of current batteries and their recharging time;
- The purchase cost too high;
- The environmental impact of batteries.

It is undeniable that recharging time is a real problem, and that this is one of the key areas for improvement that manufacturers need to focus on as a priority. Furthermore, none of the aerodromes covered by this study is equipped with charging points or infrastructure for rapid charging of electrical equipment.

Secondly, with regard to battery autonomy, it was established in chapter 4 that the PIPISTREL Velis Electro could meet around 75% of the needs (in terms of flight time) of Walloon users. This figure rises to 92% if the reserve battery is taken into account. Apart from flights of excessively long duration, the PIPISTREL therefore seems to offer a flight autonomy that is fairly adequate for its use in training flights. According to one of the instructors interviewed, the range of this electric alternative is "quite sufficient and sustainable". On the other hand, another instructor considered that this autonomy was far too restrictive, because at the end of his training, he is used to make long flights (2 to 3 hours) with his students.

Regarding the environmental impact of batteries, this aspect was studied in chapter 3 and the results are rather equivocal. In terms of direct emissions, electric models are obviously much more interesting. The impact of batteries during manufacture and at the end of their life is fairly moderate. In fact, we have estimated that the CO2 emissions released during the manufacture of the batteries in a PIPISTREL are equivalent to the direct emissions produced by 37.4 hours of flight in a CESSNA 150. In other words, it would be enough to fly around 38 hours with the PIPISTREL instead of a CESSNA 150 to compensate for the CO2 emissions released during the design of the battery pack. However, over and above the greenhouse gas emissions released, the use of critical and rare materials is not negligible and remains a major issue.

Finally, this study has highlighted the lack of interest on the part of customers or users in the transition to electric alternatives. Few people seem to feel concerned by this potential transition and there is a great deal of apprehension among users. However, some instructors and aviation club directors are convinced that light electric aviation will become the norm within a few years. The latter point to potential future regulations or government incentives.

The results of this qualitative study complete certain aspects mentioned above and nuance the results obtained during the quantitative studies carried out previously. As we have seen, the prejudices and unfounded beliefs of a minority of stakeholders seem to be an additional brake on this potential sustainable transition.

Chapter 6: Discussion & conclusion

6.1. Limitations and challenges

Many limitations and challenges emerged during the course of this thesis. Changes had to be made to the methodology and objectives, and this enabled realistic and coherent results to be obtained. Among the limitations encountered, the two main ones are the following.

Firstly, models of tourism aircraft (such as the CESSNA 182r or the CESSNA 206) were supposed to be included in this study. However, very little information on these models is available on air trackers and it seems that this type of aircraft is rarely used in Wallonia. It was therefore not possible to take these tourist aircraft into account in this study due to the lack of information. In addition, no flight history was available, making it impossible to study the distances and times flown in Belgium by this type of aircraft.

Secondly, the first part of this thesis was initially intended to represent complete life cycle analyses of the aircraft models selected for this study. However, the lack of information available on this subject and the contradictions in the research already carried out prevented this from being done. Indeed, one of the major shortcomings of the life cycle analysis tool is that no measurement standards are established. As a result, manufacturers, companies and researchers never present the same values for the same product. They use different variables and the scope varies widely. The solution would be to carry out life cycle analyses from A to Z, taking into account all aircraft components. This would require a separate study and a huge amount of information. It was therefore decided in this study to analyse a reliable and relevant life cycle analysis concerning lithium batteries. This nevertheless enabled us to obtain some revealing and coherent results.

For these two reasons, my research question evolved slightly, and I decided to focus my research on training aircraft and private jets only, as well as on a simplified life cycle analysis of lithium batteries.

6.2. Discussion and final conclusion

The results of this study have made it possible to demonstrate the environmental benefits and define the extent to which current electrical alternatives can meet the needs of Walloon users.

It was evident that regarding direct emissions, electric alternatives offered unequivocal advantages for the environment. However, this study has highlighted the contrast of this advantage by comparing electric alternatives with internal combustion engine models. In addition, the lifecycle analysis revealed that the manufacture of batteries for electric aircraft generates significant CO2 emissions, which can be offset by a certain number of flights.

According to the results obtained, a PIPISTREL would have to be flown for around 38 hours (or 7200 km) to offset the carbon impact of the manufacture of its battery pack. Regarding the ALICE private jet, it would take approximately 116 hours of flight (or 61984 km) to offset the carbon impact of the manufacture of its battery pack. These values are very interesting and seem to prove that the environmental impact of the manufacture of batteries can be fully offset. In addition, it has been shown that lithium batteries can be recycled and reused in less demanding functions at the end of their life.

The lifecycle analysis of batteries also revealed that the critical materials used by combustion engines are slightly more numerous than the critical materials used by batteries and electric motors. Reducing the use of combustion engines could therefore reduce demand for these metals and avoid the

geopolitical risks associated with their geographical concentration. This strategy could contribute to more environmentally friendly aviation and more responsible use of resources. However, lithium extraction remains a major issue that needs to be addressed.

Finally, the qualitative study highlighted the prospects and concerns regarding the adoption of electric training aircraft. While the majority of stakeholders recognise the long-term financial and environmental benefits of electric alternatives, significant obstacles are clearly identified.

The major challenges mentioned by survey respondents reflect the current constraints of electric technologies. The limited performance of batteries in terms of range and recharge time, combined with the high purchase cost and environmental concerns associated with batteries, are key areas of concern. The need to improve recharging speed and recharging infrastructure is undoubtedly underlined, in particular to make electric aviation more practical. Another interesting aspect is the apparent reticence of customers to adopt electric solutions. A minority of players express unfounded apprehensions about the transition, which highlights the role of perceptions and preconceptions in the acceptance of new technologies. A similar analogy can be drawn with the advent of the electric car, which had difficulty penetrating the automotive market before experiencing huge demand in a very short space of time.

To conclude, the environmental impact has been measured and approximately determined, and this demonstrates a real interest in and advantage from the use of light electric aircraft. Studies on the needs of the Walloon population in terms of distances to be covered and flying time have shown that, at the moment, only training aircraft alternatives can meet these needs almost completely. The electric alternative for private jets does not provide sufficient coverage for the needs of users. Finally, the survey of key players identified additional obstacles and revealed a general apprehension about the use of these electric models. However, most of them are optimistic about this sustainable transition and want to be part of it in the near future.

This study provides essential baseline information to guide future studies and decisions in the light aviation sector, highlighting the need for holistic approaches to assessing the environmental impact of both electric and internal combustion aircraft. The results provide valuable insights for companies, governments and researchers working to make aviation more sustainable and less harmful to our planet.

6.3. Suggestions for further research

In order to obtain even more complete information, this research needs to be continued. This will enable companies, governments, and researchers to draw well-founded and accurate conclusions about this sustainable transition. Here are a few recommendations for the further development of this subject:

A complete and in-depth analysis of the environmental impact of the two electrical alternatives considered to be the most promising for the Belgian market should be carried out. The alternatives concerned are the PIPISTREL Velis Electro for the training sector and the ALICE private jet for short- and medium-haul travel. A complete Life Cycle Assessment of both aircraft could be carried out to obtain accurate and comprehensive results. Greenhouse gas emissions and any other environmental impacts could be highlighted, and a more detailed comparison could be made with internal combustion engine models.

Secondly, it would be interesting to talk to the various manufacturers of electric aircraft models and analyse their action plans for the coming years, as well as their vision of technological developments.

What prospects do they see for improving performance, and what potential do their suppliers see for improving batteries?

Finally, it is important to ask whether new regulations or government incentives could be introduced in Belgium and Wallonia. These legislative changes could encourage (or perhaps even force) users to turn to electric and less polluting alternatives. It would therefore be interesting to talk to the people responsible for regulating Belgian aviation in order to obtain information on the potential changes to come.

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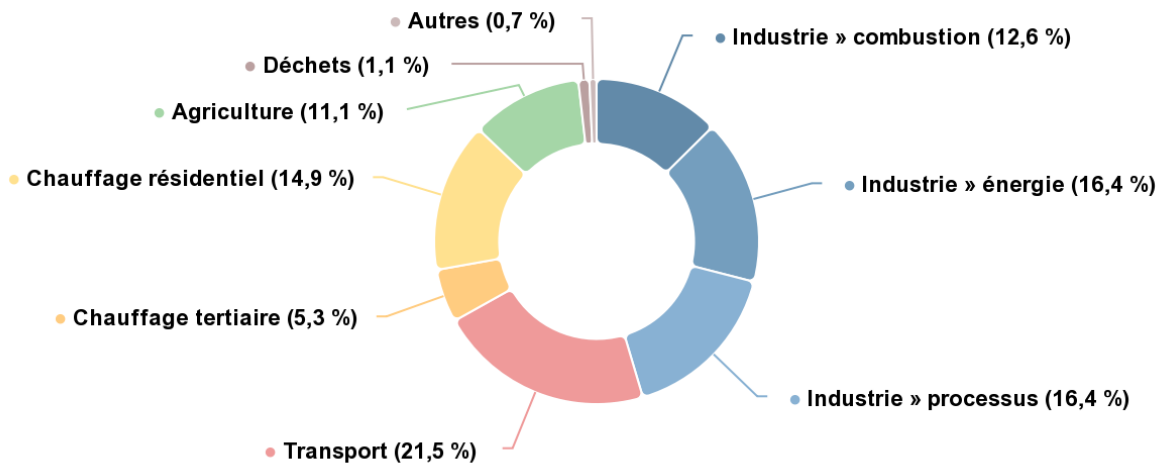
Appendix

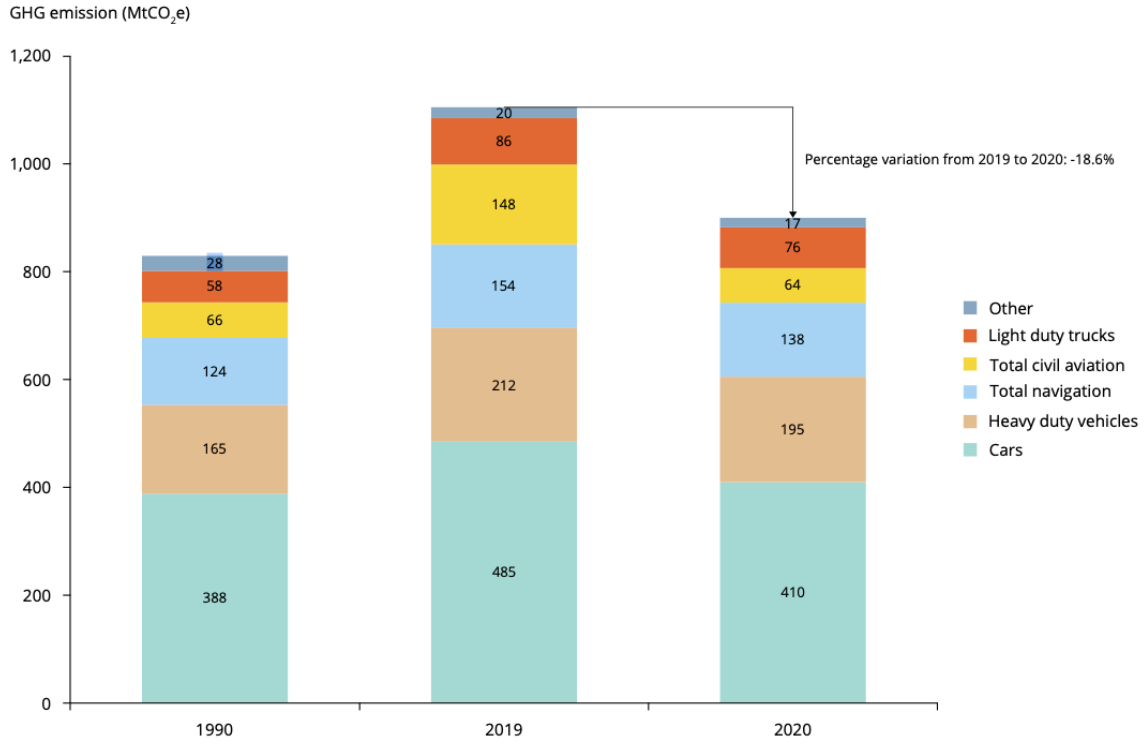
Appendix I

Share of different sectors in total CO2 emissions in Belgium in 2021 – Service Changements climatiques, 2023



Appendix II

Greenhouse gas emissions from transport (million tonnes CO2e and shares of modes in transport emissions) in 1990, 2019 and 2020 – European Environment Agency, 2022



Note: Transport emissions including international aviation and maritime bunkers.

Source: EEA (2021a).

Appendix III

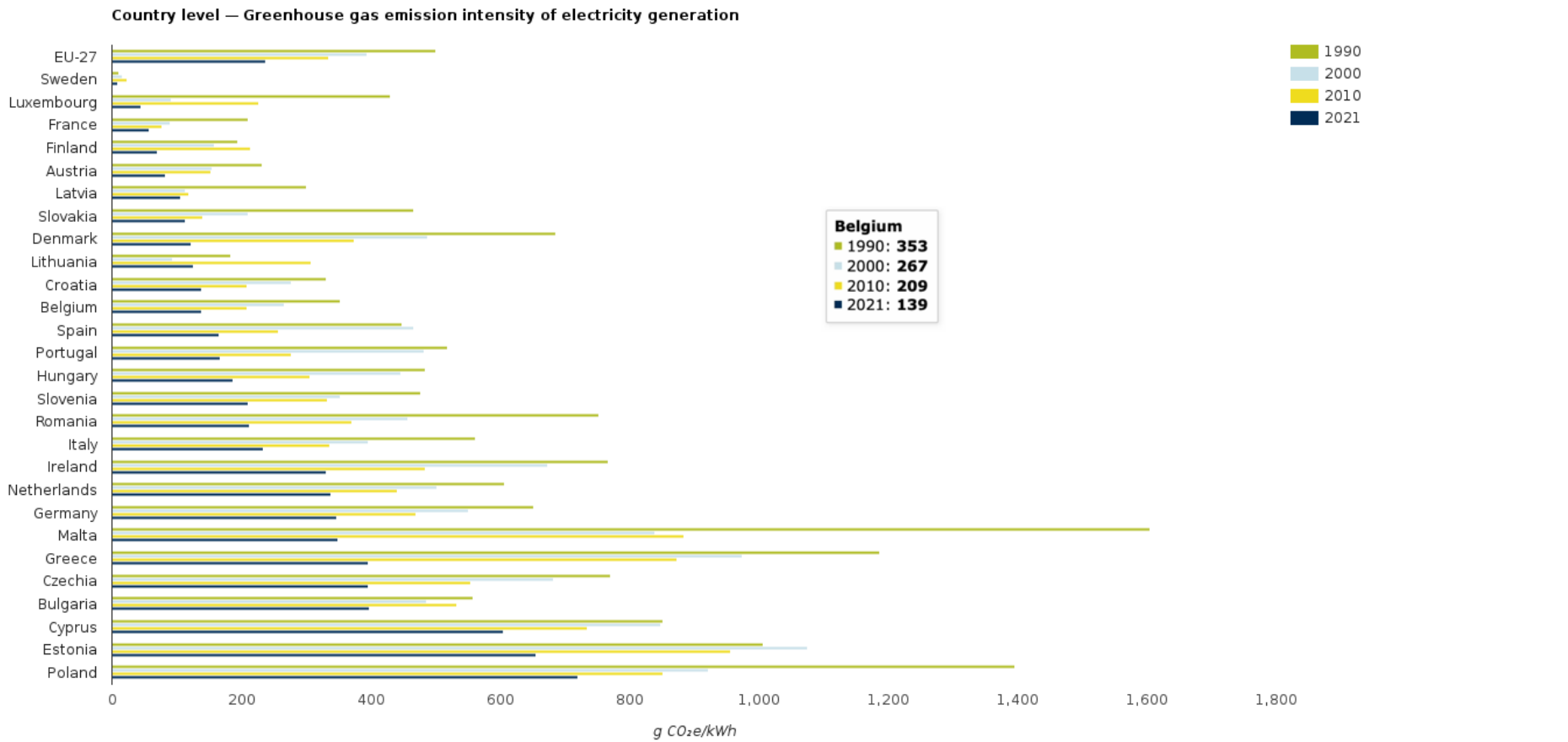
Carbon Dioxide Emissions Coefficients by Fuel – EPA, 2022

Carbon Dioxide (CO_2) Factors:	Pounds CO_2 Per Unit of Volume or Mass		Kilograms CO_2 Per Unit of Volume or Mass		Pounds CO_2 Per Million Btu	Kilograms CO_2 Per Million Btu
For homes and businesses						
Propane	12,68	gallon	5,75	gallon	138,63	62,88
Diesel and Home Heating Fuel (Distillate Fuel Oil)	22,45	gallon	10,19	gallon	163,45	74,14
Kerosene	21,78	gallon	9,88	gallon	161,35	73,19
Coal (All types)	3 876,61	short ton	1 758,40	short ton	211,87	96,10
Natural Gas	120,96	thousand cubic feet	54,87	thousand cubic feet	116,65	52,91
Finished Motor Gasoline[a]	17,86	gallon	8,10	gallon	148,47	67,34
Motor Gasoline	19,37	gallon	8,78	gallon	155,77	70,66
Residual Heating Fuel (Businesses only)	24,78	gallon	11,24	gallon	165,55	75,09
Other transportation fuels						
Jet Fuel	21,50	gallon	9,75	gallon	159,25	72,23
Aviation Gasoline	18,33	gallon	8,32	gallon	152,54	69,19
Industrial fuels and others not listed above						
Petroleum coke	32,86	gallon	14,90	gallon	225,13	102,12
Nonfuel uses						
Asphalt and Road Oil	26,25	gallon	11,91	gallon	166,12	75,35
Lubricants	23,58	gallon	10,70	gallon	163,29	74,07
Naphthas for Petrochemical Feedstock Use	18,74	gallon	8,50	gallon	149,95	68,02
Other Oils for Petrochemical Feedstock Use	22,61	gallon	10,26	gallon	163,05	73,96
Special Naphthas (solvents)	19,94	gallon	9,04	gallon	159,57	72,38
Waxes	21,10	gallon	9,57	gallon	160,06	72,60
Coals by type						
Anthracite	5 715,11	short ton	2 592,33	short ton	228,60	103,69
Bituminous	4 933,59	short ton	2 237,84	short ton	205,57	93,24
Subbituminous	3 747,36	short ton	1 699,78	short ton	214,13	97,13
Lignite	2 813,18	short ton	1 276,04	short ton	216,40	98,16
Coke	7 196,24	short ton	3 264,17	short ton	250,59	113,67
Other fuels						
Geothermal (steam)	NA		NA		26,03	11,81
Geothermal (binary cycle)	NA		NA		0,00	0,00
Municipal Solid Waste[b,c]	1 552,88	short ton	704,38	short ton	109,98	49,89
Tire-derived fuel[b]	5 306,87	short ton	2 407,16	short ton	189,53	85,97
Waste oil[b]	22,51	gallon	10,21	gallon	163,14	74,00

Data source: Carbon factors provided by the U.S. Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020*, Tables A-22, A-27, A-34, and A-230

Appendix IV

Greenhouse gas emission intensity of electricity generation of each European country – European Environment Agency, 2023



Note:
Greenhouse gas emission intensity (g CO_2e/kWh) is calculated as the ratio of CO_2 equivalent emissions from public electricity production (as a share of CO_2 equivalent emissions from public electricity and heat production related to electricity production), and gross electricity production.

Appendix V

List of flights operated by CESNNA 150 OO-FLC, OO-BET and OO-JRB between July 2022 and July 2023 – Flightradar24, 2023

(a) List of flights operated by CESNNA 150 OO-FLC between July 2022 and July 2023

(b) List of flights operated by CESNNA 150 OO-BET between July 2022 and July 2023

(c) List of flights operated by CESNNA 150 OO-JRB between July 2022 and July 2023

Appendix V (a)

OO-FLC DATE	FLIGHT	FLIGHT TIME	ATD	STA
6-juil-23	–	00:17	13:21	13:38
24-juin-23	–	00:07	11:40	09:46
23-juin-23	–	00:07	14:31	14:38
12-juin-23	–	00:15	12:43	12:59
3-juin-23	–	00:18	12:42	13:00
19 May 2023	–	00:41	13:16	13:57
16 May 2023	–	00:51	13:49	14:41
19 Apr 2023	–	00:07	11:51	11:59
13 Feb 2023	–	00:18	12:54	13:12
13-nov-22	(OOFLC)	00:30	12:17	12:47
5-nov-22	(OOFLC)	00:20	10:15	10:34
29-oct-22	(OOFLC)	02:59	11:39	16:37
23-oct-22	(OOFLC)	00:17	08:47	09:05
19-oct-22	(OOFLC)	00:28	14:26	12:53
8-oct-22	(OOFLC)	00:14	09:49	10:03
22-sept-22	(OOFLC)	00:19	08:01	08:20
17-sept-22	(OOFLC)	00:27	10:52	11:19
17-sept-22	(OOFLC)	00:32	10:11	10:43
12-sept-22	(OOFLC)	00:32	15:57	16:28
12-sept-22	(OOFLC)	00:05	13:50	15:56
11-sept-22	(OOFLC)	00:15	15:16	17:31
11-sept-22	(OOFLC)	00:18	13:43	14:01
11-sept-22	(OOFLC)	00:34	12:09	12:43
11-sept-22	(OOFLC)	00:33	10:45	11:18
7-sept-22	(OOFLC)	00:18	16:18	18:36
7-sept-22	(OOFLC)	00:30	17:43	16:14
7-sept-22	(OOFLC)	00:27	09:39	10:06
6-sept-22	(OOFLC)	00:31	09:16	09:46
4-sept-22	(OOFLC)	00:49	10:35	13:25
31 Aug 2022	(OOFLC)	00:27	–	–
31 Aug 2022	(OOFLC)	00:05	–	13:12
30 Aug 2022	(OOFLC)	00:47	–	16:34
30 Aug 2022	(OOFLC)	00:07	–	13:09
30 Aug 2022	(OOFLC)	00:16	–	–
28 Aug 2022	(OOFLC)	00:23	–	–
28 Aug 2022	(OOFLC)	00:24	–	13:12
28 Aug 2022	(OOFLC)	00:28	–	–
27 Aug 2022	(OOFLC)	00:33	–	14:17
23 Aug 2022	(OOFLC)	00:07	–	10:33
22 Aug 2022	(OOFLC)	00:49	–	15:34
21 Aug 2022	(OOFLC)	00:23	–	13:24
21 Aug 2022	(OOFLC)	00:16	–	–
20 Aug 2022	(OOFLC)	00:20	–	–
18 Aug 2022	(OOFLC)	00:56	–	13:03
16 Aug 2022	(OOFLC)	00:26	–	–
15 Aug 2022	(OOFLC)	00:24	–	–
14 Aug 2022	(OOFLC)	00:26	–	–
13 Aug 2022	(OOFLC)	01:11	–	17:46
13 Aug 2022	(OOFLC)	00:14	–	12:23
13 Aug 2022	(OOFLC)	00:18	–	–
13 Aug 2022	(OOFLC)	00:28	09:51	10:19
11 Aug 2022	(OOFLC)	00:27	–	18:09
11 Aug 2022	(OOFLC)	00:28	–	–
11 Aug 2022	(OOFLC)	00:50	–	–
10 Aug 2022	(OOFLC)	00:15	–	19:04
10 Aug 2022	(OOFLC)	00:16	–	–
10 Aug 2022	(OOFLC)	00:57	–	–
09 Aug 2022	(OOFLC)	00:29	13:15	13:44
08 Aug 2022	(OOFLC)	00:56	–	–
07 Aug 2022	(OOFLC)	00:51	–	16:14
07 Aug 2022	(OOFLC)	00:25	–	–
06 Aug 2022	(OOFLC)	00:23	–	11:12
06 Aug 2022	(OOFLC)	00:03	–	–
06 Aug 2022	(OOFLC)	00:04	–	–
03 Aug 2022	(OOFLC)	00:19	–	19:13
03 Aug 2022	(OOFLC)	00:24	–	–
30-juil-22	(OOFLC)	00:50	–	16:37
30-juil-22	(OOFLC)	00:15	–	–
24-juil-22	(OOFLC)	00:48	–	14:26
24-juil-22	(OOFLC)	00:27	–	–
24-juil-22	(OOFLC)	00:15	–	–
22-juil-22	(OOFLC)	00:29	–	16:11
19-juil-22	(OOFLC)	04:10	–	–
19-juil-22	(OOFLC)	00:12	–	–
18-juil-22	(OOFLC)	00:38	–	19:26
15-juil-22	(OOFLC)	00:19	–	–
13-juil-22	(OOFLC)	00:07	–	13:54
12-juil-22	(OOFLC)	00:20	18:13	18:33
11-juil-22	(OOFLC)	00:11	–	–
11-juil-22	(OOFLC)	00:42	–	–

Appendix V (b)

OO-BET DATE	FLIGHT	FLIGHT TIME	ATD	STA
10-juil-23	(OOBET)	00:15	15:36	15:51
10-juil-23	(OOBET)	00:43	10:22	11:05
10-juil-23	(OOBET)	00:48	10:20	09:08
9-juil-23	(OOBET)	01:13	10:20	09:32
8-juil-23	(OOBET)	01:30	14:50	14:20
8-juil-23	(OOBET)	00:51	11:13	10:05
7-juil-23	(OOBET)	00:56	17:54	16:50
7-juil-23	(OOBET)	00:36	14:53	13:29
6-juil-23	(OOBET)	00:47	18:34	17:21
6-juil-23	(OOBET)	00:51	11:14	10:05
4-juil-23	(OOBET)	00:37	08:59	11:36
4-juil-23	(OOBET)	00:42	09:40	08:21
2-juil-23	(OOBET)	00:36	11:49	10:25
2-juil-23	(OOBET)	00:35	10:53	09:28
30-juin-23	(OOBET)	00:44	13:02	11:46
30-juin-23	(OOBET)	00:50	11:14	10:04
30-juin-23	(OOBET)	00:56	09:35	08:32
29-juin-23	(OOBET)	00:40	12:28	11:08
29-juin-23	(OOBET)	00:31	10:23	10:53
28-juin-23	(OOBET)	00:34	14:17	12:51
28-juin-23	(OOBET)	00:30	12:01	12:32
25-juin-23	(OOBET)	01:36	13:26	13:02
25-juin-23	(OOBET)	00:55	10:56	09:51
24-juin-23	(OOBET)	01:28	14:45	14:12
24-juin-23	(OOBET)	00:21	14:13	12:34
21-juin-23	(OOBET)	00:46	10:46	09:32
20-juin-23	(OOBET)	00:46	14:03	12:49
20-juin-23	(OOBET)	01:10	10:38	11:48
19-juin-23	(OOBET)	00:38	10:25	09:03
17-juin-23	(OOBET)	00:54	15:49	14:44
17-juin-23	(OOBET)	00:42	11:15	09:57
16-juin-23	(OOBET)	01:14	13:35	14:49
16-juin-23	(OOBET)	00:57	13:38	12:35
16-juin-23	(OOBET)	00:15	12:18	12:33
16-juin-23	(OOBET)	00:26	11:48	10:14
14-juin-23	(OOBET)	00:34	18:09	16:43
14-juin-23	(OOBET)	00:05	15:32	15:37
14-juin-23	(OOBET)	00:40	14:44	13:25
11-juin-23	(OOBET)	00:45	11:48	14:33
11-juin-23	(OOBET)	00:46	11:22	10:08
10-juin-23	(OOBET)	00:51	13:57	16:48
10-juin-23	(OOBET)	00:42	14:42	13:24
10-juin-23	(OOBET)	00:51	12:23	11:15
10-juin-23	(OOBET)	00:44	11:10	11:54
9-juin-23	(OOBET)	00:51	14:07	14:57
9-juin-23	(OOBET)	00:36	13:01	13:37
9-juin-23	(OOBET)	01:20	10:02	11:23
7-juin-23	(OOBET)	02:00	14:35	14:35
3-juin-23	(OOBET)	01:40	14:54	14:34
3-juin-23	(OOBET)	00:45	11:22	10:07
2-juin-23	(OOBET)	00:50	15:59	14:49
2-juin-23	(OOBET)	00:37	14:33	15:11
2-juin-23	(OOBET)	01:25	11:38	11:03
1-juin-23	(OOBET)	00:44	13:43	12:27
29 May 2023	(OOBET)	00:43	10:27	09:10
28 May 2023	(OOBET)	00:49	11:03	09:52
27 May 2023	(OOBET)	01:04	15:49	14:53
27 May 2023	(OOBET)	00:38	12:06	12:44
27 May 2023	(OOBET)	00:47	11:43	10:31
26 May 2023	(OOBET)	00:42	16:28	15:10
26 May 2023	(OOBET)	00:48	14:26	13:15
26 May 2023	(OOBET)	00:30	11:32	10:02
25 May 2023	(OOBET)	00:12	11:42	11:54
25 May 2023	(OOBET)	00:25	11:15	09:40
24 May 2023	(OOBET)	00:31	12:50	11:21
24 May 2023	(OOBET)	00:58	10:25	09:23
23 May 2023	(OOBET)	00:47	17:02	15:49
23 May 2023	(OOBET)	00:24	14:09	12:32
23 May 2023	(OOBET)	00:25	13:42	12:07
20 May 2023	(OOBET)	00:56	15:33	14:29
20 May 2023	(OOBET)	00:13	11:22	11:35
19 May 2023	(OOBET)	00:34	13:29	14:03
19 May 2023	(OOBET)	00:22	14:22	12:44
19 May 2023	(OOBET)	02:07	11:32	11:39
19 May 2023	(OOBET)	00:44	09:54	08:38
18 May 2023	(OOBET)	00:20	16:57	17:18
18 May 2023	(OOBET)	00:41	13:10	13:51
18 May 2023	(OOBET)	00:44	13:28	12:12
16 May 2023	(OOBET)	01:21	15:36	16:57
16 May 2023	(OOBET)	00:56	15:15	14:11
16 May 2023	(OOBET)	00:50	10:47	09:38
14 May 2023	(OOBET)	00:56	14:06	13:02
13 May 2023	(OOBET)	01:22	15:00	16:22
13 May 2023	(OOBET)	01:39	13:43	13:22
13 May 2023	(OOBET)	00:13	11:37	11:49
13 May 2023	(OOBET)	00:30	11:07	09:36
06 May 2023	(OOBET)	00:51	13:06	11:57
06 May 2023	(OOBET)	00:50	10:56	11:46
05 May 2023	(OOBET)	00:31	11:22	09:54
05 May 2023	(OOBET)	00:05	10:52	10:57
05 May 2023	(OOBET)	00:55	09:29	08:24
04 May 2023	(OOBET)	00:44	11:56	10:40
04 May 2023	(OOBET)	00:05	11:22	11:27
04 May 2023	(OOBET)	00:36	10:37	09:13
03 May 2023	(OOBET)	01:34	15:06	14:40
02 May 2023	(OOBET)	00:41	13:02	13:43
02 May 2023	(OOBET)	00:37	13:22	11:59
02 May 2023	(OOBET)	00:34	11:19	—
01 May 2023	(OOBET)	01:03	14:17	—
01 May 2023	(OOBET)	00:41	11:17	—
30 Apr 2023	(OOBET)	00:41	16:29	—
30 Apr 2023	(OOBET)	00:27	13:16	—
30 Apr 2023	(OOBET)	00:49	10:55	—
29 Apr 2023	(OOBET)	00:58	15:41	—
27 Apr 2023	(OOBET)	00:54	14:33	—
27 Apr 2023	(OOBET)	00:43	10:33	—
26 Apr 2023	(OOBET)	00:53	16:06	—
26 Apr 2023	(OOBET)	00:25	—	—
26 Apr 2023	(OOBET)	00:17	—	—
26 Apr 2023	(OOBET)	00:42	12:15	12:57
26 Apr 2023	(OOBET)	00:43	10:31	11:15
25 Apr 2023	(OOBET)	00:40	14:41	—
25 Apr 2023	(OOBET)	00:38	13:26	—
25 Apr 2023	(OOBET)	00:23	11:50	—
25 Apr 2023	(OOBET)	00:31	10:51	—
21 Apr 2023	(OOBET)	00:45	16:59	—
21 Apr 2023	(OOBET)	00:23	16:08	—
21 Apr 2023	(OOBET)	00:47	15:14	—
21 Apr 2023	(OOBET)	01:07	13:20	—
21 Apr 2023	(OOBET)	00:32	—	—
21 Apr 2023	(OOBET)	00:10	—	—
21 Apr 2023	(OOBET)	00:32	10:09	—
19 Apr 2023	(OOBET)	00:58	15:01	—
19 Apr 2023	(OOBET)	00:52	11:08	—
19 Apr 2023	(OOBET)	00:27	09:57	—
18 Apr 2023	(OOBET)	00:16	17:42	17:58
18 Apr 2023	(OOBET)	00:16	17:03	17:19
18 Apr 2023	(OOBET)	00:04	16:09	16:13
18 Apr 2023	(OOBET)	00:28	15:39	—
18 Apr 2023	(OOBET)	00:45	14:13	—
15 Apr 2023	(OOBET)	00:57	15:14	—
15 Apr 2023	(OOBET)	00:40	—	—
15 Apr 2023	(OOBET)	00:38	12:20	—
15 Apr 2023	(OOBET)	00:49	10:40	—
14 Apr 2023	(OOBET)	00:24	16:02	—
14 Apr 2023	(OOBET)	00:16	15:41	15:57
14 Apr 2023	(OOBET)	01:02	13:18	—
14 Apr 2023	(OOBET)	00:31	11:28	—
14 Apr 2023	(OOBET)	00:18	09:57	10:15
11 Apr 2023	(OOBET)	00:46	16:16	—
11 Apr 2023	(OOBET)	00:59	10:38	—
10 Apr 2023	(OOBET)	01:05	11:15	—
09 Apr 2023	(OOBET)	00:47	13:49	—
09 Apr 2023	(OOBET)	01:01	11:16	—
08 Apr 2023	(OOBET)	00:57	15:36	—
08 Apr 2023	(OOBET)	00:32	14:20	—
07 Apr 2023	(OOBET)	01:05	13:51	—
07 Apr 2023	(OOBET)	00:13	11:23	11:37
07 Apr 2023	(OOBET)	00:45	10:35	—
04 Apr 2023	(OOBET)	00:33	—	—
04 Apr 2023	(OOBET)	00:45	14:04	—
04 Apr 2023	(OOBET)	00:24	11:20	—
04 Apr 2023	(OOBET)	00:22	10:51	—
03 Apr 2023	(OOBET)	00:55	12:53	—
03 Apr 2023	(OOBET)	00:25	11:30	—
02 Apr 2023	(OOBET)	00:37	16:18	—
28-mars-23	(OOBET)	00:31	17:24	—
28-mars-23	(OOBET)	00:46	16:06	—
28-mars-23	(OOBET)	00:35	—	—
28-mars-23	(OOBET)	00:32	11:10	—
18-mars-23	(OOBET)	01:20	11:44	—
15-mars-23	(OOBET)	00:48	14:17	—
11-mars-23	(OOBET)	01:11	16:06	—
11-mars-23	(OOBET)	00:58	13:10	15:09
11-mars-23	(OOBET)	01:10	11:09	—
4-mars-23	(OOBET)	00:04	11:26	12:30
4-mars-23	(OOBET)	00:30	10:55	—
1-mars-23	(OOBET)	00:26	16:53	—
1-mars-23	(OOBET)	00:13	13:55	15:07
1-mars-23	(OOBET)	00:48	13:01	—
1-mars-23	(OOBET)	00:35	11:19	—
28 Feb 2023	(OOBET)	00:15	11:37	12:53
28 Feb 2023	(OOBET)	00:26	11:10	—
27 Feb 2023	(OOBET)	00:09	14:29	15:38
27 Feb 2023	(OOBET)	00:25	14:03	—
27 Feb 2023	(OOBET)	00:27	12:33	—
27 Feb 2023	(OOBET)	00:03	11:07	12:09
27 Feb 2023	(OOBET)	00:25	10:40	—
27 Feb 2023	(OOBET)	00:23	10:16	—
26 Feb 2023	(OOBET)	01:07	—	—
26 Feb 2023	(OOBET)	01:12	13:05	—
25 Feb 2023	(OOBET)	01:04	15:38	17:42
25 Feb 2023	(OOBET)	00:52	11:29	13:21
22 Feb 2023	(OOBET)	00:28	10:57	12:25
20 Feb 2023	(OOBET)	00:24	14:45	—
20 Feb 2023	(OOBET)	00:25	13:35	—
20 Feb 2023	(OOBET)	00:16	10:37	11:53
15 Feb 2023	(OOBET)	00:56	13:59	—
15 Feb 2023	(OOBET)	00:33	—	—
15 Feb 2023	(OOBET)	00:41	10:26	—
13 Feb 2023	(OOBET)	00:36	15:15	—
13 Feb 2023	(OOBET)	00:26	13:14	—
12 Feb 2023	(OOBET)	00:32	11:43	—
08 Feb 2023	(OOBET)	01:39	14:19	—
08 Feb 2023	(OOBET)	00:48	11:55	—
07 Feb 2023	(OOBET)	01:00	14:30	—
02 Feb 2023	(OOBET)	00:51	11:02	—
01 Feb 2023	(OOBET)	00:14	11:26	12:41
30-janv-23	(OOBET)	00:32	11:51	—
28-janv-23	(OOBET)	01:02	14:19	—

28-janv-23	(OOBET)	00:46	—	—
28-janv-23	(OOBET)	00:31	11:04	—
17-janv-23	(OOBET)	00:34	—	17:31
17-janv-23	(OOBET)	00:30	14:11	—
17-janv-23	(OOBET)	00:26	11:35	—
10-janv-23	(OOBET)	00:45	11:05	—
10-janv-23	(OOBET)	00:35	09:41	—
8-janv-23	(OOBET)	00:51	14:15	—
8-janv-23	(OOBET)	00:38	12:18	—
8-janv-23	(OOBET)	00:36	11:02	—
7-janv-23	(OOBET)	00:39	13:58	—
7-janv-23	(OOBET)	00:38	10:37	—
3-janv-23	(OOBET)	00:10	14:39	15:49
3-janv-23	(OOBET)	00:31	11:31	—
27 Dec 2022	(OOBET)	00:21	11:02	12:23
27 Dec 2022	(OOBET)	00:27	10:35	—
24 Dec 2022	(OOBET)	00:36	12:29	14:05
14 Dec 2022	(OOBET)	00:27	10:20	—
13 Dec 2022	(OOBET)	00:48	10:46	—
12 Dec 2022	(OOBET)	00:44	14:07	15:51
12 Dec 2022	(OOBET)	00:43	11:19	—
06 Dec 2022	(OOBET)	00:26	13:16	—
06 Dec 2022	(OOBET)	00:41	11:07	—
03 Dec 2022	(OOBET)	01:01	14:31	—
03 Dec 2022	(OOBET)	00:49	13:03	—
26-nov-22	(OOBET)	00:58	14:25	—
26-nov-22	(OOBET)	00:33	—	—
26-nov-22	(OOBET)	00:21	11:11	—
25-nov-22	(OOBET)	00:31	10:30	—
18-nov-22	(OOBET)	00:44	14:32	—
18-nov-22	(OOBET)	00:48	10:42	12:30
16-nov-22	(OOBET)	00:41	11:17	12:57
16-nov-22	(OOBET)	00:34	10:05	11:39
15-nov-22	(OOBET)	00:35	10:04	11:40
14-nov-22	(OOBET)	00:41	09:45	—
13-nov-22	(OOBET)	01:23	14:19	—
13-nov-22	(OOBET)	00:34	—	—
13-nov-22	(OOBET)	00:34	11:33	—
12-nov-22	(OOBET)	00:58	14:49	—
12-nov-22	(OOBET)	01:03	10:56	—
12-nov-22	(OOBET)	00:26	10:00	—
12-nov-22	(OOBET)	00:16	09:36	10:52
11-nov-22	(OOBET)	00:32	14:26	—
11-nov-22	(OOBET)	00:47	12:35	—
11-nov-22	(OOBET)	00:33	10:46	—
10-nov-22	(OOBET)	00:18	11:48	13:06
10-nov-22	(OOBET)	00:36	11:12	—
5-nov-22	(OOBET)	01:36	14:03	—
5-nov-22	(OOBET)	01:23	10:00	12:22
31-oct-22	(OOBET)	00:50	10:55	—
30-oct-22	(OOBET)	00:52	11:08	—
29-oct-22	(OOBET)	01:17	15:22	—
29-oct-22	(OOBET)	01:09	10:23	—
26-oct-22	(OOBET)	00:25	10:23	10:48
26-oct-22	(OOBET)	00:24	09:55	—
25-oct-22	(OOBET)	00:54	—	—
25-oct-22	(OOBET)	00:45	14:46	—
25-oct-22	(OOBET)	01:05	10:45	—
25-oct-22	(OOBET)	00:25	10:20	—
23-oct-22	(OOBET)	00:43	—	16:38
23-oct-22	(OOBET)	00:46	13:46	—
23-oct-22	(OOBET)	01:02	10:46	11:48
22-oct-22	(OOBET)	00:49	15:37	—
22-oct-22	(OOBET)	00:48	13:34	14:22
22-oct-22	(OOBET)	00:39	10:21	11:00
21-oct-22	(OOBET)	00:58	14:31	15:29
13-oct-22	(OOBET)	01:11	10:47	—
12-oct-22	(OOBET)	00:59	17:16	—
12-oct-22	(OOBET)	00:45	15:03	—
12-oct-22	(OOBET)	01:29	09:48	—
11-oct-22	(OOBET)	00:36	—	—
11-oct-22	(OOBET)	00:34	14:25	—
11-oct-22	(OOBET)	01:29	10:39	—
9-oct-22	(OOBET)	00:47	17:38	—
9-oct-22	(OOBET)	00:45	13:36	—
9-oct-22	(OOBET)	00:49	11:36	—
8-oct-22	(OOBET)	00:27	11:55	—
8-oct-22	(OOBET)	00:05	11:43	11:48
8-oct-22	(OOBET)	00:39	10:05	—
7-oct-22	(OOBET)	00:40	16:04	—
7-oct-22	(OOBET)	00:51	14:44	15:35
4-oct-22	(OOBET)	00:37	15:38	—
4-oct-22	(OOBET)	00:46	12:06	—
3-oct-22	(OOBET)	00:05	11:47	11:51
3-oct-22	(OOBET)	00:21	11:17	11:38
30-sept-22	(OOBET)	00:55	16:38	—
30-sept-22	(OOBET)	00:50	—	—
30-sept-22	(OOBET)	01:08	11:43	—
30-sept-22	(OOBET)	00:46	10:16	11:02
25-sept-22	(OOBET)	00:52	—	16:34
25-sept-22	(OOBET)	00:39	14:05	—
23-sept-22	(OOBET)	00:34	17:21	17:55
23-sept-22	(OOBET)	00:39	16:21	17:00
23-sept-22	(OOBET)	00:38	14:16	—
23-sept-22	(OOBET)	00:47	—	—
23-sept-22	(OOBET)	00:44	10:13	—
22-sept-22	(OOBET)	00:35	—	—
22-sept-22	(OOBET)	01:02	16:04	—
22-sept-22	(OOBET)	00:42	14:42	15:24
21-sept-22	(OOBET)	00:46	—	—
21-sept-22	(OOBET)	00:46	10:28	—

20-sept-22	(OOBET)	00:20	17:26	17:46
20-sept-22	(OOBET)	00:15	17:04	17:19
20-sept-22	(OOBET)	00:36	14:40	—
20-sept-22	(OOBET)	01:58	—	—
20-sept-22	(OOBET)	00:53	10:22	—
15-sept-22	(OOBET)	00:39	10:48	11:27
12-sept-22	(OOBET)	00:33	16:15	16:48
12-sept-22	(OOBET)	00:49	10:25	11:14
11-sept-22	(OOBET)	00:36	16:31	—
11-sept-22	(OOBET)	00:54	14:48	—
11-sept-22	(OOBET)	00:57	12:43	—
8-sept-22	(OOBET)	00:52	09:36	10:27
7-sept-22	(OOBET)	01:07	15:31	16:38
6-sept-22	(OOBET)	00:59	15:01	16:00
5-sept-22	(OOBET)	00:56	10:56	—
3-sept-22	(OOBET)	00:38	11:09	11:47
3-sept-22	(OOBET)	00:38	09:58	10:35
2-sept-22	(OOBET)	00:38	17:35	18:13
2-sept-22	(OOBET)	00:26	13:03	13:29
1-sept-22	(OOBET)	00:51	14:43	—
1-sept-22	(OOBET)	00:33	—	—
1-sept-22	(OOBET)	00:31	11:52	—
31 Aug 2022	(OOBET)	01:00	15:34	—
31 Aug 2022	(OOBET)	00:28	11:35	—
30 Aug 2022	(OOBET)	00:41	14:31	—
29 Aug 2022	(OOBET)	00:14	14:55	15:09
29 Aug 2022	(OOBET)	00:20	14:29	14:49
29 Aug 2022	(OOBET)	00:36	13:44	—
29 Aug 2022	(OOBET)	00:42	09:25	—
27 Aug 2022	(OOBET)	00:52	15:42	—
27 Aug 2022	(OOBET)	00:55	10:39	—
26 Aug 2022	(OOBET)	00:46	—	—
26 Aug 2022	(OOBET)	00:21	—	—
26 Aug 2022	(OOBET)	01:24	—	—
26 Aug 2022	(OOBET)	00:09	—	—
26 Aug 2022	(OOBET)	00:42	10:44	—
24 Aug 2022	(OOBET)	01:00	10:24	—
23 Aug 2022	(OOBET)	00:32	16:33	17:05
23 Aug 2022	(OOBET)	00:28	10:40	—
21 Aug 2022	(OOBET)	00:32	—	—
21 Aug 2022	(OOBET)	00:37	11:58	—
21 Aug 2022	(OOBET)	00:31	11:07	—
20 Aug 2022	(OOBET)	01:20	17:10	—
20 Aug 2022	(OOBET)	00:29	—	15:37
20 Aug 2022	(OOBET)	00:52	14:16	—
18 Aug 2022	(OOBET)	00:40	13:31	14:11
18 Aug 2022	(OOBET)	00:46	10:31	11:17
16 Aug 2022	(OOBET)	00:43	10:57	11:40
15 Aug 2022	(OOBET)	00:42	13:08	—
15 Aug 2022	(OOBET)	00:47	10:57	11:44
13 Aug 2022	(OOBET)	00:32	—	16:12
13 Aug 2022	(OOBET)	00:25	12:08	—
12 Aug 2022	(OOBET)	00:57	17:29	18:26
12 Aug 2022	(OOBET)	00:37	—	—
12 Aug 2022	(OOBET)	00:20	—	—
12 Aug 2022	(OOBET)	00:05	—	—
12 Aug 2022	(OOBET)	00:22	—	—
12 Aug 2022	(OOBET)	00:51	10:33	—
10 Aug 2022	(OOBET)	00:46	11:23	—
09 Aug 2022	(OOBET)	00:21	10:41	—
08 Aug 2022	(OOBET)	00:38	16:52	—
06 Aug 2022	(OOBET)	00:57	14:28	—
06 Aug 2022	(OOBET)	00:24	12:54	—
06 Aug 2022	(OOBET)	01:44	10:44	—
05 Aug 2022	(OOBET)	00:41	—	—
05 Aug 2022	(OOBET)	00:34	10:45	—
04 Aug 2022	(OOBET)	00:34	16:01	16:35
04 Aug 2022	(OOBET)	00:42	14:55	15:36
28-juil-22	(OOBET)	01:53	14:08	—
28-juil-22	(OOBET)	02:22	—	12:11
26-juil-22	(OOBET)	00:12	—	15:10
26-juil-22	(OOBET)	00:35	—	—
26-juil-22	(OOBET)	00:24	—	—
25-juil-22	(OOBET)	00:51	13:43	—
25-juil-22	(OOBET)	00:31	—	10:53
24-juil-22	(OOBET)	00:16	—	18:30
24-juil-22	(OOBET)	00:16	—	—
23-juil-22	(OOBET)	00:39	—	—
23-juil-22	(OOBET)	00:13	—	—
23-juil-22	(OOBET)	00:39	—	—
23-juil-22	(OOBET)	00:52	—	—
22-juil-22	(OOBET)	02:18	16:33	—
22-juil-22	(OOBET)	01:41	—	12:45
21-juil-22	(OOBET)	01:59	15:38	—
21-juil-22	(OOBET)	01:55	—	10:38
20-juil-22	(OOBET)	00:43	—	16:26
20-juil-22	(OOBET)	00:56	11:53	—
20-juil-22	(OOBET)	00:21	10:14	10:35
20-juil-22	(OOBET)	00:43	—	09:20
18-juil-22	(OOBET)	00:55	—	17:06
18-juil-22	(OOBET)	00:36	—	—
18-juil-22	(OOBET)	01:23	—	—
18-juil-22	(OOBET)	01:38	09:57	11:35
16-juil-22	(OOBET)	00:52	15:33	—
12-juil-22	(OOBET)	00:10	17:04	17:14
12-juil-22	(OOBET)	00:20	16:36	16:56
11-juil-22	(OOBET)	01:24	14:28	—
11-juil-22	(OOBET)	00:29	12:47	—
11-juil-22	(OOBET)	00:34	—	—
11-juil-22	(OOBET)	00:31	09:58	—

Appendix V (c)

OO-JRB DATE	FLIGHT	FLIGHT TIME	ATD	STA
2-juil-23	—	00:15	11:04	11:18
27-juin-23	—	00:14	16:14	16:28
26-juin-23	—	00:10	13:41	13:51
26-juin-23	—	00:10	09:39	09:49
24-juin-23	(OOJRB)	00:12	08:47	08:59
17-juin-23	—	00:17	11:37	11:54
17-juin-23	—	00:24	10:15	10:39
21 May 2023	—	00:18	15:30	15:48
21 May 2023	(OOJRB)	00:15	14:14	14:29
18 Apr 2023	—	00:09	13:28	13:37
17 Apr 2023	—	00:13	15:37	15:50
17 Apr 2023	—	00:10	14:46	14:56
30-oct-22	—	00:09	13:41	13:50
23-oct-22	(OOJRB)	00:44	11:59	12:43
30-sept-22	(OOJRB)	01:36	11:29	13:06
23-sept-22	(OOJRB)	01:12	11:39	12:51
6-sept-22	(OOJRB)	00:28	15:23	15:51
6-sept-22	(OOJRB)	00:31	13:56	14:27
4-sept-22	(OOJRB)	01:11	12:45	13:56
1-sept-22	(OOJRB)	00:19	12:54	13:13
1-sept-22	(OOJRB)	00:34	10:46	11:20
30 Aug 2022	(OOJRB)	00:34	16:30	17:04
30 Aug 2022	(OOJRB)	00:30	15:38	16:08
30 Aug 2022	(OOJRB)	02:03	12:37	14:40
25 Aug 2022	(OOJRB)	00:48	16:33	17:21
25 Aug 2022	(OOJRB)	00:22	15:30	13:52
24 Aug 2022	(OOJRB)	00:31	16:19	14:50
24 Aug 2022	(OOJRB)	00:33	07:47	08:19
21 Aug 2022	(OOJRB)	01:55	17:39	17:35
21 Aug 2022	(OOJRB)	00:48	16:06	14:54
19 Aug 2022	(OOJRB)	00:46	18:23	17:10
16 Aug 2022	(OOJRB)	00:22	11:48	12:11
16 Aug 2022	(OOJRB)	01:15	08:28	09:43
11 Aug 2022	(OOJRB)	00:30	16:33	17:03
05 Aug 2022	(OOJRB)	00:19	12:58	13:17
28-juil-22	(OOJRB)	00:31	17:03	17:34
28-juil-22	(OOJRB)	00:20	15:58	16:18
28-juil-22	(OOJRB)	01:14	13:40	14:54
28-juil-22	(OOJRB)	01:15	11:54	13:10
23-juil-22	(OOJRB)	00:27	12:57	13:23
21-juil-22	(OOJRB)	00:10	11:31	11:41
18-juil-22	(OOJRB)	01:21	12:02	13:24
17-juil-22	(OOJRB)	00:24	10:19	10:44
17-juil-22	(OOJRB)	00:16	09:18	09:34
17-juil-22	(OOJRB)	00:46	07:32	08:18
16-juil-22	(OOJRB)	01:33	13:36	15:10
15-juil-22	(OOJRB)	00:24	16:45	17:09
15-juil-22	(OOJRB)	00:14	15:47	18:02
15-juil-22	(OOJRB)	00:19	14:38	12:58
14-juil-22	(OOJRB)	00:23	16:10	16:33
14-juil-22	(OOJRB)	03:44	08:28	12:12
12-juil-22	(OOJRB)	00:17	14:49	15:06

Appendix VI

List of flights operated by PILATUS PC-12 OO-PCA, OO-PCJ and OO-PCN between July 2022 and July 2023 – Flightradar24, 2023

(a) List of flights operated by PILATUS PC-12 OO-PCA between July 2022 and July 2023

(b) List of flights operated by PILATUS PC-12 OO-PCJ between July 2022 and July 2023

(c) List of flights operated by PILATUS PC-12 OO-PCN between July 2022 and July 2023

Appendix VI (a)

OO-PCA DATE	FROM (City A)	TO (City B)	FLIGHT	FLIGHT TIME	ATD	STA	GEOCODE City A	GEOCODE City B	LATITUDE City A	LONGITUDE City A	LATITUDE City B	LONGITUDE City B	Distance in km
9-juil-23	Saanen	Brussels	(PGC62Q)	01:13	19:33	20:47	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	46,4897184	7,2616785	50,8476424	4,3571696	529,3367782
9-juil-23	Annemasse	Saanen	(PGC16G)	00:19	18:41	18:59	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	46,193253	6,234158	46,4897184	7,2616785	85,48773469
8-juil-23	Antwerp	Saint-Tropez	(PGC42A)	02:28	11:57	14:25	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	51,2213404	4,4051485	43,2676808	6,6407109	900,2472713
8-juil-23	Brussels	Antwerp	(PGC21W)	00:21	10:43	11:04	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
7-juil-23	Oslo	Brussels	(PGC43E)	02:30	15:38	18:06	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	59,9138688	10,7522454	50,8476424	4,3571696	1084,85402
7-juil-23	Woking	Oslo	(PGC32H)	03:01	10:31	14:27	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	51,316774	#VALEUR!	59,9138688	10,7522454	#VALEUR!
7-juil-23	Brussels	Woking	(PGC67L)	01:03	09:32	09:35	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	51,316774	#VALEUR!	#VALEUR!
23-juin-23	Marseille	Brussels	(OOPCA)	–	–	20:17	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	43,296482	5,36978	50,8476424	4,3571696	843,122856
22-juin-23	Basel	Brussels	(PGC53D)	00:57	20:55	21:52	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	47,5595986 47,5619253	7,5885761 7,592768	50,8476424	4,3571696	434,4015351
22-juin-23	Gothenburg	Basel	(PGC21A)	–	–	19:37	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	57,70887	11,97456	47,5595986 47,5619253	7,5885761 7,592768	1166,099892
22-juin-23	Gothenburg	Basel	(PGC21A)	03:22	16:31	19:07	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	57,70887	11,97456	47,5595986 47,5619253	7,5885761 7,592768	1166,099892
22-juin-23	Stavanger	Gothenburg	(PGC27F)	01:00	09:47	09:13	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	58,9699756	5,7331073	57,70887	11,97456	390,1557908
19-juin-23	Oslo	Stavanger	(PGC54J)	00:50	13:18	13:58	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	59,9138688	10,7522454	58,9699756	5,7331073	302,4430814
17-juin-23	Basel	Oslo	(PGC60H)	03:23	10:46	13:16	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	47,5595986 47,5619253	7,5885761 7,592768	59,9138688	10,7522454	1389,000788
17-juin-23	Brussels	Basel	(PGC43F)	01:00	08:51	09:51	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	47,5595986 47,5619253	7,5885761 7,592768	434,4015351
16-juin-23	Oslo	Stavanger	(PGC54J)	–	–	16:49	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	59,9138688	10,7522454	58,9699756	5,7331073	302,4430814
16-juin-23	Brussels	Ibiza	(PGC35W)	02:49	10:09	12:58	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	39,0200099	1,4821482	1334,228261
14-juin-23	Denham	Brussels	(PGC87X)	00:54	19:25	21:19	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	-25,9299413	113,538149	50,8476424	4,3571696	13533,76589
14-juin-23	Basel	Denham	(PGC18C)	01:47	18:15	19:01	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	47,5595986 47,5619253	7,5885761 7,592768	-25,9299413	113,538149	13266,15957
14-juin-23	Denham	Basel	(PGC21Q)	01:47	08:17	11:04	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	-25,9299413	113,538149	47,5595986 47,5619253	7,5885761 7,592768	13266,15957
14-juin-23	Brussels	Denham	(PGC90A)	00:56	07:27	07:24	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	-25,9299413	113,538149	13533,76589
13-juin-23	Agen	Brussels	(PGC56R)	01:50	12:00	13:50	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	44,203142	#VALEUR!	50,8476424	4,3571696	#VALEUR!
13-juin-23	Brussels	Agen	(PGC80B)	02:08	09:23	11:32	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	44,203142	#VALEUR!	#VALEUR!
12-juin-23	Innsbruck	Brussels	(PGC50Y)	01:44	14:05	16:00	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	47,2692124	11,4041024	50,8476424	4,3571696	649,1263104
12-juin-23	Rome	Innsbruck	(PGC64U)	01:38	11:45	13:36	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	41,9027835	12,4963655	47,2692124	11,4041024	602,9386044
11-juin-23	Nice	Rome	(PGC62J)	01:08	19:08	20:15	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	43,7101728	7,2619532	41,9027835	12,4963655	471,8257723
11-juin-23	Basel	Brussels	(PGC31Y)	00:57	12:19	13:16	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	47,5595986 47,5619253	7,5885761 7,592768	50,8476424	4,3571696	434,4015351
11-juin-23	Saanen	Basel	(PGC54Y)	00:28	11:17	11:45	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	46,4897184	7,2616785	47,5595986 47,5619253	7,5885761 7,592768	121,518053
11-juin-23	Brussels	Saanen	(PGC42K)	01:17	09:01	10:18	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	46,4897184	7,2616785	529,3367782
9-juin-23	Salzburg	Cannes	(PGC64P)	01:40	15:57	17:37	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	47,80949	13,05501	43,552847	7,017369	665,9625176
9-juin-23	Kemble	Salzburg	(PGC23S)	02:40	11:04	14:46	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	51,6747949	-2,0191706	47,80949	13,05501	1162,660731
9-juin-23	London	Kemble	(PGC22C)	00:37	09:49	10:13	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	51,5072178	#VALEUR!	51,6747949	-2,0191706	#VALEUR!
7-juin-23	Antwerp	London	(PGC22B)	00:48	21:45	21:20	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	51,2213404	4,4051485	51,5072178	#VALEUR!	#VALEUR!
7-juin-23	Dusseldorf	Antwerp	(PGC38M)	00:24	19:45	20:09	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	51,2277411	6,7734556	51,2213404	4,4051485	164,9186663
6-juin-23	Brussels	Dusseldorf	(OOPCA)	00:33	17:23	17:57	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	51,2277411	6,7734556	174,1450218
4-juin-23	Farnborough	Brussels	(PGC96P)	01:03	16:18	18:22	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	51,2868939	#VALEUR!	50,8476424	4,3571696	#VALEUR!
4-juin-23	Palma de Mallorca	Farnborough	(PGC56S)	03:08	13:40	15:16	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	39,5696005	2,6501603	51,2868939	#VALEUR!	#VALEUR!
2-juin-23	Barcelona	Palma de Mallorca	(PGC18D)	00:33	15:59	15:46	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	41,3873974	2,168568	39,5696005	2,6501603	206,1921536
2-juin-23	Memmingen	Barcelona	(PGC18C)	02:13	11:45	13:52	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	47,9837999	10,1801883	41,3873974	2,168568	968,0377737
2-juin-23	Brussels	Memmingen	(PGC18B)	01:30	09:37	11:07	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	47,9837999	10,1801883	527,7972083
31 May 2023	Palma de Mallorca	Brussels	(PGC74N)	03:03	14:49	17:45	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	39,5696005	2,6501603	50,8476424	4,3571696	1261,077795
31 May 2023	Farnborough	Palma de Mallorca	(PGC16S)	02:54	09:50	13:43	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	51,2868939	#VALEUR!	39,5696005	2,6501603	#VALEUR!
30 May 2023	Isles Of Scilly	Farnborough	(PGC97L)	01:08	16:11	17:09	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	#VALEUR!	#VALEUR!	51,2868939	#VALEUR!	#VALEUR!
30 May 2023	Denham	Isles Of Scilly	(PGC98L)	01:05	14:22	15:27	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	-25,9299413	113,538149	#VALEUR!	#VALEUR!	#VALEUR!
30 May 2023	Brussels	Denham	(PGC57Q)	00:58	13:06	13:04	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	-25,9299413	113,538149	13533,76589
29 May 2023	Saint-Tropez	Brussels	(PGC56L)	02:12	16:01	18:12	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
28 May 2023	Le Touquet	Saint-Tropez	(PGC97L)	02:09	17:43	19:53	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,521276	1,590675	43,2676808	6,6407109	892,6735676
28 May 2023	Denham	Le Touquet	(PGC98L)	00:37	15:07	16:44	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	-25,9299413	113,538149	50,521276	1,590675	13727,10999
28 May 2023	Brussels	Denham	(PGC99L)	01:03	13:54	13:57	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	-25,9299413	113,538149	13533,76589
27 May 2023	Aix-en-Provence	Brussels	(PGC32Y)	01:56	15:18	17:14	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	43,529742	5,447427	50,8476424	4,3571696	817,8480708
27 May 2023	Cannes	Aix-en-Provence	(OOPCA)	00:44	12:45	13:30	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	43,552847	7,017369	43,529742	5,447427	126,5658605
27 May 2023	Brussels	Cannes	(PGC32K)	02:08	09:43	11:51	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	43,552847	7,017369	835,5223586
26 May 2023	Saint-Tropez	Brussels	(PGC78L)	02:03	19:29	21:33	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
26 May 2023	Brussels	Saint-Tropez	(PGC87K)	02:16	16:40	18:56	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
26 May 2023	Brussels	Saint-Tropez	(PGC36D)	02:10	10:08	12:17	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
25 May 2023	Mahon	Brussels	(PGC54Z)	02:40	13:21	16:01	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	39,9148178	4,2230836	50,8476424	4,3571696	1215,719175
25 May 2023	Antwerp	Mahon	(PGC15K)	02:47	09:17	12:04	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	51,2213404	4,4051485	39,9148178	4,2230836	1257,30676
25 May 2023	Brussels	Antwerp	(PGC61Q)	00:21	07:44	08:04	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
24 May 2023	Dusseldorf	Brussels	(PGC62M)	00:34	15:34	16:08	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
22 May 2023	Brussels	Dusseldorf	(PGC31M)	00:38	11:11	11:49	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	51,2277411	6,7734556	174,1450218
21 May 2023	Liege	Brussels	(PGC74Q)	00:14	20:23	21:42	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
21 May 2023	Faro	Liege	(PGC99E)	03:49	14:55	19:59	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	37,0193548	-7,9304397	50,6329586	5,5697498	1854,971335
21 May 2023	Biarritz	Faro	(PGC78W)	02:18	11:42	12:50	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	43,4831519	-1,558626	37,0193548	-7,9304397	898,8306834
21 May 2023	Antwerp	Biarritz	(PGC62N)	02:10	08:59	11:11	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	51,2213404	4,4051485	43,4831519	-1,558626	969,9084051
21 May 2023	Brussels	Antwerp	(PGC44Q)	00:20	07:39	07:58	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
20 May 2023	Trieste	Brussels	(PGC12C)	02:02	17:04	19:06	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	45,6495264	13,7768182	50,8476424	4,3571696	904,6323776
20 May 2023	Brussels	Trieste	(PGC12S)	02:05	08:23	10:28	<?xml version="1.0" en #VALEUR!	<?xml version="1.0" en #VALEUR!	50,8476424	4,3571696	45,6495264	13,7768182	904,6323776

19 May 2023	Île d'Yeu	Brussels	(PGC19P)		01:29	13:13	14:42	<?xml version="1.0" en…	<?xml version="1.0" en…	46,7093529	-2,3466244	50,8476424	4,3571696	672,5820647
								#VALEUR!	#VALEUR!					
19 May 2023	Brussels	Île d'Yeu	(PGC69K)		01:23	11:13	12:37	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	46,7093529	-2,3466244	672,5820647
								#VALEUR!	#VALEUR!					
18 May 2023	Brussels	Geneva	(TEST)	—		—	16:09	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	46,2043907	6,1431577	532,751221
								#VALEUR!	#VALEUR!					
17 May 2023	North Connel	Lille	(PGC60M)	—		17:13	20:13	<?xml version="1.0" en…	<?xml version="1.0" en…	56,458603	-5,39854	50,62925	3,057256	854,5073819
								#VALEUR!	#VALEUR!					
17 May 2023	Brussels	North Connel	(PGC65N)		02:18	15:15	16:33	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	56,458603	-5,39854	894,3180387
								#VALEUR!	#VALEUR!					
16 May 2023	Metz-Nancy	Brussels	(PGC92G)		00:40	19:16	19:56	<?xml version="1.0" en…	<?xml version="1.0" en…	48,981238	6,2436676	50,8476424	4,3571696	247,6024296
								#VALEUR!	#VALEUR!					
16 May 2023	Brussels	Metz-Nancy	(PGC60E)		00:41	08:29	09:09	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	48,981238	6,2436676	247,6024296
								#VALEUR!	#VALEUR!					
14 May 2023	Île d'Yeu	Brussels	(PGC64B)		01:35	17:52	19:27	<?xml version="1.0" en…	<?xml version="1.0" en…	46,7093529	-2,3466244	50,8476424	4,3571696	672,5820647
								#VALEUR!	#VALEUR!					
13 May 2023	Zurich	Brussels	(PGC22B)		01:02	18:39	18:18	<?xml version="1.0" en…	<?xml version="1.0" en…	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
								#VALEUR!	#VALEUR!					
13 May 2023	Paderborn	Zurich	(PGC36L)		01:08	16:36	15:49	<?xml version="1.0" en…	<?xml version="1.0" en…	51,7189205	8,7575093	47,3768866	8,541694	483,0625119
								#VALEUR!	#VALEUR!	51,7188292	8,7575963			
13 May 2023	Zurich	Paderborn	(PGC57V)		01:11	07:53	08:26	<?xml version="1.0" en…	<?xml version="1.0" en…	47,3768866	8,541694	51,7189205	8,7575093	483,0625119
								#VALEUR!	#VALEUR!			51,7188292	8,7575963	
01 May 2023	Ibiza	Brussels	(PGC95L)		03:14	18:41	21:55	<?xml version="1.0" en…	<?xml version="1.0" en…	39,0200099	1,4821482	50,8476424	4,3571696	1334,228261
								#VALEUR!	#VALEUR!					
30 Apr 2023	Portimao	Marseille	(OOPCA)	—		—	21:27	<?xml version="1.0" en…	<?xml version="1.0" en…	37,13617	-8,5376926	43,296482	5,36978	1362,573947
								#VALEUR!	#VALEUR!					
28 Apr 2023	Brussels	Ibiza	(PGC44L)		03:07	09:20	12:28	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	39,0200099	1,4821482	1334,228261
								#VALEUR!	#VALEUR!					
27 Apr 2023	Lyon	Nimes	(PGC24H)	—		—	16:43	<?xml version="1.0" en…	<?xml version="1.0" en…	45,764043	4,835659	43,836699	4,360054	217,5701501
								#VALEUR!	#VALEUR!	45,7030036	4,9264158			
26 Apr 2023	Palma de Mallorca	Brussels	(PGC42L)		03:05	17:23	20:17	<?xml version="1.0" en…	<?xml version="1.0" en…	39,5696005	2,6501603	50,8476424	4,3571696	1261,077795
								#VALEUR!	#VALEUR!					
26 Apr 2023	Saint-Tropez	Palma de Mallorca	(PGC55L)		01:24	14:08	15:31	<?xml version="1.0" en…	<?xml version="1.0" en…	43,2676808	6,6407109	39,5696005	2,6501603	528,8354523
								#VALEUR!	#VALEUR!					
21 Apr 2023	Nantes	Brussels	(PGC56B)		01:19	18:34	19:53	<?xml version="1.0" en…	<?xml version="1.0" en…	47,218371	-1,553621	50,8476424	4,3571696	590,0316281
								#VALEUR!	#VALEUR!					
21 Apr 2023	Brussels	Nantes	(PGC56A)		01:34	08:40	10:14	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	47,218371	-1,553621	590,0316281
								#VALEUR!	#VALEUR!					
20 Apr 2023	Geneva	Brussels	(PGC28C)		01:21	12:46	14:17	<?xml version="1.0" en…	<?xml version="1.0" en…	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
								#VALEUR!	#VALEUR!					
20 Apr 2023	Brussels	Geneva	(PGC28Y)		01:26	07:31	09:05	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	46,2043907	6,1431577	532,751221
								#VALEUR!	#VALEUR!					
19 Apr 2023	Gothenburg	Brussels	(PGC05P)		01:44	17:20	18:58	<?xml version="1.0" en…	<?xml version="1.0" en…	57,70887	11,97456	50,8476424	4,3571696	907,9652794
								#VALEUR!	#VALEUR!					
19 Apr 2023	Karlsruhe/Baden-Baden	Gothenburg	(PGC05N)		02:37	14:08	17:03	<?xml version="1.0" en…	<?xml version="1.0" en…	48,76564	8,2285242	57,70887	11,97456	1024,814734
								#VALEUR!	#VALEUR!					
19 Apr 2023	Brussels	Karlsruhe/Baden-Baden	(PGC05M)		00:56	12:22	13:18	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	48,76564	8,2285242	361,5466906
								#VALEUR!	#VALEUR!					
18 Apr 2023	Caen	Brussels	(PGC27V)		00:57	17:26	18:23	<?xml version="1.0" en…	<?xml version="1.0" en…	49,182863	#VALEUR!	50,8476424	4,3571696	#VALEUR!
								#VALEUR!	#VALEUR!					
18 Apr 2023	Brussels	Caen	(PGC27U)		00:59	08:56	09:54	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	49,182863	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!					
16 Apr 2023	Wick	Brussels	(PGC05L)		02:27	14:05	17:31	<?xml version="1.0" en…	<?xml version="1.0" en…	58,438936	-3,093716	50,8476424	4,3571696	969,4420667
								#VALEUR!	#VALEUR!					
16 Apr 2023	Akureyri	Wick	(PGC04L)		02:19	10:09	13:33	<?xml version="1.0" en…	<?xml version="1.0" en…	65,6825509	-18,0906858	58,438936	-3,093716	1116,707475
								#VALEUR!	#VALEUR!					
10 Apr 2023	Reykjavik	Akureyri	(PGC03L)		00:55	17:04	17:59	<?xml version="1.0" en…	<?xml version="1.0" en…	64,1469868	-21,9407552	65,6825509	-18,0906858	249,1161146
								#VALEUR!	#VALEUR!					
07 Apr 2023	Wick	Reykjavik	(PGC02L)		02:55	16:34	17:59	<?xml version="1.0" en…	<?xml version="1.0" en…	58,438936	-3,093716	64,1469868	-21,9407552	1183,191901
								#VALEUR!	#VALEUR!					
07 Apr 2023	Brussels	Wick	(PGC01L)		02:45	13:52	15:37	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	58,438936	-3,093716	969,4420667
								#VALEUR!	#VALEUR!					
06 Apr 2023	Antwerp	Brussels	(PGC40R)		00:18	17:59	18:18	<?xml version="1.0" en…	<?xml version="1.0" en…	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
								#VALEUR!	#VALEUR!					
06 Apr 2023	Saanen	Antwerp	(PGC39R)		01:32	16:07	17:38	<?xml version="1.0" en…	<?xml version="1.0" en…	46,4897184	7,2616785	51,2213404	4,4051485	566,0071261
								#VALEUR!	#VALEUR!					
06 Apr 2023	Antwerp	Saanen	(PGC38R)		01:33	08:50	10:22	<?xml version="1.0" en…	<?xml version="1.0" en…	51,2213404	4,4051485	46,4897184	7,2616785	566,0071261
								#VALEUR!	#VALEUR!					
05 Apr 2023	Denham	Antwerp	(PGC97L)		00:54	15:56	17:50	<?xml version="1.0" en…	<?xml version="1.0" en…	-25,9299413	113,538149	51,2213404	4,4051485	13532,63889
								#VALEUR!	#VALEUR!					
05 Apr 2023	Liege	Denham	(PGC98L)		01:06	15:20	14:08	<?xml version="1.0" en…	<?xml version="1.0" en…	50,6329586	5,5697498	-25,9299413	113,538149	13447,0823
								#VALEUR!	#VALEUR!					
05 Apr 2023	Salzburg	Liege	(PGC54B)		01:33	11:37	13:03	<?xml version="1.0" en…	<?xml version="1.0" en…	47,80949	13,05501	50,6329586	5,5697498	627,3376227
								#VALEUR!	#VALEUR!					
03 Apr 2023	Trieste	Salzburg	(PGC54A)		00:42	14:09	14:51	<?xml version="1.0" en…	<?xml version="1.0" en…	45,6495264	13,7768182	47,80949	13,05501	246,3940092
								#VALEUR!	#VALEUR!					
03 Apr 2023	Brussels	Trieste	(PGC34A)		02:05	11:18	13:23	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	45,6495264	13,7768182	904,6323776
								#VALEUR!	#VALEUR!					
02 Apr 2023	Rome	Brussels	(PGC66L)		02:44	17:11	20:01	<?xml version="1.0" en…	<?xml version="1.0" en…	41,9027835	12,4963655	50,8476424	4,3571696	1172,780046
								#VALEUR!	#VALEUR!					
31-mars-23	Brussels	Rome	(PGC65L)		02:24	17:40	19:59	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	41,9027835	12,4963655	1172,780046
								#VALEUR!	#VALEUR!					
29-mars-23	Porto	Brussels	(PGC61M)		02:34	13:56	17:11	<?xml version="1.0" en…	<?xml version="1.0" en…	41,1579438	-8,6291053	50,8476424	4,3571696	1467,862733
								#VALEUR!	#VALEUR!					
29-mars-23	Brussels	Porto	(PGC60M)		03:40	10:22	11:45	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	41,1579438	-8,6291053	1467,862733
								#VALEUR!	#VALEUR!					
28-mars-23	Porto	Brussels	(OOPCA)		02:44	09:07	13:28	<?xml version="1.0" en…	<?xml version="1.0" en…	41,1579438	-8,6291053	50,8476424	4,3571696	1467,862733
								#VALEUR!	#VALEUR!					
27-mars-23	Brussels	Porto	(OOPCA)		03:18	16:17	18:26	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	41,1579438	-8,6291053	1467,862733
								#VALEUR!	#VALEUR!					
27-mars-23	Kortrijk	Brussels	(PGC27F)		00:26	07:08	07:33	<?xml version="1.0" en…	<?xml version="1.0" en…	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
								#VALEUR!	#VALEUR!					
26-mars-23	Cannes	Kortrijk	(OOPCA)		02:25	18:16	20:41	<?xml version="1.0" en…	<?xml version="1.0" en…	43,552847	7,017369	50,826806	3,2543899	857,059918
								#VALEUR!	#VALEUR!					
25-mars-23	Nice	Cannes	(PGC25F)		00:19	14:47	16:05	<?xml version="1.0" en…	<?xml version="1.0" en…	43,7101728	7,2619532	43,552847	7,017369	26,33472852
								#VALEUR!	#VALEUR!					
25-mars-23	Kortrijk	Nice	(PGC25F)		02:26	12:14	15:40	<?xml version="1.0" en…	<?xml version="1.0" en…	50,826806	3,2543899	43,7101728	7,2619532	846,8129576
								#VALEUR!	#VALEUR!					
25-mars-23	Brussels	Kortrijk	(PGC24F)		00:24	09:32	10:56	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
								#VALEUR!	#VALEUR!					
24-mars-23	Brussels	Liege	(OOPCA)		01:10	14:54	15:55	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
								#VALEUR!	#VALEUR!					
23-mars-23	Courchevel	Brussels	(OOPCA)		01:18	18:47	21:05	<?xml version="1.0" en…	<?xml version="1.0" en…	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
								#VALEUR!	#VALEUR!					
23-mars-23	Brussels	Courchevel	(OOPCA)		01:36	16:57	19:33	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
								#VALEUR!	#VALEUR!					
23-mars-23	Geneva	Brussels	(OOPCA)		01:17	13:20	14:31	<?xml version="1.0" en…	<?xml version="1.0" en…	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
								#VALEUR!	#VALEUR!					
23-mars-23	Courchevel	Geneva	(OOPCA)		00:27	11:50	13:17	<?xml version="1.0" en…	<?xml version="1.0" en…	45,4051045	6,6316684	46,2043907	6,1431577	96,60658212
								#VALEUR!	#VALEUR!					
22-mars-23	Brussels	Courchevel	(OOPCA)		01:51	09:55	12:45	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
								#VALEUR!	#VALEUR!					
20-mars-23	Brussels	Brussels	(OOPCA)		00:16	19:23	19:14	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	50,8476424	4,3571696	0
								#VALEUR!	#VALEUR!					
20-mars-23	Wilhelmshaven	Brussels	(OOPCA)		00:57	17:55	18:35	<?xml version="1.0" en…	<?xml version="1.0" en…	53,5323403	8,1068722	50,8476424	4,3571696	392,8948346
								#VALEUR!	#VALEUR!					
20-mars-23	Milan	Wilhelmshaven	(OOPCA)		02:16	08:09	10:29	<?xml version="1.0" en…	<?xml version="1.0" en…	45,4642035	9,189982	53,5323403	8,1068722	900,5105643
								#VALEUR!	#VALEUR!	45,458626	9,181873			
19-mars-23	Brussels	Milan	(OOPCA)		01:30	20:25	22:18	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	45,4642035	9,189982	697,395907
								#VALEUR!	#VALEUR!			45,458626	9,181873	
19-mars-23	Sion	Brussels	(OOPCA)		01:17	18:37	19:51	<?xml version="1.0" en…	<?xml version="1.0" en…	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
								#VALEUR!	#VALEUR!					
19-mars-23	Milan	Sion	(OOPCA)		00:40	17:30	18:13	<?xml version="1.0" en…	<?xml version="1.0" en…	45,4642035	9,189982	46,2331221	7,360626	165,4815485
								#VALEUR!	#VALEUR!	45,458626	9,181873			
19-mars-23	Trento	Milan	(OOPCA)		00:39	16:09	16:03	<?xml version="1.0" en…	<?xml version="1.0" en…	46,0747793	11,1217486	45,4642035	9,189982	164,4930576
								#VALEUR!	#VALEUR!			45,458626	9,181873	
17-mars-23	Milan	Trento	(OOPCA)		00:29	18:14	18:12	<?xml version="1.0" en…	<?xml version="1.0" en…	45,4642035	9,189982	46,0747793	11,1217486	164,4930576
								#VALEUR!	#VALEUR!	45,458626	9,181873			
17-mars-23	Lausanne	Milan	(OOPCA)		00:48	16:30	17:02	<?xml version="1.0" en…	<?xml version="1.0" en…	46,5196535	6,6322734	45,4642035	9,189982	229,800684
								#VALEUR!	#VALEUR!			45,458626	9,181873	
17-mars-23	Brussels	Lausanne	(OOPCA)		01:26	14:35	15:42	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	46,5196535	6,6322734	509,3439565
								#VALEUR!	#VALEUR!					
16-mars-23	Courchevel	Brussels	(OOPCA)		01:18	18:32	20:49	<?xml version="1.0" en…	<?xml version="1.0" en…	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
								#VALEUR!	#VALEUR!					
16-mars-23	Kortrijk	Courchevel	(OOPCA)		01:32	16:45	19:17	<?xml version="1.0" en…	<?xml version="1.0" en…	50,826806	3,2543899	45,4051045	6,6316684	652,7435973
								#VALEUR!	#VALEUR!					
16-mars-23	Courchevel	Kortrijk	(OOPCA)		01:37	14:31	17:08	<?xml version="1.0" en…	<?xml version="1.0" en…	45,4051045	6,6316684	50,826806	3,2543899	652,7435973
								#VALEUR!	#VALEUR!					

16-mars-23	Geneva	Courchevel	(OOPCA)	00:25	13:11	14:36	<?xml version="1.0" en	<?xml version="1.0" en	46,2043907	6,1431577	45,4051045	6,6316684	96,60658212
							#VALEUR!	#VALEUR!					
16-mars-23	Madrid	Geneva	(OOPCA)	02:12	10:13	12:26	<?xml version="1.0" en	<?xml version="1.0" en	40,4167754	-3,7037902	46,2043907	6,1431577	1022,844685
							#VALEUR!	#VALEUR!					
15-mars-23	Emden	Madrid	(OOPCA)	03:29	14:25	17:44	<?xml version="1.0" en	<?xml version="1.0" en	53,3594029	7,2060095	40,4167754	-3,7037902	1656,639243
							#VALEUR!	#VALEUR!					
15-mars-23	Dusseldorf	Emden	(OOPCA)	00:47	12:26	14:12	<?xml version="1.0" en	<?xml version="1.0" en	51,2277411	6,7734556	53,3594029	7,2060095	238,8472076
							#VALEUR!	#VALEUR!					
15-mars-23	Dusseldorf	Dusseldorf	(OOPCA)	00:33	10:40	12:13	<?xml version="1.0" en	<?xml version="1.0" en	51,2277411	6,7734556	51,2277411	6,7734556	9,49353E-05
							#VALEUR!	#VALEUR!					
14-mars-23	Emden	Dusseldorf	(OOPCA)	00:49	13:22	15:11	<?xml version="1.0" en	<?xml version="1.0" en	53,3594029	7,2060095	51,2277411	6,7734556	238,8472076
							#VALEUR!	#VALEUR!					
14-mars-23	Geneva	Emden	(OOPCA)	01:52	09:41	11:07	<?xml version="1.0" en	<?xml version="1.0" en	46,2043907	6,1431577	53,3594029	7,2060095	799,2277326
							#VALEUR!	#VALEUR!					
14-mars-23	Brussels	Geneva	(OOPCA)	01:20	07:05	08:42	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,2043907	6,1431577	532,751221
							#VALEUR!	#VALEUR!					
13-mars-23	Nice	Brussels	(OOPCA)	02:08	07:48	09:48	<?xml version="1.0" en	<?xml version="1.0" en	43,7101728	7,2619532	50,8476424	4,3571696	823,172518
							#VALEUR!	#VALEUR!					
12-mars-23	Perigueux	Nice	(OOPCA)	01:11	21:32	22:02	<?xml version="1.0" en	<?xml version="1.0" en	45,184029	#VALEUR!	43,7101728	7,2619532	#VALEUR!
							#VALEUR!	#VALEUR!					
12-mars-23	Paris	Perigueux	(OOPCA)	01:11	19:49	20:22	<?xml version="1.0" en	<?xml version="1.0" en	48,856614	2,3522219	45,184029	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
12-mars-23	Kortrijk	Paris	(OOPCA)	00:53	18:13	18:51	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	48,856614	2,3522219	228,4231997
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
12-mars-23	Courchevel	Kortrijk	(OOPCA)	01:51	15:50	18:41	<?xml version="1.0" en	<?xml version="1.0" en	45,4051045	6,6316684	50,826806	3,2543899	652,7435973
							#VALEUR!	#VALEUR!					
12-mars-23	Kortrijk	Courchevel	(OOPCA)	01:24	13:05	15:29	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	45,4051045	6,6316684	652,7435973
							#VALEUR!	#VALEUR!					
11-mars-23	Milan	Kortrijk	(OOPCA)	02:02	12:09	14:18	<?xml version="1.0" en	<?xml version="1.0" en	45,4642035	9,189982	50,826806	3,2543899	740,7683535
							#VALEUR!	#VALEUR!	45,458626	9,181873			
9-mars-23	Dusseldorf	Brussels	(OOPCA)	00:31	15:55	17:26	<?xml version="1.0" en	<?xml version="1.0" en	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
							#VALEUR!	#VALEUR!					
9-mars-23	Dusseldorf	Dusseldorf	(OOPCA)	00:17	14:50	16:07	<?xml version="1.0" en	<?xml version="1.0" en	51,2277411	6,7734556	51,2277411	6,7734556	9,49353E-05
							#VALEUR!	#VALEUR!					
9-mars-23	Brussels	Dusseldorf	(OOPCA)	00:35	08:17	09:52	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	51,2277411	6,7734556	174,1450218
							#VALEUR!	#VALEUR!					
7-mars-23	Lyon	Brussels	(OOPCA)	01:34	18:14	19:44	<?xml version="1.0" en	<?xml version="1.0" en	45,764043	4,835659	50,8476424	4,3571696	566,3737355
							#VALEUR!	#VALEUR!	45,7030036	4,9264158			
7-mars-23	Figari	Lyon	(OOPCA)	01:33	13:43	15:00	<?xml version="1.0" en	<?xml version="1.0" en	41,48734	9,130112	45,764043	4,835659	587,7014217
							#VALEUR!	#VALEUR!			45,7030036	4,9264158	
7-mars-23	Calais	Figari	(OOPCA)	02:39	10:18	13:57	<?xml version="1.0" en	<?xml version="1.0" en	50,95129	1,858686	41,48734	9,130112	1190,433108
							#VALEUR!	#VALEUR!					
6-mars-23	Perigueux	Calais	(OOPCA)	01:34	11:56	14:30	<?xml version="1.0" en	<?xml version="1.0" en	45,184029	#VALEUR!	50,95129	1,858686	#VALEUR!
							#VALEUR!	#VALEUR!					
5-mars-23	Brussels	Perigueux	(OOPCA)	01:29	20:05	22:34	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,184029	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
3-mars-23	Dusseldorf	Brussels	(OOPCA)	00:34	13:14	14:49	<?xml version="1.0" en	<?xml version="1.0" en	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
							#VALEUR!	#VALEUR!					
27 Feb 2023	Sion	Luxembourg	(OOPCA)	01:14	09:11	10:02	<?xml version="1.0" en	<?xml version="1.0" en	46,2331221	7,360626	49,815273	6,129583	408,6870159
							#VALEUR!	#VALEUR!					
27 Feb 2023	Brussels	Sion	(OOPCA)	01:25	07:07	09:03	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
26 Feb 2023	Chambery	Brussels	(OOPCA)	01:18	18:32	20:50	<?xml version="1.0" en	<?xml version="1.0" en	45,564601	5,917781	50,8476424	4,3571696	598,6852669
							#VALEUR!	#VALEUR!					
26 Feb 2023	Brussels	Chambery	(OOPCA)	01:34	16:14	18:48	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,564601	5,917781	598,6852669
							#VALEUR!	#VALEUR!					
26 Feb 2023	Chambery	Brussels	(OOPCA)	01:24	11:04	13:28	<?xml version="1.0" en	<?xml version="1.0" en	45,564601	5,917781	50,8476424	4,3571696	598,6852669
							#VALEUR!	#VALEUR!					
26 Feb 2023	Brussels	Chambery	(OOPCA)	01:20	08:08	10:28	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,564601	5,917781	598,6852669
							#VALEUR!	#VALEUR!					
25 Feb 2023	Courchevel	Brussels	(OOPCA)	01:31	17:16	19:47	<?xml version="1.0" en	<?xml version="1.0" en	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
							#VALEUR!	#VALEUR!					
25 Feb 2023	Paris	Courchevel	(OOPCA)	01:14	12:57	13:54	<?xml version="1.0" en	<?xml version="1.0" en	48,856614	2,3522219	45,4051045	6,6316684	501,9274875
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
25 Feb 2023	Courchevel	Paris	(OOPCA)	01:25	10:48	11:50	<?xml version="1.0" en	<?xml version="1.0" en	45,4051045	6,6316684	48,856614	2,3522219	501,9274875
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
25 Feb 2023	Brussels	Courchevel	(OOPCA)	01:22	08:41	11:03	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
24 Feb 2023	Geneva	Brussels	(OOPCA)	01:21	15:35	16:29	<?xml version="1.0" en	<?xml version="1.0" en	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
							#VALEUR!	#VALEUR!					
24 Feb 2023	Brussels	Geneva	(OOPCA)	01:30	09:35	10:59	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,2043907	6,1431577	532,751221
							#VALEUR!	#VALEUR!					
23 Feb 2023	Dusseldorf	Brussels	(OOPCA)	00:27	17:26	18:53	<?xml version="1.0" en	<?xml version="1.0" en	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
							#VALEUR!	#VALEUR!					
20 Feb 2023	Brussels	Dusseldorf	(OOPCA)	00:34	07:54	09:27	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	51,2277411	6,7734556	174,1450218
							#VALEUR!	#VALEUR!					
18 Feb 2023	Innsbruck	Brussels	(OOPCA)	01:42	16:43	18:31	<?xml version="1.0" en	<?xml version="1.0" en	47,2692124	11,4041024	50,8476424	4,3571696	649,1263104
							#VALEUR!	#VALEUR!					
18 Feb 2023	Kortrijk	Innsbruck	(OOPCA)	01:37	14:06	15:28	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	47,2692124	11,4041024	712,9958457
							#VALEUR!	#VALEUR!					
18 Feb 2023	Aix-en-Provence	Kortrijk	(OOPCA)	02:14	11:19	14:33	<?xml version="1.0" en	<?xml version="1.0" en	43,529742	5,447427	50,826806	3,2543899	828,0515636
							#VALEUR!	#VALEUR!					
18 Feb 2023	Brussels	Aix-en-Provence	(OOPCA)	02:08	08:33	11:41	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	43,529742	5,447427	817,8480708
							#VALEUR!	#VALEUR!					
16 Feb 2023	Agen	Brussels	(OOPCA)	02:04	15:29	18:34	<?xml version="1.0" en	<?xml version="1.0" en	44,203142	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
16 Feb 2023	Brussels	Agen	(OOPCA)	01:51	12:36	15:26	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	44,203142	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
15 Feb 2023	Cannes	Brussels	(OOPCA)	01:45	18:58	21:43	<?xml version="1.0" en	<?xml version="1.0" en	43,552847	7,017369	50,8476424	4,3571696	835,5223586
							#VALEUR!	#VALEUR!					
15 Feb 2023	Courchevel	Cannes	(OOPCA)	00:47	17:32	19:19	<?xml version="1.0" en	<?xml version="1.0" en	45,4051045	6,6316684	43,552847	7,017369	208,2217336
							#VALEUR!	#VALEUR!					
15 Feb 2023	Saanen	Courchevel	(OOPCA)	00:35	16:41	18:17	<?xml version="1.0" en	<?xml version="1.0" en	46,4897184	7,2616785	45,4051045	6,6316684	130,0674888
							#VALEUR!	#VALEUR!					
15 Feb 2023	Brussels	Saanen	(OOPCA)	01:25	14:10	16:36	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,4897184	7,2616785	529,3367782
							#VALEUR!	#VALEUR!					
14 Feb 2023	Zurich	Brussels	(OOPCA)	01:03	18:13	19:33	<?xml version="1.0" en	<?xml version="1.0" en	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
							#VALEUR!	#VALEUR!					
14 Feb 2023	Basel	Zurich	(OOPCA)	00:21	11:35	09:07	<?xml version="1.0" en	<?xml version="1.0" en	47,5595986	7,5885761	47,3768866	8,541694	74,46804472
							#VALEUR!	#VALEUR!	47,5619253	7,592768			
14 Feb 2023	Brussels	Basel	(OOPCA)	01:04	07:12	09:16	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	47,5595986	7,5885761	434,4015351
							#VALEUR!	#VALEUR!			47,5619253	7,592768	
13 Feb 2023	Kortrijk	Brussels	(OOPCA)	00:21	18:43	20:04	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
13 Feb 2023	Courchevel	Kortrijk	(OOPCA)	01:33	16:45	19:17	<?xml version="1.0" en	<?xml version="1.0" en	45,4051045	6,6316684	50,826806	3,2543899	652,7435973
							#VALEUR!	#VALEUR!					
13 Feb 2023	Brussels	Courchevel	(OOPCA)	01:33	12:12	14:45	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
12 Feb 2023	Brussels	Brussels	(OOPCA)	00:14	18:55	19:15	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
12 Feb 2023	Chateauroux	Brussels	(OOPCA)	01:21	17:04	18:25	<?xml version="1.0" en	<?xml version="1.0" en	46,811434	1,686779	50,8476424	4,3571696	489,4428617
							#VALEUR!	#VALEUR!					
10 Feb 2023	Brussels	Chateauroux	(OOPCA)	01:06	16:55	18:09	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,811434	1,686779	489,4428617
							#VALEUR!	#VALEUR!					
10 Feb 2023	Brussels	Brussels	(OOPCA)	00:16	15:56	15:49	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
05 Feb 2023	Brussels	Brussels	(OOPCA)	00:20	18:04	18:23	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
05 Feb 2023	Courchevel	Brussels	(OOPCA)	01:47	15:30	17:52	<?xml version="1.0" en	<?xml version="1.0" en	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
							#VALEUR!	#VALEUR!					
05 Feb 2023	Kortrijk	Courchevel	(OOPCA)	01:27	09:29	11:56	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	45,4051045	6,6316684	652,7435973
							#VALEUR!	#VALEUR!					
05 Feb 2023	Brussels	Kortrijk	(OOPCA)	00:21	08:46	10:07	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
03 Feb 2023	Sion	Brussels	(OOPCA)	01:37	11:20	12:40	<?xml version="1.0" en	<?xml version="1.0" en	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
03 Feb 2023	Sion	Brussels	(OOPCA)	-		10:01	12:40	<?xml version="1.0" en	<?xml version="1.0" en	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
								#VALEUR!	#VALEUR!					
02 Feb 2023	Saanen	Sion	(OOPCA)	00:16	17:40	18:57	<?xml version="1.0" en	<?xml version="1.0" en	46,4897184	7,2616785	46,2331221	7,360626	29,52521206
							#VALEUR!	#VALEUR!					
02 Feb 2023	Paris	Saanen	(OOPCA)	01:03	16:20	17:05	<?xml version="1.0" en	<?xml version="1.0" en	48,856614	2,3522219	46,4897184	7,2616785	451,9475347
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
02 Feb 2023	Nice	Paris	(OOPCA)	01:51	09:02	10:52	<?xml version="1.0" en	<?xml version="1.0" en	43,7101728	7,2619532	48,856614	2,3522219	685,1086
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
02 Feb 2023	Brussels	Nice	(OOPCA)	01:39	06:48	08:37	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	43,7101728	7,2619532	823,172518
							#VALEUR!	#VALEUR!					
31-janv-23	Albert	Brussels	(OOPCA)	00:36	15:48	17:25	<?xml version="1.0" en	<?xml version="1.0" en	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					

31-janv-23	Brussels	Albert	(OOPCA)		01:05	14:15	16:20	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!					
31-janv-23	Vannes	Belle Ile	(OOPCA)		00:14	10:06	11:20	<?xml version="1.0" en	<?xml version="1.0" en	47,658236	-2,760847	47,3364213	-3,1810427	47,71799759
								#VALEUR!	#VALEUR!					
30-janv-23	Courchevel	Vannes	(OOPCA)		01:50	17:17	20:07	<?xml version="1.0" en	<?xml version="1.0" en	45,4051045	6,6316684	47,658236	-2,760847	760,33615
								#VALEUR!	#VALEUR!					
30-janv-23	Brussels	Courchevel	(OOPCA)		01:28	15:28	17:57	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
								#VALEUR!	#VALEUR!					
30-janv-23	Liege	Brussels	(OOPCA)		00:16	09:07	09:28	<?xml version="1.0" en	<?xml version="1.0" en	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
								#VALEUR!	#VALEUR!					
29-janv-23	Pau	Brussels	(OOPCA)	-		21:09	23:22	<?xml version="1.0" en	<?xml version="1.0" en	43,2951	#VALEUR!	50,8476424	4,3571696	#VALEUR!
								#VALEUR!	#VALEUR!					
26-janv-23	Brussels	San Sebastian	(OOPCA)		01:50	11:00	13:50	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	43,318334	-1,9812313	964,1870697
								#VALEUR!	#VALEUR!					
25-janv-23	Wilhelmshaven	Brussels	(OOPCA)		01:07	17:42	19:48	<?xml version="1.0" en	<?xml version="1.0" en	53,5323403	8,1068722	50,8476424	4,3571696	392,8948346
								#VALEUR!	#VALEUR!					
25-janv-23	Brussels	Wilhelmshaven	(OOPCA)		01:15	08:10	10:25	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	53,5323403	8,1068722	392,8948346
								#VALEUR!	#VALEUR!					
23-janv-23	Chambery	Courchevel	(OOPCA)		00:23	13:15	14:38	<?xml version="1.0" en	<?xml version="1.0" en	45,564601	5,917781	45,4051045	6,6316684	58,41089325
								#VALEUR!	#VALEUR!					
23-janv-23	Brussels	Chambery	(OOPCA)		01:31	11:11	13:42	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,564601	5,917781	598,6852669
								#VALEUR!	#VALEUR!					
22-janv-23	Kortrijk	Brussels	(OOPCA)		00:20	17:56	19:17	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
								#VALEUR!	#VALEUR!					
22-janv-23	Courchevel	Kortrijk	(OOPCA)		01:41	15:53	18:34	<?xml version="1.0" en	<?xml version="1.0" en	45,4051045	6,6316684	50,826806	3,2543899	652,7435973
								#VALEUR!	#VALEUR!					
22-janv-23	Saint-Tropez	Courchevel	(OOPCA)		00:56	11:30	13:25	<?xml version="1.0" en	<?xml version="1.0" en	43,2676808	6,6407109	45,4051045	6,6316684	237,6717591
								#VALEUR!	#VALEUR!					
21-janv-23	Brussels	Saint-Tropez	(OOPCA)		01:54	11:01	13:55	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
								#VALEUR!	#VALEUR!					
20-janv-23	Lyon	Brussels	(OOPCA)		01:26	17:57	19:53	<?xml version="1.0" en	<?xml version="1.0" en	45,764043	4,835659	50,8476424	4,3571696	566,3737355
								#VALEUR!	#VALEUR!	45,7030036	4,9264158			
20-janv-23	Brussels	Lyon	(OOPCA)		01:22	08:19	09:02	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,764043	4,835659	566,3737355
								#VALEUR!	#VALEUR!			45,7030036	4,9264158	
19-janv-23	Courchevel	Brussels	(OOPCA)		01:27	16:39	19:06	<?xml version="1.0" en	<?xml version="1.0" en	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
								#VALEUR!	#VALEUR!					
19-janv-23	Kortrijk	Courchevel	(OOPCA)		01:33	13:27	16:00	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	45,4051045	6,6316684	652,7435973
								#VALEUR!	#VALEUR!					
18-janv-23	Dusseldorf	Kortrijk	(OOPCA)		00:39	15:40	17:19	<?xml version="1.0" en	<?xml version="1.0" en	51,2277411	6,7734556	50,826806	3,2543899	250,0892777
								#VALEUR!	#VALEUR!					
18-janv-23	Kortrijk	Dusseldorf	(OOPCA)		00:46	10:28	12:13	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	51,2277411	6,7734556	250,0892777
								#VALEUR!	#VALEUR!					
17-janv-23	Billund	Kortrijk	(OOPCA)		02:05	14:26	17:31	<?xml version="1.0" en	<?xml version="1.0" en	55,728449	9,112366	50,826806	3,2543899	669,3931175
								#VALEUR!	#VALEUR!					
16-janv-23	Kortrijk	Billund	(OOPCA)		01:27	09:53	12:20	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	55,728449	9,112366	669,3931175
								#VALEUR!	#VALEUR!					
16-janv-23	Brussels	Kortrijk	(OOPCA)		00:22	08:44	10:06	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
								#VALEUR!	#VALEUR!					
14-janv-23	Saint-Tropez	Brussels	(OOPCA)		02:02	13:44	16:46	<?xml version="1.0" en	<?xml version="1.0" en	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
								#VALEUR!	#VALEUR!					
14-janv-23	Courchevel	Saint-Tropez	(OOPCA)		00:36	12:45	14:21	<?xml version="1.0" en	<?xml version="1.0" en	45,4051045	6,6316684	43,2676808	6,6407109	237,6717591
								#VALEUR!	#VALEUR!					
14-janv-23	Kortrijk	Courchevel	(OOPCA)		01:31	08:30	11:01	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	45,4051045	6,6316684	652,7435973
								#VALEUR!	#VALEUR!					
14-janv-23	Brussels	Kortrijk	(OOPCA)		00:19	07:42	09:01	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
								#VALEUR!	#VALEUR!					
13-janv-23	Antwerp	Brussels	(OOPCA)		00:18	20:32	21:50	<?xml version="1.0" en	<?xml version="1.0" en	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
								#VALEUR!	#VALEUR!					
13-janv-23	Farnborough	Antwerp	(OOPCA)		00:56	18:09	19:32	<?xml version="1.0" en	<?xml version="1.0" en	51,2868939	#VALEUR!	51,2213404	4,4051485	#VALEUR!
								#VALEUR!	#VALEUR!					
12-janv-23	Antwerp	Farnborough	(OOPCA)		01:18	18:12	17:53	<?xml version="1.0" en	<?xml version="1.0" en	51,2213404	4,4051485	51,2868939	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!					
12-janv-23	Kortrijk	Antwerp	(OOPCA)		00:25	15:58	17:23	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	51,2213404	4,4051485	91,66338387
								#VALEUR!	#VALEUR!					
12-janv-23	Sion	Kortrijk	(OOPCA)		01:41	13:55	16:01	<?xml version="1.0" en	<?xml version="1.0" en	46,2331221	7,360626	50,826806	3,2543899	593,3620013
								#VALEUR!	#VALEUR!					
11-janv-23	Bern	Sion	(OOPCA)		00:34	13:03	13:45	<?xml version="1.0" en	<?xml version="1.0" en	46,9479739	7,4474468	46,2331221	7,360626	79,76425859
								#VALEUR!	#VALEUR!	46,7988621	7,7080701			
11-janv-23	London	Saanen	(OOPCA)	-		09:10	11:58	<?xml version="1.0" en	<?xml version="1.0" en	51,5072178	#VALEUR!	46,4897184	7,2616785	#VALEUR!
								#VALEUR!	#VALEUR!					
11-janv-23	Brussels	London	(OOPCA)		01:02	07:59	08:05	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	51,5072178	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!					
10-janv-23	Ibiza	Brussels	(OOPCA)		03:14	14:08	18:22	<?xml version="1.0" en	<?xml version="1.0" en	39,0200099	1,4821482	50,8476424	4,3571696	1334,228261
								#VALEUR!	#VALEUR!					
10-janv-23	Brussels	Ibiza	(OOPCA)		02:39	10:08	13:47	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	39,0200099	1,4821482	1334,228261
								#VALEUR!	#VALEUR!					
8-janv-23	Salzburg	Brussels	(OOPCA)		01:47	14:08	16:09	<?xml version="1.0" en	<?xml version="1.0" en	47,80949	13,05501	50,8476424	4,3571696	714,5025293
								#VALEUR!	#VALEUR!					
8-janv-23	Brussels	Salzburg	(OOPCA)		01:30	11:37	13:05	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	47,80949	13,05501	714,5025293
								#VALEUR!	#VALEUR!					
7-janv-23	Florence	Brussels	(OOPCA)		02:10	16:44	19:54	<?xml version="1.0" en	<?xml version="1.0" en	43,7695604	11,2558136	50,8476424	4,3571696	942,4651877
								#VALEUR!	#VALEUR!	43,7679178	11,2523792			
7-janv-23	Brussels	Florence	(OOPCA)		02:03	13:55	16:58	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	43,7695604	11,2558136	942,4651877
								#VALEUR!	#VALEUR!			43,7679178	11,2523792	
5-janv-23	Sion	Brussels	(OOPCA)		01:28	16:52	18:43	<?xml version="1.0" en	<?xml version="1.0" en	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
								#VALEUR!	#VALEUR!					
5-janv-23	Kortrijk	Lausanne	(OOPCA)	-		14:11	15:19	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	46,5196535	6,6322734	539,2078377
								#VALEUR!	#VALEUR!					
5-janv-23	Brussels	Kortrijk	(OOPCA)		00:25	13:21	14:46	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
								#VALEUR!	#VALEUR!					
4-janv-23	Liege	Brussels	(OOPCA)		00:20	13:32	13:58	<?xml version="1.0" en	<?xml version="1.0" en	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
								#VALEUR!	#VALEUR!					
4-janv-23	Cannes	Liege	(OOPCA)		01:59	11:13	13:07	<?xml version="1.0" en	<?xml version="1.0" en	43,552847	7,017369	50,6329586	5,5697498	794,8200557
								#VALEUR!	#VALEUR!					
3-janv-23	Malaga	Cannes	(OOPCA)		02:41	16:38	17:29	<?xml version="1.0" en	<?xml version="1.0" en	36,721261	-4,4212655	43,552847	7,017369	1231,976684
								#VALEUR!	#VALEUR!	36,7211784	-4,4217199			
3-janv-23	Chambery	Malaga	(OOPCA)		03:10	11:56	14:23	<?xml version="1.0" en	<?xml version="1.0" en	45,564601	5,917781	36,721261	-4,4212655	1307,943179
								#VALEUR!	#VALEUR!			36,7211784	-4,4217199	
3-janv-23	Brussels	Chambery	(OOPCA)		01:24	09:16	11:39	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,564601	5,917781	598,6852669
								#VALEUR!	#VALEUR!					
2-janv-23	Liege	Brussels	(OOPCA)		00:20	17:30	17:58	<?xml version="1.0" en	<?xml version="1.0" en	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
								#VALEUR!	#VALEUR!					
2-janv-23	Cannes	Liege	(OOPCA)		01:40	15:23	16:51	<?xml version="1.0" en	<?xml version="1.0" en	43,552847	7,017369	50,6329586	5,5697498	794,8200557
								#VALEUR!	#VALEUR!					
30 Dec 2022	Antwerp	Brussels	(OOPCA)		00:25	17:43	19:08	<?xml version="1.0" en	<?xml version="1.0" en	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
								#VALEUR!	#VALEUR!					
30 Dec 2022	Milan	Antwerp	(OOPCA)		01:54	15:29	17:08	<?xml version="1.0" en	<?xml version="1.0" en	45,4642035	9,189982	51,2213404	4,4051485	730,9759335
								#VALEUR!	#VALEUR!	45,458626	9,181873			
28 Dec 2022	Cannes	Milan	(OOPCA)		00:52	14:21	13:22	<?xml version="1.0" en	<?xml version="1.0" en	43,552847	7,017369	45,4642035	9,189982	273,5685709
								#VALEUR!	#VALEUR!			45,458626	9,181873	
28 Dec 2022	Liege	Cannes	(OOPCA)		01:56	09:34	11:53	<?xml version="1.0" en	<?xml version="1.0" en	50,6329586	5,5697498	43,552847	7,017369	794,8200557
								#VALEUR!	#VALEUR!					
28 Dec 2022	Brussels	Liege	(OOPCA)		00:21	08:37	08:50	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
								#VALEUR!	#VALEUR!					
27 Dec 2022	St. Moritz	Brussels	(OOPCA)		01:38	12:18	14:56	<?xml version="1.0" en	<?xml version="1.0" en	46,4907973	9,8355079	50,8476424	4,3571696	629,3580106
								#VALEUR!	#VALEUR!					
27 Dec 2022	Brussels	St. Moritz	(OOPCA)		01:31	10:17	12:48	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,4907973	9,8355079	629,3580106
								#VALEUR!	#VALEUR!					
26 Dec 2022	Ibiza	Brussels	(OOPCA)		02:52	19:13	23:05	<?xml version="1.0" en	<?xml version="1.0" en	39,0200099	1,4821482	50,8476424	4,3571696	1334,228261
								#VALEUR!	#VALEUR!					
26 Dec 2022	Antwerp	Ibiza	(OOPCA)		03:25	14:45	19:10	<?xml version="1.0" en	<?xml version="1.0" en	51,2213404	4,4051485	39,0200099	1,4821482	1375,67973
								#VALEUR!	#VALEUR!					
26 Dec 2022	Sion	Antwerp	(OOPCA)		01:28	12:24	12:55	<?xml version="1.0" en	<?xml version="1.0" en	46,2331221	7,360626	51,2213404	4,4051485	595,3955361
								#VALEUR!	#VALEUR!					
26 Dec 2022	Brussels	Sion	(OOPCA)		01:37	10:11	11:39	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
								#VALEUR!	#VALEUR!					
25 Dec 2022	Bern	Brussels	(OOPCA)		01:15	18:46	19:53	<?xml version="1.0" en	<?xml version="1.0" en	46,9479739	7,4474468	50,8476424	4,3571696	488,8305306
								#VALEUR!	#VALEUR!	46,7988621	7,7080701			
25 Dec 2022	Antwerp	Bern	(OOPCA)		01:16	17:05	18:02	<?xml version="1.0" en	<?xml version="1.0" en	51,2213404	4,4051485	46,9479739	7,4474468	524,1767123
								#VALEUR!	#VALEUR!			46,7988621	7,7080701	
25 Dec 2022	Cannes	Antwerp	(OOPCA)		02:14	13:45	17:00	<?xml version="1.0" en	<?xml version="1.0" en	43,552847	7,017369	51,2213404	4,4051485	874,9291062
								#VALEUR!	#VALEUR!					
25 Dec 2022	Luxembourg	Cannes	(OOPCA)		01:46	11:26	12:45	<?xml version="1.0" en	<?xml version="1.0" en	49,815273	6,129583	43,552847	7,017369	699,6210185
								#VALEUR!	#VALEUR!					
25 Dec 2022	Brussels	Luxembourg	(OOPCA)		00:31	10:19	10:36	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	49,815273	6,129583	170,3001368
								#VALEUR!	#VALEUR!					
24 Dec 2022	Bern	Brussels	(OOPCA)		01:10	14:44	16:20	<?xml version="1.0" en	<?xml version="1.0" en	46,9479739	7,4474468	50,8476424	4,3571696	488,8305306
								#VALEUR!	#VALEUR!	46,7988621	7,7080701			

24 Dec 2022	Brussels	Saanen	(OOPCA)	-	12:36	13:22	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,4897184	7,2616785	529,3367782
							#VALEUR!	#VALEUR!					
23 Dec 2022	Southampton	Brussels	(OOPCA)	00:54	13:19	16:13	<?xml version="1.0" en	<?xml version="1.0" en	50,9105468	-1,4049018	50,8476424	4,3571696	404,2214886
							#VALEUR!	#VALEUR!					
23 Dec 2022	Bern	Southampton	(OOPCA)	02:14	11:38	12:41	<?xml version="1.0" en	<?xml version="1.0" en	46,9479739	7,4474468	50,9105468	-1,4049018	781,7071474
							#VALEUR!	#VALEUR!	46,7988621	7,7080701			
22 Dec 2022	Innsbruck	Bern	(OOPCA)	00:53	14:48	15:51	<?xml version="1.0" en	<?xml version="1.0" en	47,2692124	11,4041024	46,9479739	7,4474468	301,5311527
							#VALEUR!	#VALEUR!			46,7988621	7,7080701	
22 Dec 2022	Luxembourg	Innsbruck	(OOPCA)	01:16	12:34	13:05	<?xml version="1.0" en	<?xml version="1.0" en	49,815273	6,129583	47,2692124	11,4041024	480,3640164
							#VALEUR!	#VALEUR!					
22 Dec 2022	Brussels	Luxembourg	(OOPCA)	00:37	10:57	11:21	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	49,815273	6,129583	170,3001368
							#VALEUR!	#VALEUR!					
20 Dec 2022	Antwerp	Brussels	(OOPCA)	00:26	13:55	15:21	<?xml version="1.0" en	<?xml version="1.0" en	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
20 Dec 2022	Hannover	Antwerp	(OOPCA)	01:09	12:16	14:25	<?xml version="1.0" en	<?xml version="1.0" en	52,3758916	9,7320104	51,2213404	4,4051485	388,0412557
							#VALEUR!	#VALEUR!					
20 Dec 2022	Antwerp	Hannover	(OOPCA)	00:57	07:53	09:51	<?xml version="1.0" en	<?xml version="1.0" en	51,2213404	4,4051485	52,3758916	9,7320104	388,0412557
							#VALEUR!	#VALEUR!					
20 Dec 2022	Brussels	Antwerp	(OOPCA)	00:21	06:56	08:16	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
							#VALEUR!	#VALEUR!					
19 Dec 2022	Angers	Brussels	(OOPCA)	01:04	18:12	20:17	<?xml version="1.0" en	<?xml version="1.0" en	47,4711616	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
18 Dec 2022	Brussels	Angers	(OOPCA)	01:20	17:05	19:25	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	47,4711616	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
18 Dec 2022	St. Moritz	Brussels	(OOPCA)	01:31	13:10	15:40	<?xml version="1.0" en	<?xml version="1.0" en	46,4907973	9,8355079	50,8476424	4,3571696	629,3580106
							#VALEUR!	#VALEUR!					
18 Dec 2022	Blackbushe	St. Moritz	(OOPCA)	02:02	09:10	13:12	<?xml version="1.0" en	<?xml version="1.0" en	51,322724	#VALEUR!	46,4907973	9,8355079	#VALEUR!
							#VALEUR!	#VALEUR!					
17 Dec 2022	Dinard	Blackbushe	(OOPCA)	00:50	13:45	14:35	<?xml version="1.0" en	<?xml version="1.0" en	48,633024	-2,055125	51,322724	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
17 Dec 2022	London	Dinard	(OOPCA)	01:01	11:11	13:11	<?xml version="1.0" en	<?xml version="1.0" en	51,5072178	#VALEUR!	48,633024	-2,055125	#VALEUR!
							#VALEUR!	#VALEUR!					
17 Dec 2022	Brussels	London	(OOPCA)	-	08:58	08:55	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
16 Dec 2022	Annecy	Brussels	(OOPCA)	01:22	18:29	19:37	<?xml version="1.0" en	<?xml version="1.0" en	45,899247	6,129384	50,8476424	4,3571696	565,5472629
							#VALEUR!	#VALEUR!					
16 Dec 2022	Brussels	Annecy	(OOPCA)	01:42	16:17	17:40	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,899247	6,129384	565,5472629
							#VALEUR!	#VALEUR!					
16 Dec 2022	Geneva	Brussels	(OOPCA)	01:16	12:52	12:55	<?xml version="1.0" en	<?xml version="1.0" en	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
							#VALEUR!	#VALEUR!					
16 Dec 2022	Brussels	Geneva	(OOPCA)	01:26	09:30	11:02	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,2043907	6,1431577	532,751221
							#VALEUR!	#VALEUR!					
14 Dec 2022	Geneva	Brussels	(OOPCA)	01:14	18:30	19:32	<?xml version="1.0" en	<?xml version="1.0" en	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
							#VALEUR!	#VALEUR!					
14 Dec 2022	London	Geneva	(OOPCA)	01:42	14:59	16:58	<?xml version="1.0" en	<?xml version="1.0" en	51,5072178	#VALEUR!	46,2043907	6,1431577	#VALEUR!
							#VALEUR!	#VALEUR!					
12 Dec 2022	Saanen	London	(OOPCA)	02:04	09:25	11:29	<?xml version="1.0" en	<?xml version="1.0" en	46,4897184	7,2616785	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
12 Dec 2022	Brussels	Saanen	(OOPCA)	01:11	07:11	09:22	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,4897184	7,2616785	529,3367782
							#VALEUR!	#VALEUR!					
11 Dec 2022	Arcachon	Brussels	(OOPCA)	01:51	16:20	19:11	<?xml version="1.0" en	<?xml version="1.0" en	44,652297	-1,1785016	50,8476424	4,3571696	803,1252697
							#VALEUR!	#VALEUR!					
11 Dec 2022	Brussels	Arcachon	(OOPCA)	01:52	09:05	11:57	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	44,652297	-1,1785016	803,1252697
							#VALEUR!	#VALEUR!					
08 Dec 2022	Brussels	Liege	(OOPCA)	00:15	13:16	14:31	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
							#VALEUR!	#VALEUR!					
07 Dec 2022	Figari	Brussels	(OOPCA)	04:04	12:52	17:56	<?xml version="1.0" en	<?xml version="1.0" en	41,48734	9,130112	50,8476424	4,3571696	1103,212913
							#VALEUR!	#VALEUR!					
07 Dec 2022	Calais	Figari	(OOPCA)	02:25	09:44	13:08	<?xml version="1.0" en	<?xml version="1.0" en	50,95129	1,858686	41,48734	9,130112	1190,433108
							#VALEUR!	#VALEUR!					
07 Dec 2022	Brussels	Calais	(OOPCA)	00:33	08:06	09:39	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,95129	1,858686	175,5856983
							#VALEUR!	#VALEUR!					
06 Dec 2022	Moulins	Brussels	(OOPCA)	01:17	17:33	19:50	<?xml version="1.0" en	<?xml version="1.0" en	46,568059	3,334417	50,8476424	4,3571696	481,7358881
							#VALEUR!	#VALEUR!					
05 Dec 2022	Brussels	Moulins	(OOPCA)	01:03	15:15	17:17	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,568059	3,334417	481,7358881
							#VALEUR!	#VALEUR!					
04 Dec 2022	Trieste	Brussels	(OOPCA)	02:03	10:23	13:25	<?xml version="1.0" en	<?xml version="1.0" en	45,6495264	13,7768182	50,8476424	4,3571696	904,6323776
							#VALEUR!	#VALEUR!					
03 Dec 2022	Brussels	Trieste	(OOPCA)	02:07	17:47	20:54	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,6495264	13,7768182	904,6323776
							#VALEUR!	#VALEUR!					
02 Dec 2022	Trieste	Brussels	(OOPCA)	01:55	17:06	20:00	<?xml version="1.0" en	<?xml version="1.0" en	45,6495264	13,7768182	50,8476424	4,3571696	904,6323776
							#VALEUR!	#VALEUR!					
02 Dec 2022	Olbia	Trieste	(OOPCA)	01:23	10:56	11:32	<?xml version="1.0" en	<?xml version="1.0" en	40,9235764	9,4964429	45,6495264	13,7768182	629,217015
							#VALEUR!	#VALEUR!					
01 Dec 2022	Salzburg	Olbia	(OOPCA)	01:53	17:38	19:09	<?xml version="1.0" en	<?xml version="1.0" en	47,80949	13,05501	40,9235764	9,4964429	816,024631
							#VALEUR!	#VALEUR!					
01 Dec 2022	Brussels	Salzburg	(OOPCA)	01:47	15:13	16:20	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	47,80949	13,05501	714,5025293
							#VALEUR!	#VALEUR!					
30-nov-22	Olbia	Brussels	(OOPCA)	02:40	09:54	12:41	<?xml version="1.0" en	<?xml version="1.0" en	40,9235764	9,4964429	50,8476424	4,3571696	1172,28239
							#VALEUR!	#VALEUR!					
29-nov-22	Brussels	Olbia	(OOPCA)	02:42	15:54	18:37	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	40,9235764	9,4964429	1172,28239
							#VALEUR!	#VALEUR!					
29-nov-22	Brussels	Brussels	(OOPCA)	00:21	14:51	14:59	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
28-nov-22	Zurich	Brussels	(OOPCA)	01:11	18:15	19:32	<?xml version="1.0" en	<?xml version="1.0" en	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
							#VALEUR!	#VALEUR!					
28-nov-22	Brussels	Zurich	(OOPCA)	01:12	07:05	08:27	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	47,3768866	8,541694	491,4695208
							#VALEUR!	#VALEUR!					
27-nov-22	Brussels	Brussels	(OOPCA)	00:15	20:41	20:24	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
27-nov-22	London	Brussels	(OOPCA)	00:50	18:26	19:52	<?xml version="1.0" en	<?xml version="1.0" en	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
25-nov-22	Newcastle	London	(OOPCA)	01:18	16:13	17:28	<?xml version="1.0" en	<?xml version="1.0" en	54,978252	-1,61778	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
24-nov-22	Brussels	Newcastle	(OOPCA)	01:40	16:02	16:49	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	54,978252	-1,61778	609,053375
							#VALEUR!	#VALEUR!					
24-nov-22	Brussels	Brussels	(OOPCA)	00:21	15:03	15:18	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
24-nov-22	Trieste	Brussels	(OOPCA)	02:27	11:16	14:43	<?xml version="1.0" en	<?xml version="1.0" en	45,6495264	13,7768182	50,8476424	4,3571696	904,6323776
							#VALEUR!	#VALEUR!					
24-nov-22	Brussels	Trieste	(OOPCA)	01:49	08:32	11:21	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,6495264	13,7768182	904,6323776
							#VALEUR!	#VALEUR!					
23-nov-22	Wilhelmshaven	Brussels	(OOPCA)	01:07	17:57	20:04	<?xml version="1.0" en	<?xml version="1.0" en	53,5323403	8,1068722	50,8476424	4,3571696	392,8948346
							#VALEUR!	#VALEUR!					
23-nov-22	Brussels	Wilhelmshaven	(OOPCA)	01:08	08:27	10:34	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	53,5323403	8,1068722	392,8948346
							#VALEUR!	#VALEUR!					
22-nov-22	Florence	Brussels	(OOPCA)	02:06	15:12	18:18	<?xml version="1.0" en	<?xml version="1.0" en	43,7695604	11,2558136	50,8476424	4,3571696	942,4651877
							#VALEUR!	#VALEUR!	43,7679178	11,2523792			
21-nov-22	Brussels	Florence	(OOPCA)	01:56	08:02	10:58	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	43,7695604	11,2558136	942,4651877
							#VALEUR!	#VALEUR!			43,7679178	11,2523792	
19-nov-22	Antwerp	Brussels	(OOPCA)	00:21	19:34	20:55	<?xml version="1.0" en	<?xml version="1.0" en	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
19-nov-22	Blackbushe	Antwerp	(OOPCA)	00:58	16:59	19:57	<?xml version="1.0" en	<?xml version="1.0" en	51,322724	#VALEUR!	51,2213404	4,4051485	#VALEUR!
							#VALEUR!	#VALEUR!					
18-nov-22	Antwerp	Blackbushe	(OOPCA)	01:05	08:33	09:38	<?xml version="1.0" en	<?xml version="1.0" en	51,2213404	4,4051485	51,322724	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
18-nov-22	Brussels	Antwerp	(OOPCA)	00:21	07:28	08:49	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
							#VALEUR!	#VALEUR!					
16-nov-22	Toussus-Le-Noble	Brussels	(OOPCA)	00:46	18:34	20:20	<?xml version="1.0" en	<?xml version="1.0" en	48,747565	2,112559	50,8476424	4,3571696	283,6708511
							#VALEUR!	#VALEUR!					
16-nov-22	Brussels	Toussus-Le-Noble	(OOPCA)	00:47	17:05	18:52	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	48,747565	2,112559	283,6708511
							#VALEUR!	#VALEUR!					
14-nov-22	Manchester	Brussels	(OOPCA)	01:29	17:29	18:41	<?xml version="1.0" en	<?xml version="1.0" en	53,4807593	-2,2426305	50,8476424	4,3571696	536,6659335
							#VALEUR!	#VALEUR!					
14-nov-22	Brussels	Manchester	(OOPCA)	01:25	09:10	09:29	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	53,4807593	-2,2426305	536,6659335
							#VALEUR!	#VALEUR!					
11-nov-22	Bologna	Brussels	(OOPCA)	01:53	17:21	20:15	<?xml version="1.0" en	<?xml version="1.0" en	44,494887	11,3426163	50,8476424	4,3571696	878,118489
							#VALEUR!	#VALEUR!					
11-nov-22	Brussels	Bologna	(OOPCA)	02:04	07:13	10:17	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	44,494887	11,3426163	878,118489
							#VALEUR!	#VALEUR!					
6-nov-22	Turin	Brussels	(OOPCA)	01:38	15:52	18:30	<?xml version="1.0" en	<?xml version="1.0" en	45,0703393	7,686864	50,8476424	4,3571696	688,4085815
							#VALEUR!	#VALEUR!					
4-nov-22	Brussels	Turin	(OOPCA)	01:48	15:56	18:43	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,0703393	7,686864	688,4085815
							#VALEUR!	#VALEUR!					
31-oct-22	Kortrijk	Sion	(OOPCA)	01:39	12:18	14:10	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	46,2331221	7,360626	593,3620013
							#VALEUR!	#VALEUR!					
31-oct-22	Brussels	Kortrijk	(OOPCA)	00:17	10:46	12:04	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					

29-oct-22	Saanen	Lyon	(OOPCA)	00:33	18:05	18:36	<?xml version="1.0" en	<?xml version="1.0" en	46,4897184	7,2616785	45,764043	4,835659	203,6198598
							#VALEUR!	#VALEUR!			45,7030036	4,9264158	
29-oct-22	Amsterdam	Saanen	(OOPCA)	01:36	15:55	17:31	<?xml version="1.0" en	<?xml version="1.0" en	52,3675734	4,9041389	46,4897184	7,2616785	675,3623636
							#VALEUR!	#VALEUR!					
28-oct-22	Zagreb	Brussels	(OOPCA)	02:24	18:00	20:24	<?xml version="1.0" en	<?xml version="1.0" en	45,8150108	15,981919	50,8476424	4,3571696	1023,700811
							#VALEUR!	#VALEUR!					
28-oct-22	Brussels	Zagreb	(OOPCA)	02:08	08:14	10:22	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,8150108	15,981919	1023,700811
							#VALEUR!	#VALEUR!					
26-oct-22	Geneva	Brussels	(OOPCA)	01:13	19:06	18:16	<?xml version="1.0" en	<?xml version="1.0" en	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
							#VALEUR!	#VALEUR!					
25-oct-22	Brussels	Annemasse	(OOPCA)	01:17	12:26	13:18	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,193253	6,234158	535,6406976
							#VALEUR!	#VALEUR!					
25-oct-22	Zurich	Brussels	(OOPCA)	01:12	10:18	12:08	<?xml version="1.0" en	<?xml version="1.0" en	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
							#VALEUR!	#VALEUR!					
25-oct-22	Luxembourg	Zurich	(OOPCA)	00:50	08:20	09:21	<?xml version="1.0" en	<?xml version="1.0" en	49,815273	6,129583	47,3768866	8,541694	323,9681528
							#VALEUR!	#VALEUR!					
25-oct-22	Brussels	Luxembourg	(OOPCA)	00:27	07:19	07:36	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	49,815273	6,129583	170,3001368
							#VALEUR!	#VALEUR!					
21-oct-22	Kortrijk	Brussels	(OOPCA)	00:22	20:07	20:28	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
21-oct-22	Edinburgh	Kortrijk	(OOPCA)	01:54	16:46	19:36	<?xml version="1.0" en	<?xml version="1.0" en	55,953252	-3,188267	50,826806	3,2543899	711,728507
							#VALEUR!	#VALEUR!					
21-oct-22	North Connel	Edinburgh	(OOPCA)	00:26	11:50	10:33	<?xml version="1.0" en	<?xml version="1.0" en	56,458603	-5,39854	55,953252	-3,188267	147,790484
							#VALEUR!	#VALEUR!					
21-oct-22	Brussels	North Connel	(OOPCA)	02:05	09:38	10:43	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	56,458603	-5,39854	894,3180387
							#VALEUR!	#VALEUR!					
18-oct-22	Nantes	Brussels	(OOPCA)	01:19	17:05	18:24	<?xml version="1.0" en	<?xml version="1.0" en	47,218371	-1,553621	50,8476424	4,3571696	590,0316281
							#VALEUR!	#VALEUR!					
18-oct-22	Brussels	Nantes	(OOPCA)	01:42	08:39	10:21	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	47,218371	-1,553621	590,0316281
							#VALEUR!	#VALEUR!					
18-oct-22	Liege	Brussels	(OOPCA)	00:21	08:11	07:37	<?xml version="1.0" en	<?xml version="1.0" en	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
							#VALEUR!	#VALEUR!					
18-oct-22	Brussels	Liege	(OOPCA)	00:25	07:06	07:02	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
							#VALEUR!	#VALEUR!					
17-oct-22	Ostrava	Basel	(OOPCA)	02:42	15:05	17:05	<?xml version="1.0" en	<?xml version="1.0" en	49,8209226	18,2625243	47,5595986	7,5885761	822,0139359
							#VALEUR!	#VALEUR!			47,5619253	7,592768	
16-oct-22	Basel	Ostrava	(OOPCA)	01:51	13:40	15:01	<?xml version="1.0" en	<?xml version="1.0" en	47,5595986	7,5885761	49,8209226	18,2625243	822,0139359
							#VALEUR!	#VALEUR!	47,5619253	7,592768			
16-oct-22	Brussels	Basel	(OOPCA)	01:03	11:03	12:06	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	47,5595986	7,5885761	434,4015351
							#VALEUR!	#VALEUR!			47,5619253	7,592768	
14-oct-22	Amsterdam	Brussels	(OOPCA)	00:36	20:03	20:39	<?xml version="1.0" en	<?xml version="1.0" en	52,3675734	4,9041389	50,8476424	4,3571696	173,176635
							#VALEUR!	#VALEUR!					
14-oct-22	Sion	Amsterdam	(OOPCA)	02:04	17:33	19:15	<?xml version="1.0" en	<?xml version="1.0" en	46,2331221	7,360626	52,3675734	4,9041389	704,8813122
							#VALEUR!	#VALEUR!					
14-oct-22	Olbia	Sion	(OOPCA)	01:57	14:58	17:08	<?xml version="1.0" en	<?xml version="1.0" en	40,9235764	9,4964429	46,2331221	7,360626	614,8865408
							#VALEUR!	#VALEUR!					
13-oct-22	Nice	Olbia	(OOPCA)	00:58	18:32	19:41	<?xml version="1.0" en	<?xml version="1.0" en	43,7101728	7,2619532	40,9235764	9,4964429	360,193184
							#VALEUR!	#VALEUR!					
13-oct-22	Olbia	Nice	(OOPCA)	00:57	11:27	12:04	<?xml version="1.0" en	<?xml version="1.0" en	40,9235764	9,4964429	43,7101728	7,2619532	360,193184
							#VALEUR!	#VALEUR!					
11-oct-22	Brussels	Nice	(OOPCA)	01:54	18:52	21:19	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	43,7101728	7,2619532	823,172518
							#VALEUR!	#VALEUR!					
11-oct-22	Kortrijk	Brussels	(OOPCA)	00:19	18:03	18:22	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
11-oct-22	Siena	Kortrijk	(OOPCA)	02:31	15:11	17:42	<?xml version="1.0" en	<?xml version="1.0" en	43,318809	11,3307574	50,826806	3,2543899	1033,60871
							#VALEUR!	#VALEUR!					
11-oct-22	Catania	Siena	(OOPCA)	02:01	11:53	13:55	<?xml version="1.0" en	<?xml version="1.0" en	37,5078772	15,0830304	43,318809	11,3307574	719,8146872
							#VALEUR!	#VALEUR!					
9-oct-22	Milan	Catania	(OOPCA)	02:39	14:32	17:11	<?xml version="1.0" en	<?xml version="1.0" en	45,4642035	9,189982	37,5078772	15,0830304	1011,074522
							#VALEUR!	#VALEUR!	45,458626	9,181873			
9-oct-22	Brussels	Milan	(OOPCA)	01:39	09:49	11:28	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	45,4642035	9,189982	697,395907
							#VALEUR!	#VALEUR!			45,458626	9,181873	
8-oct-22	Dijon	Brussels	(OOPCA)	00:53	17:15	18:08	<?xml version="1.0" en	<?xml version="1.0" en	47,322047	5,04148	50,8476424	4,3571696	395,1782707
							#VALEUR!	#VALEUR!					
8-oct-22	Brussels	Dijon	(OOPCA)	01:00	08:42	09:43	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	47,322047	5,04148	395,1782707
							#VALEUR!	#VALEUR!					
7-oct-22	Olbia	Brussels	(OOPCA)	02:35	08:49	11:17	<?xml version="1.0" en	<?xml version="1.0" en	40,9235764	9,4964429	50,8476424	4,3571696	1172,28239
							#VALEUR!	#VALEUR!					
6-oct-22	Brussels	Olbia	(OOPCA)	03:07	14:59	17:59	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	40,9235764	9,4964429	1172,28239
							#VALEUR!	#VALEUR!					
5-oct-22	Southampton	Brussels	(OOPCA)	00:59	14:05	16:04	<?xml version="1.0" en	<?xml version="1.0" en	50,9105468	-1,4049018	50,8476424	4,3571696	404,2214886
							#VALEUR!	#VALEUR!					
3-oct-22	Brussels	North Connel	(OOPCA)	02:28	11:07	12:35	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	56,458603	-5,39854	894,3180387
							#VALEUR!	#VALEUR!					
2-oct-22	Geneva	Brussels	(OOPCA)	01:21	19:13	20:37	<?xml version="1.0" en	<?xml version="1.0" en	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
							#VALEUR!	#VALEUR!					
2-oct-22	Brussels	Geneva	(OOPCA)	01:09	17:25	18:25	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,2043907	6,1431577	532,751221
							#VALEUR!	#VALEUR!					
2-oct-22	Saint-Tropez	Brussels	(OOPCA)	02:17	14:37	16:54	<?xml version="1.0" en	<?xml version="1.0" en	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
2-oct-22	Rimini	Saint-Tropez	(OOPCA)	01:32	12:43	14:15	<?xml version="1.0" en	<?xml version="1.0" en	44,0678288	12,5695158	43,2676808	6,6407109	484,9895158
							#VALEUR!	#VALEUR!					
2-oct-22	Liege	Rimini	(OOPCA)	01:54	09:50	11:54	<?xml version="1.0" en	<?xml version="1.0" en	50,6329586	5,5697498	44,0678288	12,5695158	899,681518
							#VALEUR!	#VALEUR!					
2-oct-22	Brussels	Liege	(OOPCA)	00:21	08:42	09:05	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
							#VALEUR!	#VALEUR!					
1-oct-22	Prestwick	Brussels	(OOPCA)	01:38	17:09	19:47	<?xml version="1.0" en	<?xml version="1.0" en	55,495587	-4,6142139	50,8476424	4,3571696	789,2782685
							#VALEUR!	#VALEUR!					
29-sept-22	Brussels	Prestwick	(OOPCA)	01:58	16:24	17:22	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	55,495587	-4,6142139	789,2782685
							#VALEUR!	#VALEUR!					
29-sept-22	Ibiza	Brussels	(OOPCA)	03:13	10:37	13:50	<?xml version="1.0" en	<?xml version="1.0" en	39,0200099	1,4821482	50,8476424	4,3571696	1334,228261
							#VALEUR!	#VALEUR!					
28-sept-22	Toussus-Le-Noble	Ibiza	(OOPCA)	02:26	17:19	19:45	<?xml version="1.0" en	<?xml version="1.0" en	48,747565	2,112559	39,0200099	1,4821482	1082,823372
							#VALEUR!	#VALEUR!					
28-sept-22	Brussels	Toussus-Le-Noble	(OOPCA)	00:49	15:17	16:12	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	48,747565	2,112559	283,6708511
							#VALEUR!	#VALEUR!					
27-sept-22	Ajaccio	Brussels	(OOPCA)	02:56	21:23	00:11	<?xml version="1.0" en	<?xml version="1.0" en	41,919229	8,738635	50,8476424	4,3571696	1047,653372
							#VALEUR!	#VALEUR!					
27-sept-22	Olbia	Ajaccio	(OOPCA)	00:28	20:32	19:56	<?xml version="1.0" en	<?xml version="1.0" en	40,9235764	9,4964429	41,919229	8,738635	127,4725681
							#VALEUR!	#VALEUR!					
27-sept-22	Paris	Olbia	(OOPCA)	02:11	17:04	17:31	<?xml version="1.0" en	<?xml version="1.0" en	48,856614	2,3522219	40,9235764	9,4964429	1045,300002
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
27-sept-22	Brussels	Paris	(OOPCA)	00:47	14:55	15:08	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	48,856614	2,3522219	263,9405367
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
27-sept-22	Geneva	Brussels	(OOPCA)	01:30	11:18	12:34	<?xml version="1.0" en	<?xml version="1.0" en	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
							#VALEUR!	#VALEUR!					
26-sept-22	Dinard	Geneva	(OOPCA)	01:33	14:30	15:37	<?xml version="1.0" en	<?xml version="1.0" en	48,633024	-2,055125	46,2043907	6,1431577	672,8973478
							#VALEUR!	#VALEUR!					
26-sept-22	Brussels	Dinard	(OOPCA)	01:51	11:24	13:15	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	48,633024	-2,055125	522,2072077
							#VALEUR!	#VALEUR!					
23-sept-22	Casablanca	Brussels	(OOPCA)	04:34	06:05	11:39	<?xml version="1.0" en	<?xml version="1.0" en	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
21-sept-22	Marrakesh	Casablanca	(OOPCA)	00:32	11:03	11:35	<?xml version="1.0" en	<?xml version="1.0" en	31,6294723	-7,9810845	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
20-sept-22	Malaga	Marrakesh	(OOPCA)	01:42	16:45	17:28	<?xml version="1.0" en	<?xml version="1.0" en	36,721261	-4,4212655	31,6294723	-7,9810845	653,9314607
							#VALEUR!	#VALEUR!	36,7211784	-4,4217199			
20-sept-22	Brussels	Malaga	(OOPCA)	03:35	12:05	15:40	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	36,721261	-4,4212655	1718,725143
							#VALEUR!	#VALEUR!			36,7211784	-4,4217199	
19-sept-22	Brussels	Brussels	(OOPCA)	00:13	12:32	12:59	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
19-sept-22	Nice	Brussels	(OOPCA)	02:15	09:33	12:05	<?xml version="1.0" en	<?xml version="1.0" en	43,7101728	7,2619532	50,8476424	4,3571696	823,172518
							#VALEUR!	#VALEUR!					
19-sept-22	Brussels	Nice	(OOPCA)	01:37	07:00	09:06	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	43,7101728	7,2619532	823,172518
							#VALEUR!	#VALEUR!					
18-sept-22	Heviz	Brussels	(OOPCA)	02:44	10:41	13:25	<?xml version="1.0" en	<?xml version="1.0" en	46,7902864	17,1866936	50,8476424	4,3571696	1040,170535
							#VALEUR!	#VALEUR!					
18-sept-22	Zadar	Heviz	(OOPCA)	00:53	08:33	09:26	<?xml version="1.0" en	<?xml version="1.0" en	44,119371	15,2313648	46,7902864	17,1866936	333,8368494
							#VALEUR!	#VALEUR!	44,146939	15,6164943			
16-sept-22	Toussus-Le-Noble	Zadar	(OOPCA)	02:13	16:03	18:17	<?xml version="1.0" en	<?xml version="1.0" en	48,747565	2,112559	44,119371	15,2313648	1127,343849
							#VALEUR!	#VALEUR!			44,146939	15,6164943	
16-sept-22	Brussels	Toussus-Le-Noble	(OOPCA)	00:45	14:12	14:57	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	48,747565	2,112559	283,6708511
							#VALEUR!	#VALEUR!					
16-sept-22	Sion	Brussels	(OOPCA)	01:46	11:08	12:43	<?xml version="1.0" en	<?xml version="1.0" en	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
16-sept-22	Brussels	Sion	(OOPCA)	01:36	09:07	10:40	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
15-sept-22	Saint-Tropez	Brussels	(OOPCA)	02:03	17:43	19:45	<?xml version="1.0" en	<?xml version="1.0" en	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					

15-sept-22	Antwerp	Saint-Tropez	(OOPCA)	02:10	15:13	17:23	<?xml version="1.0" en…	<?xml version="1.0" en…	51,2213404	4,4051485	43,2676808	6,6407109	900,2472713
							#VALEUR!	#VALEUR!					
14-sept-22	Aberdeen	Antwerp	(OOPCA)	01:44	15:43	18:19	<?xml version="1.0" en…	<?xml version="1.0" en…	57,1498891	-2,0937528	51,2213404	4,4051485	782,4228711
							#VALEUR!	#VALEUR!	57,2868723	-2,3815684			
14-sept-22	Brussels	Aberdeen	(OOPCA)	02:21	13:37	14:49	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	57,1498891	-2,0937528	817,0346904
							#VALEUR!	#VALEUR!			57,2868723	-2,3815684	
13-sept-22	Luxembourg	Brussels	(OOPCA)	00:25	13:42	14:06	<?xml version="1.0" en…	<?xml version="1.0" en…	49,815273	6,129583	50,8476424	4,3571696	170,3001368
							#VALEUR!	#VALEUR!					
13-sept-22	Heviz	Luxembourg	(OOPCA)	02:28	10:38	12:53	<?xml version="1.0" en…	<?xml version="1.0" en…	46,7902864	17,1866936	49,815273	6,129583	883,2452775
							#VALEUR!	#VALEUR!					
12-sept-22	Brussels	Heviz	(OOPCA)	02:13	10:55	13:08	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	46,7902864	17,1866936	1040,170535
							#VALEUR!	#VALEUR!					
9-sept-22	Caen	Brussels	(OOPCA)	00:58	20:04	21:02	<?xml version="1.0" en…	<?xml version="1.0" en…	49,182863	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
9-sept-22	Brussels	Caen	(OOPCA)	00:59	18:40	19:39	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	49,182863	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
9-sept-22	Saint-Tropez	Brussels	(OOPCA)	02:09	15:59	18:07	<?xml version="1.0" en…	<?xml version="1.0" en…	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
9-sept-22	Ibiza	Saint-Tropez	(OOPCA)	01:38	13:33	15:11	<?xml version="1.0" en…	<?xml version="1.0" en…	39,0200099	1,4821482	43,2676808	6,6407109	639,7961312
							#VALEUR!	#VALEUR!					
9-sept-22	Brussels	Ibiza	(OOPCA)	03:03	09:49	12:52	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	39,0200099	1,4821482	1334,228261
							#VALEUR!	#VALEUR!					
8-sept-22	Caen	Brussels	(OOPCA)	01:03	19:45	20:48	<?xml version="1.0" en…	<?xml version="1.0" en…	49,182863	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
8-sept-22	Brussels	Caen	(OOPCA)	01:07	17:55	19:02	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	49,182863	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
7-sept-22	Salzburg	Brussels	(OOPCA)	01:45	12:09	13:54	<?xml version="1.0" en…	<?xml version="1.0" en…	47,80949	13,05501	50,8476424	4,3571696	714,5025293
							#VALEUR!	#VALEUR!					
7-sept-22	Brussels	Salzburg	(OOPCA)	01:38	09:26	11:04	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	47,80949	13,05501	714,5025293
							#VALEUR!	#VALEUR!					
5-sept-22	Roskilde	Brussels	(OOPCA)	01:51	12:16	13:59	<?xml version="1.0" en…	<?xml version="1.0" en…	55,64191	12,087845	50,8476424	4,3571696	739,9649352
							#VALEUR!	#VALEUR!					
5-sept-22	Brussels	Roskilde	(OOPCA)	01:47	09:26	10:59	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	55,64191	12,087845	739,9649352
							#VALEUR!	#VALEUR!					
4-sept-22	Venice	Brussels	(OOPCA)	01:54	19:54	21:49	<?xml version="1.0" en…	<?xml version="1.0" en…	45,4408474	12,3155151	50,8476424	4,3571696	841,7684907
							#VALEUR!	#VALEUR!					
4-sept-22	Trieste	Venice	(OOPCA)	00:28	13:32	14:00	<?xml version="1.0" en…	<?xml version="1.0" en…	45,6495264	13,7768182	45,4408474	12,3155151	116,1387644
							#VALEUR!	#VALEUR!					
4-sept-22	Brussels	Trieste	(OOPCA)	01:56	10:57	12:52	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	45,6495264	13,7768182	904,6323776
							#VALEUR!	#VALEUR!					
3-sept-22	Vila Real	Brussels	(OOPCA)	03:06	16:38	20:44	<?xml version="1.0" en…	<?xml version="1.0" en…	41,3010351	-7,7422354	50,8476424	4,3571696	1409,871393
							#VALEUR!	#VALEUR!					
3-sept-22	Porto	Vila Real	(OOPCA)	00:16	15:27	15:43	<?xml version="1.0" en…	<?xml version="1.0" en…	41,1579438	-8,6291053	41,3010351	-7,7422354	75,85341591
							#VALEUR!	#VALEUR!					
3-sept-22	Vila Real	Porto	(OOPCA)	00:23	14:07	14:30	<?xml version="1.0" en…	<?xml version="1.0" en…	41,3010351	-7,7422354	41,1579438	-8,6291053	75,85341591
							#VALEUR!	#VALEUR!					
1-sept-22	Brussels	Vila Real	(OOPCA)	03:19	12:21	14:40	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	41,3010351	-7,7422354	1409,871393
							#VALEUR!	#VALEUR!					
30 Aug 2022	Sion	Brussels	(OOPCA)	01:27	16:00	17:43	<?xml version="1.0" en…	<?xml version="1.0" en…	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
30 Aug 2022	Geneva	Sion	(OOPCA)	00:22	13:08	13:30	<?xml version="1.0" en…	<?xml version="1.0" en…	46,2043907	6,1431577	46,2331221	7,360626	93,72133479
							#VALEUR!	#VALEUR!					
30 Aug 2022	Northolt	Geneva	(OOPCA)	01:59	09:22	12:21	<?xml version="1.0" en…	<?xml version="1.0" en…	51,546615	#VALEUR!	46,2043907	6,1431577	#VALEUR!
							#VALEUR!	#VALEUR!					
28 Aug 2022	Luxembourg	Brussels	(OOPCA)	00:28	21:07	21:48	<?xml version="1.0" en…	<?xml version="1.0" en…	49,815273	6,129583	50,8476424	4,3571696	170,3001368
							#VALEUR!	#VALEUR!					
28 Aug 2022	Sion	Luxembourg	(OOPCA)	01:07	19:35	20:39	<?xml version="1.0" en…	<?xml version="1.0" en…	46,2331221	7,360626	49,815273	6,129583	408,6870159
							#VALEUR!	#VALEUR!					
28 Aug 2022	Brussels	Sion	(OOPCA)	01:19	17:20	19:18	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
28 Aug 2022	London	Brussels	(OOPCA)	00:57	09:38	11:35	<?xml version="1.0" en…	<?xml version="1.0" en…	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
28 Aug 2022	Brussels	London	(OOPCA)	00:58	09:01	09:00	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
26 Aug 2022	St. Moritz	Brussels	(OOPCA)	01:26	17:36	19:02	<?xml version="1.0" en…	<?xml version="1.0" en…	46,4907973	9,8355079	50,8476424	4,3571696	629,3580106
							#VALEUR!	#VALEUR!					
26 Aug 2022	Paris	St. Moritz	(OOPCA)	01:32	15:23	16:33	<?xml version="1.0" en…	<?xml version="1.0" en…	48,856614	2,3522219	46,4907973	9,8355079	618,6182358
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
26 Aug 2022	Figari	Paris	(OOPCA)	02:18	10:49	13:07	<?xml version="1.0" en…	<?xml version="1.0" en…	41,48734	9,130112	48,856614	2,3522219	975,7165756
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
25 Aug 2022	Marseille	Figari	(OOPCA)	00:59	20:04	21:03	<?xml version="1.0" en…	<?xml version="1.0" en…	43,296482	5,36978	41,48734	9,130112	368,4951281
							#VALEUR!	#VALEUR!					
25 Aug 2022	Exeter	Marseille	(OOPCA)	02:29	15:43	19:12	<?xml version="1.0" en…	<?xml version="1.0" en…	50,7260367	-3,5274889	43,296482	5,36978	1064,995713
							#VALEUR!	#VALEUR!					
24 Aug 2022	Kemble	Exeter	(OOPCA)	00:26	17:19	18:33	<?xml version="1.0" en…	<?xml version="1.0" en…	51,6747949	-2,0191706	50,7260367	-3,5274889	148,902735
							#VALEUR!	#VALEUR!					
24 Aug 2022	Brussels	Sion	(OOPCA)	01:31	11:20	13:01	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
24 Aug 2022	Arcachon	Brussels	(OOPCA)	01:48	09:01	10:48	<?xml version="1.0" en…	<?xml version="1.0" en…	44,652297	-1,1785016	50,8476424	4,3571696	803,1252697
							#VALEUR!	#VALEUR!					
24 Aug 2022	Brussels	Arcachon	(OOPCA)	01:49	06:36	08:25	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	44,652297	-1,1785016	803,1252697
							#VALEUR!	#VALEUR!					
23 Aug 2022	Aberdeen	Brussels	(OOPCA)	02:17	18:10	21:28	<?xml version="1.0" en…	<?xml version="1.0" en…	57,1498891	-2,0937528	50,8476424	4,3571696	817,0346904
							#VALEUR!	#VALEUR!	57,2868723	-2,3815684			
21 Aug 2022	Le Touquet	Aberdeen	(OOPCA)	01:50	15:50	16:40	<?xml version="1.0" en…	<?xml version="1.0" en…	50,521276	1,590675	57,1498891	-2,0937528	775,4175978
							#VALEUR!	#VALEUR!			57,2868723	-2,3815684	
21 Aug 2022	St-Yan	Le Touquet	(OOPCA)	01:10	14:06	15:16	<?xml version="1.0" en…	<?xml version="1.0" en…	46,411207	4,038278	50,521276	1,590675	491,2857114
							#VALEUR!	#VALEUR!					
20 Aug 2022	Brussels	St-Yan	(OOPCA)	01:15	09:16	10:30	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	46,411207	4,038278	493,8641313
							#VALEUR!	#VALEUR!					
19 Aug 2022	La Baule-Escoublac	Brussels	(OOPCA)	01:22	20:57	22:19	<?xml version="1.0" en…	<?xml version="1.0" en…	47,2869183	-2,3913777	50,8476424	4,3571696	630,8172014
							#VALEUR!	#VALEUR!					
19 Aug 2022	Quimper	La Baule-Escoublac	(OOPCA)	00:27	19:14	19:42	<?xml version="1.0" en…	<?xml version="1.0" en…	47,997542	-4,097899	47,2869183	-2,3913777	150,2923473
							#VALEUR!	#VALEUR!					
19 Aug 2022	Ibiza	Quimper	(OOPCA)	02:41	16:18	18:59	<?xml version="1.0" en…	<?xml version="1.0" en…	39,0200099	1,4821482	47,997542	-4,097899	1094,262883
							#VALEUR!	#VALEUR!					
19 Aug 2022	Kortrijk	Ibiza	(OOPCA)	02:58	10:09	13:07	<?xml version="1.0" en…	<?xml version="1.0" en…	50,826806	3,2543899	39,0200099	1,4821482	1320,145247
							#VALEUR!	#VALEUR!					
19 Aug 2022	Brussels	Kortrijk	(OOPCA)	00:22	09:12	09:34	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
17 Aug 2022	St. Moritz	Brussels	(OOPCA)	01:34	11:07	12:41	<?xml version="1.0" en…	<?xml version="1.0" en…	46,4907973	9,8355079	50,8476424	4,3571696	629,3580106
							#VALEUR!	#VALEUR!					
17 Aug 2022	Brussels	St. Moritz	(OOPCA)	01:34	08:42	10:16	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	46,4907973	9,8355079	629,3580106
							#VALEUR!	#VALEUR!					
16 Aug 2022	Edinburgh	Brussels	(OOPCA)	02:11	19:51	22:57	<?xml version="1.0" en…	<?xml version="1.0" en…	55,953252	-3,188267	50,8476424	4,3571696	755,8042492
							#VALEUR!	#VALEUR!					
16 Aug 2022	Brussels	Edinburgh	(OOPCA)	01:59	18:29	19:34	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	55,953252	-3,188267	755,8042492
							#VALEUR!	#VALEUR!					
16 Aug 2022	Île d'Yeu	Brussels	(OOPCA)	01:28	16:07	17:35	<?xml version="1.0" en…	<?xml version="1.0" en…	46,7093529	-2,3466244	50,8476424	4,3571696	672,5820647
							#VALEUR!	#VALEUR!					
16 Aug 2022	Brussels	Île d'Yeu	(OOPCA)	01:43	10:50	12:33	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	46,7093529	-2,3466244	672,5820647
							#VALEUR!	#VALEUR!					
15 Aug 2022	Faro	Brussels	(OOPCA)	03:49	15:37	20:26	<?xml version="1.0" en…	<?xml version="1.0" en…	37,0193548	-7,9304397	50,8476424	4,3571696	1820,1209
							#VALEUR!	#VALEUR!					
15 Aug 2022	Ibiza	Faro	(OOPCA)	01:59	13:29	14:27	<?xml version="1.0" en…	<?xml version="1.0" en…	39,0200099	1,4821482	37,0193548	-7,9304397	853,5645492
							#VALEUR!	#VALEUR!					
15 Aug 2022	Paris	Ibiza	(OOPCA)	02:37	09:42	12:32	<?xml version="1.0" en…	<?xml version="1.0" en…	48,856614	2,3522219	39,0200099	1,4821482	1095,976244
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
14 Aug 2022	Saint-Tropez	Paris	(OOPCA)	01:39	13:54	15:45	<?xml version="1.0" en…	<?xml version="1.0" en…	43,2676808	6,6407109	48,856614	2,3522219	703,7770999
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
14 Aug 2022	Brussels	Saint-Tropez	(OOPCA)	02:24	11:09	13:33	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
13 Aug 2022	Brussels	Kemble	(OOPCA)	01:20	09:15	09:34	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	51,6747949	-2,0191706	452,957033
							#VALEUR!	#VALEUR!					
12 Aug 2022	Zurich	Brussels	(OOPCA)	01:15	16:15	17:36	<?xml version="1.0" en…	<?xml version="1.0" en…	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
							#VALEUR!	#VALEUR!					
12 Aug 2022	Salzburg	Zurich	(OOPCA)	00:52	14:40	15:21	<?xml version="1.0" en…	<?xml version="1.0" en…	47,80949	13,05501	47,3768866	8,541694	341,7984434
							#VALEUR!	#VALEUR!					
11 Aug 2022	Brussels	Salzburg	(OOPCA)	01:58	11:29	13:27	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	47,80949	13,05501	714,5025293
							#VALEUR!	#VALEUR!					
09 Aug 2022	Vila Real	Brussels	(OOPCA)	03:06	17:53	21:59	<?xml version="1.0" en…	<?xml version="1.0" en…	41,3010351	-7,7422354	50,8476424	4,3571696	1409,871393
							#VALEUR!	#VALEUR!					
09 Aug 2022	Braganca	Braganca	(OOPCA)	00:08	13:07	13:14	<?xml version="1.0" en…	<?xml version="1.0" en…	41,8061131	-6,756738	41,8061131	-6,756738	0
							#VALEUR!	#VALEUR!	-22,9531705	-46,5423239	-22,9531705	-46,5423239	
09 Aug 2022	Vila Real	Braganca	(OOPCA)	00:22	12:09	12:31	<?xml version="1.0" en…	<?xml version="1.0" en…	41,3010351	-7,7422354	41,8061131	-6,756738	99,39154874
							#VALEUR!	#VALEUR!			-22,9531705	-46,5423239	
09 Aug 2022	Brussels	Vila Real	(OOPCA)	03:12	09:03	11:14	<?xml version="1.0" en…	<?xml version="1.0" en…	50,8476424	4,3571696	41,3010351	-7,7422354	1409,871393
							#VALEUR!	#VALEUR!					

07 Aug 2022	Île d'Yeu	Annemasse	(OOPCA)	01:31	14:49	16:20	<?xml version="1.0" en	<?xml version="1.0" en	46,7093529	-2,3466244	46,193253	6,234158	659,5430788
							#VALEUR!	#VALEUR!					
07 Aug 2022	Vannes	Île d'Yeu	(OOPCA)	00:22	14:06	14:27	<?xml version="1.0" en	<?xml version="1.0" en	47,658236	-2,760847	46,7093529	-2,3466244	110,0564469
							#VALEUR!	#VALEUR!					
06 Aug 2022	Ibiza	Marseille	(OOPCA)	01:32	12:14	13:47	<?xml version="1.0" en	<?xml version="1.0" en	39,0200099	1,4821482	43,296482	5,36978	576,08081
							#VALEUR!	#VALEUR!					
05 Aug 2022	Salzburg	Ibiza	(OOPCA)	03:16	18:11	21:27	<?xml version="1.0" en	<?xml version="1.0" en	47,80949	13,05501	39,0200099	1,4821482	1349,537718
							#VALEUR!	#VALEUR!					
05 Aug 2022	Brussels	Salzburg	(OOPCA)	01:39	15:55	17:34	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	47,80949	13,05501	714,5025293
							#VALEUR!	#VALEUR!					
05 Aug 2022	Salzburg	Brussels	(OOPCA)	01:49	11:28	13:17	<?xml version="1.0" en	<?xml version="1.0" en	47,80949	13,05501	50,8476424	4,3571696	714,5025293
							#VALEUR!	#VALEUR!					
05 Aug 2022	Zurich	Salzburg	(OOPCA)	00:52	09:56	11:05	<?xml version="1.0" en	<?xml version="1.0" en	47,3768866	8,541694	47,80949	13,05501	341,7984434
							#VALEUR!	#VALEUR!					
04 Aug 2022	Sion	Brussels	(OOPCA)	01:27	16:12	17:40	<?xml version="1.0" en	<?xml version="1.0" en	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
04 Aug 2022	Pisa	Sion	(OOPCA)	01:01	11:25	12:28	<?xml version="1.0" en	<?xml version="1.0" en	43,7228386	10,4016888	46,2331221	7,360626	367,5426854
							#VALEUR!	#VALEUR!					
03 Aug 2022	Figari	Pisa	(OOPCA)	00:46	16:14	17:00	<?xml version="1.0" en	<?xml version="1.0" en	41,48734	9,130112	43,7228386	10,4016888	269,4729313
							#VALEUR!	#VALEUR!					
03 Aug 2022	Calais	Figari	(OOPCA)	03:05	12:43	15:48	<?xml version="1.0" en	<?xml version="1.0" en	50,95129	1,858686	41,48734	9,130112	1190,433108
							#VALEUR!	#VALEUR!					
03 Aug 2022	Brussels	Calais	(OOPCA)	00:34	11:05	11:39	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,95129	1,858686	175,5856983
							#VALEUR!	#VALEUR!					
01 Aug 2022	Cannes	Brussels	(OOPCA)	01:59	18:35	20:33	<?xml version="1.0" en	<?xml version="1.0" en	43,552847	7,017369	50,8476424	4,3571696	835,5223586
							#VALEUR!	#VALEUR!					
01 Aug 2022	Calvi	Cannes	(OOPCA)	00:32	14:36	15:07	<?xml version="1.0" en	<?xml version="1.0" en	42,567651	8,757222	43,552847	7,017369	178,8254115
							#VALEUR!	#VALEUR!					
01 Aug 2022	Kortrijk	Calvi	(OOPCA)	02:16	10:56	13:12	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	42,567651	8,757222	1009,021734
							#VALEUR!	#VALEUR!					
01 Aug 2022	Brussels	Kortrijk	(OOPCA)	00:28	09:35	10:02	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
31-juil-22	Quimper	Brussels	(OOPCA)	01:24	18:33	19:57	<?xml version="1.0" en	<?xml version="1.0" en	47,997542	-4,097899	50,8476424	4,3571696	688,2197689
							#VALEUR!	#VALEUR!					
31-juil-22	Brussels	Quimper	(OOPCA)	01:42	16:29	18:11	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	47,997542	-4,097899	688,2197689
							#VALEUR!	#VALEUR!					
31-juil-22	London	Brussels	(OOPCA)	00:45	13:55	15:44	<?xml version="1.0" en	<?xml version="1.0" en	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
31-juil-22	Marseille	London	(OOPCA)	02:22	12:04	13:33	<?xml version="1.0" en	<?xml version="1.0" en	43,296482	5,36978	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
30-juil-22	Faro	Marseille	(OOPCA)	02:54	13:45	17:38	<?xml version="1.0" en	<?xml version="1.0" en	37,0193548	-7,9304397	43,296482	5,36978	1326,024011
							#VALEUR!	#VALEUR!					
30-juil-22	Saint-Tropez	Faro	(OOPCA)	03:30	09:49	12:19	<?xml version="1.0" en	<?xml version="1.0" en	43,2676808	6,6407109	37,0193548	-7,9304397	1417,230568
							#VALEUR!	#VALEUR!					
30-juil-22	Brussels	Saint-Tropez	(OOPCA)	01:45	06:36	08:21	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
29-juil-22	Bergerac	Brussels	(OOPCA)	01:50	13:35	15:24	<?xml version="1.0" en	<?xml version="1.0" en	44,853806	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
29-juil-22	Brussels	Bergerac	(OOPCA)	01:43	10:42	12:25	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	44,853806	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
28-juil-22	Paris	Brussels	(OOPCA)	00:42	18:00	18:30	<?xml version="1.0" en	<?xml version="1.0" en	48,856614	2,3522219	50,8476424	4,3571696	263,9405367
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
28-juil-22	Brussels	Paris	(OOPCA)	00:50	11:04	11:55	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	48,856614	2,3522219	263,9405367
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
27-juil-22	Leon	Brussels	(OOPCA)	02:41	10:47	13:28	<?xml version="1.0" en	<?xml version="1.0" en	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
27-juil-22	Madrid	Leon	(OOPCA)	00:50	09:23	10:13	<?xml version="1.0" en	<?xml version="1.0" en	40,4167754	-3,7037902	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
26-juil-22	Liege	Madrid	(OOPCA)	03:12	11:41	14:53	<?xml version="1.0" en	<?xml version="1.0" en	50,6329586	5,5697498	40,4167754	-3,7037902	1343,91488
							#VALEUR!	#VALEUR!					
26-juil-22	Brussels	Liege	(OOPCA)	00:15	09:11	09:26	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
							#VALEUR!	#VALEUR!					
25-juil-22	Nantes	Brussels	(OOPCA)	01:26	19:16	20:42	<?xml version="1.0" en	<?xml version="1.0" en	47,218371	-1,553621	50,8476424	4,3571696	590,0316281
							#VALEUR!	#VALEUR!					
25-juil-22	Île d'Yeu	Nantes	(OOPCA)	00:22	18:23	18:45	<?xml version="1.0" en	<?xml version="1.0" en	46,7093529	-2,3466244	47,218371	-1,553621	82,6125118
							#VALEUR!	#VALEUR!					
25-juil-22	Brussels	Île d'Yeu	(OOPCA)	01:45	16:11	17:56	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,7093529	-2,3466244	672,5820647
							#VALEUR!	#VALEUR!					
24-juil-22	La Roche-sur-Yon	Brussels	(OOPCA)	01:19	18:04	19:22	<?xml version="1.0" en	<?xml version="1.0" en	46,670511	-1,426442	50,8476424	4,3571696	628,4887932
							#VALEUR!	#VALEUR!					
23-juil-22	Brussels	La Roche-sur-Yon	(OOPCA)	01:29	15:21	16:49	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,670511	-1,426442	628,4887932
							#VALEUR!	#VALEUR!					
23-juil-22	Île d'Yeu	Brussels	(OOPCA)	01:24	13:01	14:25	<?xml version="1.0" en	<?xml version="1.0" en	46,7093529	-2,3466244	50,8476424	4,3571696	672,5820647
							#VALEUR!	#VALEUR!					
23-juil-22	Brussels	Île d'Yeu	(OOPCA)	01:35	10:55	12:30	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,7093529	-2,3466244	672,5820647
							#VALEUR!	#VALEUR!					
22-juil-22	Sion	Brussels	(OOPCA)	01:15	14:44	16:24	<?xml version="1.0" en	<?xml version="1.0" en	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
21-juil-22	London	Brussels	(OOPCA)	00:50	15:25	16:55	<?xml version="1.0" en	<?xml version="1.0" en	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
21-juil-22	Nantes	London	(OOPCA)	01:14	13:58	14:21	<?xml version="1.0" en	<?xml version="1.0" en	47,218371	-1,553621	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
21-juil-22	Île d'Yeu	Nantes	(OOPCA)	00:17	12:48	13:05	<?xml version="1.0" en	<?xml version="1.0" en	46,7093529	-2,3466244	47,218371	-1,553621	82,6125118
							#VALEUR!	#VALEUR!					
21-juil-22	Brussels	Île d'Yeu	(OOPCA)	01:39	10:32	12:11	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	46,7093529	-2,3466244	672,5820647
							#VALEUR!	#VALEUR!					
20-juil-22	Antwerp	Brussels	(OOPCA)	00:21	21:46	22:07	<?xml version="1.0" en	<?xml version="1.0" en	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
20-juil-22	Calvi	Antwerp	(OOPCA)	02:18	19:08	21:26	<?xml version="1.0" en	<?xml version="1.0" en	42,567651	8,757222	51,2213404	4,4051485	1017,017442
							#VALEUR!	#VALEUR!					
20-juil-22	Saint-Tropez	Calvi	(OOPCA)	00:37	15:04	15:41	<?xml version="1.0" en	<?xml version="1.0" en	43,2676808	6,6407109	42,567651	8,757222	189,1059056
							#VALEUR!	#VALEUR!					
20-juil-22	Kortrijk	Saint-Tropez	(OOPCA)	02:27	12:00	14:27	<?xml version="1.0" en	<?xml version="1.0" en	50,826806	3,2543899	43,2676808	6,6407109	878,575376
							#VALEUR!	#VALEUR!					
20-juil-22	Brussels	Kortrijk	(OOPCA)	00:21	11:10	11:31	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
19-juil-22	Antwerp	Brussels	(OOPCA)	00:21	15:45	16:06	<?xml version="1.0" en	<?xml version="1.0" en	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
19-juil-22	Cherbourg	Antwerp	(OOPCA)	01:03	14:24	15:27	<?xml version="1.0" en	<?xml version="1.0" en	#NOM?	#NOM?	51,2213404	4,4051485	#NOM?
							#VALEUR!	#VALEUR!					
19-juil-22	Lausanne	Cherbourg	(OOPCA)	01:33	12:23	13:56	<?xml version="1.0" en	<?xml version="1.0" en	46,5196535	6,6322734	#NOM?	#NOM?	#NOM?
							#VALEUR!	#VALEUR!					
18-juil-22	Pisa	Lausanne	(OOPCA)	01:13	12:50	14:03	<?xml version="1.0" en	<?xml version="1.0" en	43,7228386	10,4016888	46,5196535	6,6322734	429,0657087
							#VALEUR!	#VALEUR!					
18-juil-22	Lausanne	Pisa	(OOPCA)	01:05	10:39	11:44	<?xml version="1.0" en	<?xml version="1.0" en	46,5196535	6,6322734	43,7228386	10,4016888	429,0657087
							#VALEUR!	#VALEUR!					
18-juil-22	Pontoise	Lausanne	(OOPCA)	01:07	08:26	09:34	<?xml version="1.0" en	<?xml version="1.0" en	49,050966	2,100645	46,5196535	6,6322734	440,1548362
							#VALEUR!	#VALEUR!					
17-juil-22	Olbia	Pontoise	(OOPCA)	02:55	21:45	00:26	<?xml version="1.0" en	<?xml version="1.0" en	40,9235764	9,4964429	49,050966	2,100645	1073,551846
							#VALEUR!	#VALEUR!					
15-juil-22	Paris	Olbia	(OOPCA)	02:24	19:29	21:57	<?xml version="1.0" en	<?xml version="1.0" en	48,856614	2,3522219	40,9235764	9,4964429	1045,300002
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
15-juil-22	Saint-Tropez	Paris	(OOPCA)	01:59	14:07	14:58	<?xml version="1.0" en	<?xml version="1.0" en	43,2676808	6,6407109	48,856614	2,3522219	703,7770999
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
15-juil-22	Brussels	Saint-Tropez	(OOPCA)	01:57	10:15	12:12	<?xml version="1.0" en	<?xml version="1.0" en	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
13-juil-22	Chambery	Courchevel	(OOPCA)	00:16	14:48	15:04	<?xml version="1.0" en	<?xml version="1.0" en	45,564601	5,917781	45,4051045	6,6316684	58,41089325

Appendix VI (b)

OO-PCJ DATE	FROM (City A)	TO (City B)	FLIGHT	FLIGHT TIME	ATD	STA	GEOCODE City A	GEOCODE City B	LATITUDE City A	LONGITUDE City A	LATITUDE City B	LONGITUDE City B	Distance in km
9-juil-23	Paris	Ibiza	(PGC24K)	02:58	10:05	13:03	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	39,0200099	1,4821482	1095,976244
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
8-juil-23	Saint-Tropez	Paris	(PGC64Y)	01:52	15:54	16:41	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	48,856614	2,3522219	703,7770999
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
8-juil-23	Paris	Saint-Tropez	(PGC62J)	01:49	13:32	13:47	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	43,2676808	6,6407109	703,7770999
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
8-juil-23	Dinard	Paris	(PGC52P)	01:12	10:12	11:01	<?xml version="1.0" enc	<?xml version="1.0" enc	48,633024	-2,055125	48,856614	2,3522219	324,0710106
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
7-juil-23	Nantes	Dinard	(PGC61F)	00:25	22:23	22:48	<?xml version="1.0" enc	<?xml version="1.0" enc	47,218371	-1,553621	48,633024	-2,055125	161,6786707
							#VALEUR!	#VALEUR!					
7-juil-23	Oxford	Nantes	(PGC35R)	01:31	19:15	21:39	<?xml version="1.0" enc	<?xml version="1.0" enc	51,7520209	-1,2577263	47,218371	-1,553621	504,5705973
							#VALEUR!	#VALEUR!					
7-juil-23	London	Dinard	(PGC65V)	—		16:59	18:41	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	48,633024	-2,055125	#VALEUR!
							#VALEUR!	#VALEUR!					
7-juil-23	Kortrijk	London	(PGC36U)	00:52	14:10	13:52	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
7-juil-23	Bembridge	Kortrijk	(PGC35B)	01:07	11:24	13:32	<?xml version="1.0" enc	<?xml version="1.0" enc	50,685956	-1,0835189	50,826806	3,2543899	305,5035726
							#VALEUR!	#VALEUR!					
7-juil-23	London	Bembridge	(PGC16R)	00:31	09:36	10:00	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	50,685956	-1,0835189	#VALEUR!
							#VALEUR!	#VALEUR!					
6-juil-23	Birmingham	London	(PGC38N)	00:26	12:56	13:35	<?xml version="1.0" enc	<?xml version="1.0" enc	52,486243	-1,890401	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!	33,5185892	-86,8103567			
6-juil-23	Liege	Birmingham	(OOPCJ)	—	—		11:40	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	52,486243	-1,890401	555,0403046
							#VALEUR!	#VALEUR!			33,5185892	-86,8103567	
6-juil-23	Liege	Birmingham	(PGC52R)	01:27	11:08	11:40	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	52,486243	-1,890401	555,0403046
							#VALEUR!	#VALEUR!			33,5185892	-86,8103567	
6-juil-23	Brussels	Liege	(PGC57F)	00:23	10:17	10:40	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
							#VALEUR!	#VALEUR!					
5-juil-23	Saint-Tropez	Brussels	(PGC13N)	02:03	16:30	18:32	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
5-juil-23	Brussels	Saint-Tropez	(PGC37Q)	02:09	13:11	15:20	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
4-juil-23	Lausanne	Teuge	(PGC54K)	01:34	13:43	15:27	<?xml version="1.0" enc	<?xml version="1.0" enc	46,5196535	6,6322734	52,2354487	6,0489772	636,9628376
							#VALEUR!	#VALEUR!					
3-juil-23	Figari	Lausanne	(PGC45R)	01:32	14:40	16:04	<?xml version="1.0" enc	<?xml version="1.0" enc	41,48734	9,130112	46,5196535	6,6322734	594,077947
							#VALEUR!	#VALEUR!					
3-juil-23	Brussels	Figari	(PGC27S)	02:36	11:08	13:44	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	41,48734	9,130112	1103,212913
							#VALEUR!	#VALEUR!					
2-juil-23	Kemble	Brussels	(PGC60C)	01:18	13:15	15:32	<?xml version="1.0" enc	<?xml version="1.0" enc	51,6747949	-2,0191706	50,8476424	4,3571696	452,957033
							#VALEUR!	#VALEUR!					
2-juil-23	Brussels	Le Mans	(PGC31W)	01:21	09:47	11:07	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,00611	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
1-juil-23	Annemasse	Brussels	(OOPCJ)	01:29	16:59	18:27	<?xml version="1.0" enc	<?xml version="1.0" enc	46,193253	6,234158	50,8476424	4,3571696	535,6406976
							#VALEUR!	#VALEUR!					
1-juil-23	Sion	Albertville	(PGC65T)	00:26	12:20	12:46	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	#NOM?	#NOM?	#NOM?
							#VALEUR!	#VALEUR!					
1-juil-23	Brussels	Sion	(PGC30S)	01:26	10:15	11:59	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
30-juin-23	Saint-Tropez	Brussels	(PGC51J)	02:07	12:09	14:16	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
30-juin-23	Kortrijk	Saint-Tropez	(PGC31X)	02:19	09:07	11:26	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	43,2676808	6,6407109	878,575376
							#VALEUR!	#VALEUR!					
30-juin-23	Brussels	Kortrijk	(PGC37P)	00:17	07:36	07:54	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
29-juin-23	Le Mans	Brussels	(PGC01P)	01:07	14:50	15:57	<?xml version="1.0" enc	<?xml version="1.0" enc	48,00611	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
29-juin-23	Kemble	Le Mans	(PGC52Y)	01:23	11:41	13:30	<?xml version="1.0" enc	<?xml version="1.0" enc	51,6747949	-2,0191706	48,00611	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
29-juin-23	Brussels	Kemble	(PGC45U)	01:22	09:50	10:03	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,6747949	-2,0191706	452,957033
							#VALEUR!	#VALEUR!					
28-juin-23	Trieste	Brussels	(PGC74M)	02:22	16:05	18:28	<?xml version="1.0" enc	<?xml version="1.0" enc	45,6495264	13,7768182	50,8476424	4,3571696	904,6323776
							#VALEUR!	#VALEUR!					
28-juin-23	Saint-Tropez	Trieste	(PGC16F)	01:33	13:02	14:35	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	45,6495264	13,7768182	624,9251149
							#VALEUR!	#VALEUR!					
28-juin-23	Brussels	Saint-Tropez	(PGC31H)	02:19	10:10	12:29	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
26-juin-23	Figari	Brussels	(PGC45K)	02:54	18:15	21:08	<?xml version="1.0" enc	<?xml version="1.0" enc	41,48734	9,130112	50,8476424	4,3571696	1103,212913
							#VALEUR!	#VALEUR!					
25-juin-23	Antwerp	Brussels	(PGC43S)	00:21	17:55	18:16	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
25-juin-23	Ibiza	Antwerp	(PGC32B)	03:18	14:08	17:26	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	51,2213404	4,4051485	1375,67973
							#VALEUR!	#VALEUR!					
25-juin-23	Brussels	Ibiza	(PGC12Q)	03:12	09:34	12:45	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	39,0200099	1,4821482	1334,228261
							#VALEUR!	#VALEUR!					
23-juin-23	Brussels	Liege	(OOPCJ)	—	—		12:26	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
							#VALEUR!	#VALEUR!					
23-juin-23	Cannes	Brussels	(PGC64X)	02:23	09:53	12:16	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	50,8476424	4,3571696	835,5223586
							#VALEUR!	#VALEUR!					
22-juin-23	Denham	Cannes	(PGC62J)	02:34	17:29	21:02	<?xml version="1.0" enc	<?xml version="1.0" enc	-25,9299413	113,538149	43,552847	7,017369	13245,48184
							#VALEUR!	#VALEUR!					
22-juin-23	Brussels	Denham	(PGC24V)	01:02	15:27	15:29	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	-25,9299413	113,538149	13533,76589
							#VALEUR!	#VALEUR!					
19-juin-23	Teesside	Brussels	(PGC67F)	01:46	18:57	21:44	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
19-juin-23	Brussels	Teesside	(PGC57U)	01:43	09:41	10:25	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
18-juin-23	London	Brussels	(PGC19A)	00:53	16:32	17:25	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
18-juin-23	Ostend	London	(PGC62Z)	00:40	16:11	15:14	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2246631	2,9091818	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
18-juin-23	Farnborough	Ostend	(PGC45A)	00:41	12:03	13:52	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2868939	#VALEUR!	51,2246631	2,9091818	#VALEUR!
							#VALEUR!	#VALEUR!					
18-juin-23	Ostend	Farnborough	(PGC34A)	00:58	11:09	10:59	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2246631	2,9091818	51,2868939	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
17-juin-23	Denham	Ostend	(PGC38H)	00:39	17:25	19:04	<?xml version="1.0" enc	<?xml version="1.0" enc	-25,9299413	113,538149	51,2246631	2,9091818	13636,74101
							#VALEUR!	#VALEUR!					
17-juin-23	Brescia	Denham	(PGC51C)	02:47	15:07	16:54	<?xml version="1.0" enc	<?xml version="1.0" enc	45,5415526	10,2118019	-25,9299413	113,538149	13033,44123
							#VALEUR!	#VALEUR!					
17-juin-23	Brussels	Brescia	(PGC67J)	01:39	12:12	13:51	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,5415526	10,2118019	731,9182252
							#VALEUR!	#VALEUR!					
16-juin-23	Sion	Brussels	(PGC62J)	01:32	15:06	16:48	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
16-juin-23	Salzburg	Sion	(PGC65E)	01:14	12:31	14:10	<?xml version="1.0" enc	<?xml version="1.0" enc	47,80949	13,05501	46,2331221	7,360626	465,7471401
							#VALEUR!	#VALEUR!					
16-juin-23	Brussels	Sion	(PGC24P)	—	—		12:53	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
16-juin-23	Brussels	Salzburg	(PGC41B)	01:46	10:11	11:52	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,80949	13,05501	714,5025293
							#VALEUR!	#VALEUR!					
12-juin-23	Calais	Brussels	(PGC37D)	00:32	20:33	21:05	<?xml version="1.0" enc	<?xml version="1.0" enc	50,95129	1,858686	50,8476424	4,3571696	175,5856983
							#VALEUR!	#VALEUR!					
12-juin-23	Figari	Calais	(PGC09D)	02:49	17:31	20:20	<?xml version="1.0" enc	<?xml version="1.0" enc	41,48734	9,130112	50,95129	1,858686	1190,433108
							#VALEUR!	#VALEUR!					
12-juin-23	Sion	Figari	(PGC16C)	01:23	14:15	15:39	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	41,48734	9,130112	546,4038212
							#VALEUR!	#VALEUR!					
12-juin-23	Brussels	Sion	(PGC34N)	01:37	12:10	14:01	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
11-juin-23	Budel	Brussels	(PGC56Q)	00:24	19:56	20:20	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2741027	5,5763506	50,8476424	4,3571696	97,5082781
							#VALEUR!	#VALEUR!					
11-juin-23	La Baule-Escoublac	Budel	(PGC26S)	01:48	17:53	19:41	<?xml version="1.0" enc	<?xml version="1.0" enc	47,2869183	-2,3913777	51,2741027	5,5763506	727,750725
							#VALEUR!	#VALEUR!					
9-juin-23	Budel	La Baule-Escoublac	(PGC12U)	01:51	08:27	10:18	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2741027	5,5763506	47,2869183	-2,3913777	727,750725
							#VALEUR!	#VALEUR!					
9-juin-23	Brussels	Budel	(PGC13L)	00:32	06:57	07:28	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2741027	5,5763506	97,5082781
							#VALEUR!	#VALEUR!					
6-juin-23	Zurich	Brussels	(PGC24D)	01:10	18:10	19:40	<?xml version="1.0" enc	<?xml version="1.0" enc	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
							#VALEUR!	#VALEUR!					
6-juin-23	Brussels	Zurich	(PGC25F)	01:13	07:07	08:18	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,3768866	8,541694	491,4695208
							#VALEUR!	#VALEUR!					
4-juin-23	Brussels	Valence	(PGC01L)	01:30	18:02	19:32	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	44,933393	4,89236	658,8390857
							#VALEUR!	#VALEUR!					
4-juin-23	Toussus-Le-Noble	Brussels	(PGC74C)	00:51	16:03	16:55	<?xml version="1.0" enc	<?xml version="1.0" enc	48,747565	2,112559	50,8476424	4,3571696	283,6708511

4-juin-23	Belle Ile	Toussus-Le-Noble	(PGC21G)	01:06	14:34	15:39	<?xml version="1.0" enc	<?xml version="1.0" enc	47,3364213	-3,1810427	48,747565	2,112559	423,5569479
							#VALEUR!	#VALEUR!					
4-juin-23	Brussels	Belle Ile	(PGC02L)	01:32	12:03	13:35	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,3364213	-3,1810427	673,0574427
							#VALEUR!	#VALEUR!					
4-juin-23	Saint-Tropez	Brussels	(OOPCJ)	01:55	09:37	11:31	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
4-juin-23	Brussels	Saint-Tropez	(OOPCJ)	02:07	06:45	08:53	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
2-juin-23	Dusseldorf	Brussels	(OOPCJ)	00:38	17:04	17:41	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
							#VALEUR!	#VALEUR!					
30 May 2023	Brussels	Dusseldorf	(OOPCJ)	00:36	11:16	11:52	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2277411	6,7734556	174,1450218
							#VALEUR!	#VALEUR!					
29 May 2023	Saint-Tropez	Liege	(PGC45H)	02:04	18:12	19:14	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,6329586	5,5697498	822,9814835
							#VALEUR!	#VALEUR!					
29 May 2023	Brussels	Saint-Tropez	(PGC24A)	02:09	14:13	16:21	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
28 May 2023	Kortrijk	Brussels	(PGC28C)	00:24	15:07	15:32	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
28 May 2023	Kirkwall	Kortrijk	(PGC05K)	02:21	11:06	14:27	<?xml version="1.0" enc	<?xml version="1.0" enc	58,984674	-2,962249	50,826806	3,2543899	989,3453509
							#VALEUR!	#VALEUR!					
28 May 2023	Inverness	Kirkwall	(PGC34A)	00:35	09:57	10:32	<?xml version="1.0" enc	<?xml version="1.0" enc	57,477773	-4,224721	58,984674	-2,962249	183,1281307
							#VALEUR!	#VALEUR!					
27 May 2023	North Connel	Inverness	(PGC34A)	00:31	11:28	11:59	<?xml version="1.0" enc	<?xml version="1.0" enc	56,458603	-5,39854	57,477773	-4,224721	133,8051268
							#VALEUR!	#VALEUR!					
27 May 2023	Kortrijk	North Connel	(PGC34A)	02:17	09:27	10:45	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	56,458603	-5,39854	845,8068483
							#VALEUR!	#VALEUR!					
27 May 2023	Brussels	Kortrijk	(PGC38D)	00:28	07:54	08:22	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
26 May 2023	Nantes	Brussels	(PGC48X)	01:28	19:15	20:43	<?xml version="1.0" enc	<?xml version="1.0" enc	47,218371	-1,553621	50,8476424	4,3571696	590,0316281
							#VALEUR!	#VALEUR!					
26 May 2023	Île d'Yeu	Nantes	(PGC31U)	00:22	13:45	14:07	<?xml version="1.0" enc	<?xml version="1.0" enc	46,7093529	-2,3466244	47,218371	-1,553621	82,6125118
							#VALEUR!	#VALEUR!					
26 May 2023	Brussels	Île d'Yeu	(PGC42D)	01:31	11:26	12:58	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,7093529	-2,3466244	672,5820647
							#VALEUR!	#VALEUR!					
26 May 2023	Lyon	Brussels	(PGC83D)	01:49	09:13	10:21	<?xml version="1.0" enc	<?xml version="1.0" enc	45,764043	4,835659	50,8476424	4,3571696	566,3737355
							#VALEUR!	#VALEUR!	45,7030036	4,9264158			
25 May 2023	Le Touquet	Saint-Tropez	(PGC71K)	02:19	13:04	15:23	<?xml version="1.0" enc	<?xml version="1.0" enc	50,521276	1,590675	43,2676808	6,6407109	892,6735676
							#VALEUR!	#VALEUR!					
25 May 2023	Denham	Le Touquet	(PGC67P)	00:40	10:31	12:11	<?xml version="1.0" enc	<?xml version="1.0" enc	-25,9299413	113,538149	50,521276	1,590675	13727,10999
							#VALEUR!	#VALEUR!					
25 May 2023	Brussels	Denham	(PGC75H)	01:00	09:11	09:11	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	-25,9299413	113,538149	13533,76589
							#VALEUR!	#VALEUR!					
22 May 2023	Besancon	Brussels	(PGC59U)	01:03	19:13	20:16	<?xml version="1.0" enc	<?xml version="1.0" enc	47,237829	6,0240539	50,8476424	4,3571696	419,34775
							#VALEUR!	#VALEUR!					
22 May 2023	Brussels	Besancon	(OOPCJ)	01:03	09:01	10:04	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,237829	6,0240539	419,34775
							#VALEUR!	#VALEUR!					
21 May 2023	Saint-Tropez	Brussels	(PGC20B)	02:12	17:02	19:13	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
21 May 2023	Brussels	Saint-Tropez	(PGC84S)	02:23	10:04	12:26	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
18 May 2023	Bourges	Brussels	(PGC71L)	01:25	19:23	20:48	<?xml version="1.0" enc	<?xml version="1.0" enc	47,081012	2,398782	50,8476424	4,3571696	442,5164257
							#VALEUR!	#VALEUR!					
18 May 2023	Brussels	Bourges	(PGC15Y)	01:05	17:57	19:02	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,081012	2,398782	442,5164257
							#VALEUR!	#VALEUR!					
18 May 2023	Ibiza	Brussels	(PGC38C)	03:10	12:08	15:19	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	50,8476424	4,3571696	1334,228261
							#VALEUR!	#VALEUR!					
17 May 2023	Paris	Ibiza	(PGC38B)	02:41	18:03	19:41	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	39,0200099	1,4821482	1095,976244
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
17 May 2023	Saint-Tropez	Paris	(PGC75D)	01:47	15:31	16:14	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	48,856614	2,3522219	703,7770999
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
17 May 2023	Kortrijk	Saint-Tropez	(PGC40A)	02:12	12:04	14:15	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	43,2676808	6,6407109	878,575376
							#VALEUR!	#VALEUR!					
17 May 2023	Brussels	Kortrijk	(PGC93F)	00:22	10:43	11:05	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
15 May 2023	Toussus-Le-Noble	Brussels	(PGC86R)	00:50	15:27	16:17	<?xml version="1.0" enc	<?xml version="1.0" enc	48,747565	2,112559	50,8476424	4,3571696	283,6708511
							#VALEUR!	#VALEUR!					
15 May 2023	Geneva	Rouen	(PGC75A)	-		12:42	13:44	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2043907	6,1431577	49,443232	1,099971	520,8056471
								#VALEUR!	#VALEUR!					
15 May 2023	Lausanne	Geneva	(PGC15R)	00:25	11:15	11:40	<?xml version="1.0" enc	<?xml version="1.0" enc	46,5196535	6,6322734	46,2043907	6,1431577	51,35728111
							#VALEUR!	#VALEUR!					
14 May 2023	Toulon	Lausanne	(PGC13S)	01:11	18:45	19:49	<?xml version="1.0" enc	<?xml version="1.0" enc	43,124228	5,928	46,5196535	6,6322734	381,613556
							#VALEUR!	#VALEUR!					
14 May 2023	Venice	Saint-Tropez	(PGC12C)	01:26	16:29	17:35	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4408474	12,3155151	43,2676808	6,6407109	511,6543448
							#VALEUR!	#VALEUR!					
14 May 2023	Brussels	Venice	(PGC12S)	02:02	13:09	15:08	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4408474	12,3155151	841,7684907
							#VALEUR!	#VALEUR!					
13 May 2023	Prague	Brussels	(PGC27F)	01:38	15:15	16:44	<?xml version="1.0" enc	<?xml version="1.0" enc	50,0755381	14,4378005	50,8476424	4,3571696	718,1425837
							#VALEUR!	#VALEUR!					
13 May 2023	Siegen	Prague	(PGC93Y)	01:06	13:05	14:05	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8838492	8,0209591	50,0755381	14,4378005	462,7017084
							#VALEUR!	#VALEUR!					
13 May 2023	Brussels	Siegen	(PGC73E)	00:42	11:06	11:48	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,8838492	8,0209591	257,1281521
							#VALEUR!	#VALEUR!					
12 May 2023	Saint-Tropez	Brussels	(PGC12V)	02:06	13:12	15:18	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
12 May 2023	Lausanne	Saint-Tropez	(PGC43V)	01:05	11:21	11:21	<?xml version="1.0" enc	<?xml version="1.0" enc	46,5196535	6,6322734	43,2676808	6,6407109	361,603476
							#VALEUR!	#VALEUR!					
12 May 2023	Brussels	Lausanne	(PGC88Z)	00:32	09:42	10:14	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,5196535	6,6322734	509,3439565
							#VALEUR!	#VALEUR!					
11 May 2023	North Connel	Brussels	(PGC46W)	02:23	16:58	20:21	<?xml version="1.0" enc	<?xml version="1.0" enc	56,458603	-5,39854	50,8476424	4,3571696	894,3180387
							#VALEUR!	#VALEUR!					
11 May 2023	Brussels	North Connel	(PGC33A)	02:08	15:22	16:30	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	56,458603	-5,39854	894,3180387
							#VALEUR!	#VALEUR!					
09 May 2023	Cascais	Brussels	(PGC81H)	03:25	09:34	13:55	<?xml version="1.0" enc	<?xml version="1.0" enc	38,6970565	-9,4222945	50,8476424	4,3571696	1728,634601
							#VALEUR!	#VALEUR!	38,6967571	-9,4207438			
08 May 2023	Lisbon	Cascais	(PGC71Z)	00:09	20:07	20:16	<?xml version="1.0" enc	<?xml version="1.0" enc	38,7222524	-9,1393366	38,6970565	-9,4222945	24,71106808
							#VALEUR!	#VALEUR!			38,6967571	-9,4207438	
08 May 2023	Brussels	Lisbon	(PGC85H)	04:02	15:32	18:13	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	38,7222524	-9,1393366	1712,610034
							#VALEUR!	#VALEUR!					
03 May 2023	Roskilde	Brussels	(PGC01D)	01:45	14:39	16:19	<?xml version="1.0" enc	<?xml version="1.0" enc	55,64191	12,087845	50,8476424	4,3571696	739,9649352
							#VALEUR!	#VALEUR!					
03 May 2023	Lausanne	Roskilde	(PGC89D)	02:41	10:51	13:56	<?xml version="1.0" enc	<?xml version="1.0" enc	46,5196535	6,6322734	55,64191	12,087845	1082,752618
							#VALEUR!	#VALEUR!					
03 May 2023	Geneva	Lausanne	(PGC89B)	00:12	10:18	10:30	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2043907	6,1431577	46,5196535	6,6322734	51,35728111
							#VALEUR!	#VALEUR!					
02 May 2023	Roskilde	Geneva	(PGC89B)	02:20	19:12	21:27	<?xml version="1.0" enc	<?xml version="1.0" enc	55,64191	12,087845	46,2043907	6,1431577	1128,094196
							#VALEUR!	#VALEUR!					
02 May 2023	Brussels	Roskilde	(PGC89A)	02:04	15:14	16:13	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	55,64191	12,087845	739,9649352
							#VALEUR!	#VALEUR!					
01 May 2023	Olbia	Brussels	(PGC25B)	02:43	15:05	17:34	<?xml version="1.0" enc	<?xml version="1.0" enc	40,9235764	9,4964429	50,8476424	4,3571696	1172,28239
							#VALEUR!	#VALEUR!					
01 May 2023	Brussels	Olbia	(PGC25A)	02:47	11:20	14:19	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	40,9235764	9,4964429	1172,28239
							#VALEUR!	#VALEUR!					
29 Apr 2023	Saint-Tropez	Brussels	(PGC01B)	02:02	13:13	15:15	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
29 Apr 2023	Brussels	Saint-Tropez	(PGC01A)	02:12	10:35	12:46	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
28 Apr 2023	Avignon	Brussels	(PGC82B)	02:05	16:36	18:41	<?xml version="1.0" enc	<?xml version="1.0" enc	43,949317	4,805528	50,8476424	4,3571696	767,7966918
							#VALEUR!	#VALEUR!					
28 Apr 2023	Brussels	Avignon	(PGC35C)	01:59	10:00	11:59	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,949317	4,805528	767,7966918
							#VALEUR!	#VALEUR!					
27 Apr 2023	Verona	Paris	(PGC50N)	-		13:59	15:42	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4383842	10,9916215	48,856614	2,3522219	755,2081462
								#VALEUR!	#VALEUR!			48,8499198	2,6370411	
26 Apr 2023	Brussels	Verona	(PGC50M)	01:31	18:15	19:46	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4383842	10,9916215	776,5929515
							#VALEUR!	#VALEUR!					
26 Apr 2023	Lausanne	Brussels	(PGC50L)	01:20	13:42	14:44	<?xml version="1.0" enc	<?xml version="1.0" enc	46,5196535	6,6322734	50,8476424	4,3571696	509,3439565
							#VALEUR!	#VALEUR!					
26 Apr 2023	Antwerp	Lausanne	(PGC02L)	01:32	11:30	12:43	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	46,5196535	6,6322734	547,5235816
							#VALEUR!	#VALEUR!					
23 Apr 2023	Kortrijk	Brussels	(PGC66L)	00:29	18:56	19:24	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
19 Apr 2023	Bourges	Kortrijk	(PGC29C)	01:20	21:27	22:47	<?xml version="1.0" enc	<?xml version="1.0" enc	47,081012	2,398782	50,826806	3,2543899	421,1644271
							#VALEUR!	#VALEUR!					
19 Apr 2023	Cannes	Bourges	(PGC29B)	01:32	18:47	20:19	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	47,081012	2,398782	533,0307624
							#VALEUR!	#VALEUR!					
16 Apr 2023	London	Brussels	(PGC21A)	00:57	19:21	21:13	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
16 Apr 2023	Ibiza	London	(PGC20B)	03:50	15:51	18:12	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					

16 Apr 2023	Palma de Mallorca	Ibiza	(PGC99L)	00:22	12:27	12:53	<?xml version="1.0" enc	<?xml version="1.0" enc	39,5696005	2,6501603	39,0200099	1,4821482	117,6300561
							#VALEUR!	#VALEUR!					
16 Apr 2023	Barcelona	Palma de Mallorca	(PGC21A)	00:37	10:45	11:23	<?xml version="1.0" enc	<?xml version="1.0" enc	41,3873974	2,168568	39,5696005	2,6501603	206,1921536
							#VALEUR!	#VALEUR!					
16 Apr 2023	Brussels	Barcelona	(PGC85L)	02:11	07:34	09:08	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	41,3873974	2,168568	1065,241869
							#VALEUR!	#VALEUR!					
12 Apr 2023	Trieste	Brussels	(PGC27P)	02:19	16:18	18:36	<?xml version="1.0" enc	<?xml version="1.0" enc	45,6495264	13,7768182	50,8476424	4,3571696	904,6323776
							#VALEUR!	#VALEUR!					
12 Apr 2023	Saint-Tropez	Trieste	(PGC27N)	01:19	13:58	15:17	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	45,6495264	13,7768182	624,9251149
							#VALEUR!	#VALEUR!					
12 Apr 2023	Brussels	Saint-Tropez	(PGC27M)	02:23	11:05	13:28	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
11 Apr 2023	Zurich	Brussels	(PGC46Y)	01:13	16:55	18:47	<?xml version="1.0" enc	<?xml version="1.0" enc	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
							#VALEUR!	#VALEUR!					
11 Apr 2023	Brussels	Zurich	(PGC45Y)	01:05	07:01	08:06	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,3768866	8,541694	491,4695208
							#VALEUR!	#VALEUR!					
09 Apr 2023	Le Castellet	Brussels	(PGC06H)	02:17	14:33	16:50	<?xml version="1.0" enc	<?xml version="1.0" enc	43,203551	5,776755	50,8476424	4,3571696	856,7230785
							#VALEUR!	#VALEUR!					
09 Apr 2023	Figari	Le Castellet	(PGC05H)	01:05	12:57	14:02	<?xml version="1.0" enc	<?xml version="1.0" enc	41,48734	9,130112	43,203551	5,776755	335,1697322
							#VALEUR!	#VALEUR!					
07 Apr 2023	Brussels	Saint-Tropez	(PGC72V)	01:49	09:19	11:09	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
04 Apr 2023	Sion	Brussels	(PGC87N)	01:34	17:37	18:42	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
04 Apr 2023	Brussels	Sion	(PGC87A)	01:17	07:15	08:52	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
02 Apr 2023	Paris	Brussels	(PGC11H)	00:46	21:22	20:22	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	50,8476424	4,3571696	263,9405367
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
02 Apr 2023	Chambery	Paris	(PGC10H)	01:17	19:25	19:04	<?xml version="1.0" enc	<?xml version="1.0" enc	45,564601	5,917781	48,856614	2,3522219	454,3459346
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
02 Apr 2023	Annecy	Chambery	(PGC09A)	00:12	17:19	17:31	<?xml version="1.0" enc	<?xml version="1.0" enc	45,899247	6,129384	45,564601	5,917781	40,67419583
							#VALEUR!	#VALEUR!					
02 Apr 2023	Brussels	Annecy	(PGC08A)	01:35	14:53	16:08	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,899247	6,129384	565,5472629
							#VALEUR!	#VALEUR!					
31-mars-23	Chambery	Brussels	(PGC11D)	01:37	17:44	18:08	<?xml version="1.0" enc	<?xml version="1.0" enc	45,564601	5,917781	50,8476424	4,3571696	598,6852669
							#VALEUR!	#VALEUR!					
31-mars-23	Brussels	Chambery	(PGC11C)	01:34	14:55	15:42	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,564601	5,917781	598,6852669
							#VALEUR!	#VALEUR!					
29-mars-23	Nice	Brussels	(PGC34T)	02:23	14:32	15:58	<?xml version="1.0" enc	<?xml version="1.0" enc	43,7101728	7,2619532	50,8476424	4,3571696	823,172518
							#VALEUR!	#VALEUR!					
29-mars-23	Brussels	Nice	(PGC61A)	02:10	09:18	11:03	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,7101728	7,2619532	823,172518
							#VALEUR!	#VALEUR!					
28-mars-23	Brussels	Brussels	(OOPCJ)	00:15	20:40	21:10	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
28-mars-23	Berlin	Brussels	(OOPCJ)	01:40	18:38	20:25	<?xml version="1.0" enc	<?xml version="1.0" enc	52,5200066	13,404954	50,8476424	4,3571696	650,3860792
							#VALEUR!	#VALEUR!					
28-mars-23	Brussels	Berlin	(OOPCJ)	01:37	12:36	14:10	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	52,5200066	13,404954	650,3860792
							#VALEUR!	#VALEUR!					
28-mars-23	Liege	Brussels	(OOPCJ)	00:21	11:02	11:34	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
							#VALEUR!	#VALEUR!					
27-mars-23	Grenoble	Liege	(OOPCJ)	01:39	19:15	21:01	<?xml version="1.0" enc	<?xml version="1.0" enc	45,188529	5,724524	50,6329586	5,5697498	605,5024591
							#VALEUR!	#VALEUR!					
27-mars-23	Geneva	Grenoble	(OOPCJ)	00:24	18:07	17:35	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2043907	6,1431577	45,188529	5,724524	117,5442667
							#VALEUR!	#VALEUR!					
26-mars-23	London	Geneva	(OOPCJ)	01:42	19:04	21:39	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	46,2043907	6,1431577	#VALEUR!
							#VALEUR!	#VALEUR!					
26-mars-23	Kortrijk	London	(OOPCJ)	00:49	18:55	18:25	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
26-mars-23	Kemble	Kortrijk	(OOPCJ)	01:00	16:25	18:04	<?xml version="1.0" enc	<?xml version="1.0" enc	51,6747949	-2,0191706	50,826806	3,2543899	378,8547005
							#VALEUR!	#VALEUR!					
23-mars-23	Kortrijk	Kemble	(OOPCJ)	01:22	14:21	14:16	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	51,6747949	-2,0191706	378,8547005
							#VALEUR!	#VALEUR!					
23-mars-23	Brussels	Kortrijk	(OOPCJ)	00:28	12:31	12:51	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
22-mars-23	Brussels	Lausanne	(OOPCJ)	01:15	12:51	14:18	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,5196535	6,6322734	509,3439565
							#VALEUR!	#VALEUR!					
21-mars-23	Albert	Brussels	(OOPCJ)	00:29	13:34	15:03	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
21-mars-23	Le Touquet	Albert	(OOPCJ)	00:47	12:21	14:08	<?xml version="1.0" enc	<?xml version="1.0" enc	50,521276	1,590675	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
21-mars-23	Le Touquet	Le Touquet	(OOPCJ)	00:14	11:21	12:35	<?xml version="1.0" enc	<?xml version="1.0" enc	50,521276	1,590675	50,521276	1,590675	0
							#VALEUR!	#VALEUR!					
21-mars-23	Brussels	Le Touquet	(OOPCJ)	01:05	10:14	12:19	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,521276	1,590675	198,2424692
							#VALEUR!	#VALEUR!					
20-mars-23	Albert	Brussels	(OOPCJ)	00:33	16:29	18:02	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
20-mars-23	Albert	Albert	(OOPCJ)	00:42	15:27	17:09	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
19-mars-23	Kortrijk	Brussels	(OOPCJ)	00:24	22:14	23:38	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
19-mars-23	Basel	Kortrijk	(OOPCJ)	01:11	20:49	22:59	<?xml version="1.0" enc	<?xml version="1.0" enc	47,5595986	7,5885761	50,826806	3,2543899	480,6428238
							#VALEUR!	#VALEUR!	47,5619253	7,592768			
19-mars-23	Brussels	Basel	(OOPCJ)	00:56	19:36	21:32	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,5595986	7,5885761	434,4015351
							#VALEUR!	#VALEUR!			47,5619253	7,592768	
19-mars-23	Trento	Brussels	(OOPCJ)	01:43	16:08	18:51	<?xml version="1.0" enc	<?xml version="1.0" enc	46,0747793	11,1217486	50,8476424	4,3571696	727,7380388
							#VALEUR!	#VALEUR!					
19-mars-23	Olbia	Trento	(OOPCJ)	01:17	13:01	14:29	<?xml version="1.0" enc	<?xml version="1.0" enc	40,9235764	9,4964429	46,0747793	11,1217486	587,5613239
							#VALEUR!	#VALEUR!					
18-mars-23	Paris	Olbia	(OOPCJ)	02:36	10:06	12:56	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	40,9235764	9,4964429	1045,300002
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
18-mars-23	Brussels	Paris	(OOPCJ)	00:42	08:17	09:10	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,856614	2,3522219	263,9405367
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
17-mars-23	Trento	Brussels	(OOPCJ)	01:52	18:43	21:35	<?xml version="1.0" enc	<?xml version="1.0" enc	46,0747793	11,1217486	50,8476424	4,3571696	727,7380388
							#VALEUR!	#VALEUR!					
17-mars-23	Brussels	Trento	(OOPCJ)	01:47	15:20	18:07	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,0747793	11,1217486	727,7380388
							#VALEUR!	#VALEUR!					
17-mars-23	Cannes	Brussels	(OOPCJ)	01:56	09:38	12:34	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	50,8476424	4,3571696	835,5223586
							#VALEUR!	#VALEUR!					
16-mars-23	Saanen	Cannes	(OOPCJ)	01:06	18:03	20:09	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	43,552847	7,017369	327,1287624
							#VALEUR!	#VALEUR!					
16-mars-23	Denham	Saanen	(OOPCJ)	01:56	14:11	18:07	<?xml version="1.0" enc	<?xml version="1.0" enc	-25,9299413	113,538149	46,4897184	7,2616785	13274,96034
							#VALEUR!	#VALEUR!					
16-mars-23	Brussels	Denham	(OOPCJ)	01:04	13:13	14:17	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	-25,9299413	113,538149	13533,76589
							#VALEUR!	#VALEUR!					
16-mars-23	Paris	Brussels	(OOPCJ)	00:44	09:59	10:49	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	50,8476424	4,3571696	263,9405367
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
15-mars-23	Perigueux	Paris	(OOPCJ)	01:18	21:04	22:17	<?xml version="1.0" enc	<?xml version="1.0" enc	45,184029	#VALEUR!	48,856614	2,3522219	#VALEUR!
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
15-mars-23	Luxembourg	Perigueux	(OOPCJ)	01:44	19:01	20:05	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	45,184029	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
15-mars-23	Courchevel	Luxembourg	(OOPCJ)	01:14	16:10	17:21	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	49,815273	6,129583	491,8273899
							#VALEUR!	#VALEUR!					
15-mars-23	Brussels	Courchevel	(OOPCJ)	01:28	13:48	16:16	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
14-mars-23	Mainz	Brussels	(OOPCJ)	00:45	12:33	14:18	<?xml version="1.0" enc	<?xml version="1.0" enc	49,9928617	8,2472526	50,8476424	4,3571696	291,4910079
							#VALEUR!	#VALEUR!					
14-mars-23	Brussels	Mainz	(OOPCJ)	01:03	09:33	11:36	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	49,9928617	8,2472526	291,4910079
							#VALEUR!	#VALEUR!					
13-mars-23	Dusseldorf	Liege	(OOPCJ)	-		14:00	13:46	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2277411	6,7734556	50,6329586	5,5697498	107,190955
								#VALEUR!	#VALEUR!					
13-mars-23	Brussels	Liege	(OOPCJ)	-		11:24	11:20	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
								#VALEUR!	#VALEUR!					
12-mars-23	Luxembourg	Brussels	(OOPCJ)		00:35	19:51	20:22	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	50,8476424	4,3571696	170,3001368
								#VALEUR!	#VALEUR!					
12-mars-23	Sion	Luxembourg	(OOPCJ)		01:18	18:02	19:11	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	49,815273	6,129583	408,6870159
								#VALEUR!	#VALEUR!					
12-mars-23	Denham	Sion	(OOPCJ)		01:58	14:20	16:46	<?xml version="1.0" enc	<?xml version="1.0" enc	-25,9299413	113,538149	46,2331221	7,360626	13263,51588
								#VALEUR!	#VALEUR!					
12-mars-23	Paris	Denham	(OOPCJ)		01:05	13:19	12:20	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	-25,9299413	113,538149	13665,56169
								#VALEUR!	#VALEUR!	48,8499198	2,6370411			
12-mars-23	Brussels	Paris	(OOPCJ)		00:41	10:41	11:24	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,856614	2,3522219	263,9405367
								#VALEUR!	#VALEUR!			48,8499198	2,6370411	
11-mars-23	Poitiers	Brussels	(OOPCJ)		01:16	15:13	17:29	<?xml version="1.0" enc	<?xml version="1.0" enc	46,580224	#VALEUR!	50,8476424	4,3571696	#VALEUR!
								#VALEUR!	#VALEUR!					
11-mars-23	Annecy	Poitiers	(OOPCJ)		01:21	13:15	15:35	<?xml version="1.0" enc	<?xml version="1.0" enc	45,899247	6,129384	46,580224	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!					
11-mars-23	Luxembourg	Annecy	(OOPCJ)		01:07	10:19	11:21	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	45,899247	6,129384	435,4422241
								#VALEUR!	#VALEUR!					

10-mars-23	Saint Etienne	Luxembourg	(OOPCJ)	01:20	20:32	21:25	<?xml version="1.0" enc	<?xml version="1.0" enc	45,439695	4,3871779	49,815273	6,129583	503,7203303
							#VALEUR!	#VALEUR!					
10-mars-23	Brussels	Saint Etienne	(OOPCJ)	01:22	18:50	21:12	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,439695	4,3871779	601,3404219
							#VALEUR!	#VALEUR!					
10-mars-23	Sion	Brussels	(OOPCJ)	01:45	13:22	14:59	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
10-mars-23	Brussels	Sion	(OOPCJ)	01:26	11:29	12:49	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
9-mars-23	Paris	Brussels	(OOPCJ)	00:39	19:42	20:16	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	50,8476424	4,3571696	263,9405367
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
9-mars-23	London	Paris	(OOPCJ)	01:08	17:04	19:01	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	48,856614	2,3522219	#VALEUR!
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
9-mars-23	Brussels	London	(OOPCJ)	00:58	16:11	15:57	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
9-mars-23	Salzburg	Brussels	(OOPCJ)	01:53	13:41	15:36	<?xml version="1.0" enc	<?xml version="1.0" enc	47,80949	13,05501	50,8476424	4,3571696	714,5025293
							#VALEUR!	#VALEUR!					
9-mars-23	Brussels	Salzburg	(OOPCJ)	01:36	11:07	12:46	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,80949	13,05501	714,5025293
							#VALEUR!	#VALEUR!					
8-mars-23	Dortmund	Brussels	(PGC32F)	00:49	19:04	20:53	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5135872	7,4652981	50,8476424	4,3571696	228,9341006
							#VALEUR!	#VALEUR!					
8-mars-23	Brussels	Dortmund	(PGC31F)	00:42	09:27	11:09	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,5135872	7,4652981	228,9341006
							#VALEUR!	#VALEUR!					
7-mars-23	Sion	Brussels	(OOPCJ)	01:30	18:51	20:25	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
7-mars-23	Brussels	Sion	(OOPCJ)	01:27	17:08	18:55	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
7-mars-23	Memmingen	Brussels	(OOPCJ)	01:26	15:19	17:45	<?xml version="1.0" enc	<?xml version="1.0" enc	47,9837999	10,1801883	50,8476424	4,3571696	527,7972083
							#VALEUR!	#VALEUR!					
7-mars-23	Brussels	Memmingen	(OOPCJ)	01:14	09:19	11:33	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,9837999	10,1801883	527,7972083
							#VALEUR!	#VALEUR!					
5-mars-23	Antwerp	Brussels	(OOPCJ)	00:20	18:16	19:36	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
5-mars-23	Saanen	Antwerp	(OOPCJ)	01:29	16:23	18:52	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	51,2213404	4,4051485	566,0071261
							#VALEUR!	#VALEUR!					
5-mars-23	Brussels	Saanen	(OOPCJ)	01:11	14:00	16:11	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,4897184	7,2616785	529,3367782
							#VALEUR!	#VALEUR!					
4-mars-23	Courchevel	Brussels	(OOPCJ)	01:25	16:14	18:40	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
							#VALEUR!	#VALEUR!					
4-mars-23	Florence	Courchevel	(OOPCJ)	01:02	13:36	15:38	<?xml version="1.0" enc	<?xml version="1.0" enc	43,7695604	11,2558136	45,4051045	6,6316684	408,7768232
							#VALEUR!	#VALEUR!	43,7679178	11,2523792			
3-mars-23	Brussels	Florence	(OOPCJ)	02:08	17:05	20:13	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,7695604	11,2558136	942,4651877
							#VALEUR!	#VALEUR!			43,7679178	11,2523792	
3-mars-23	Dusseldorf	Brussels	(OOPCJ)	00:33	13:17	14:50	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
							#VALEUR!	#VALEUR!					
3-mars-23	Brussels	Dusseldorf	(OOPCJ)	00:37	09:11	10:49	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2277411	6,7734556	174,1450218
							#VALEUR!	#VALEUR!					
1-mars-23	Antwerp	Brussels	(OOPCJ)	00:23	19:20	20:43	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
1-mars-23	Wilhelmshaven	Antwerp	(OOPCJ)	00:55	17:57	19:52	<?xml version="1.0" enc	<?xml version="1.0" enc	53,5323403	8,1068722	51,2213404	4,4051485	359,3161574
							#VALEUR!	#VALEUR!					
1-mars-23	Antwerp	Wilhelmshaven	(OOPCJ)	01:14	09:51	12:06	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	53,5323403	8,1068722	359,3161574
							#VALEUR!	#VALEUR!					
1-mars-23	Brussels	Antwerp	(OOPCJ)	00:28	08:03	09:31	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
							#VALEUR!	#VALEUR!					
25 Feb 2023	Courchevel	Brussels	(OOPCJ)	01:35	15:29	18:03	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
							#VALEUR!	#VALEUR!					
25 Feb 2023	Brussels	Courchevel	(OOPCJ)	01:21	13:30	15:51	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
25 Feb 2023	Sion	Brussels	(OOPCJ)	01:30	11:23	12:40	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
23 Feb 2023	Luxembourg	Sion	(OOPCJ)	01:12	14:41	16:06	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	46,2331221	7,360626	408,6870159
							#VALEUR!	#VALEUR!					
22 Feb 2023	Chambery	Luxembourg	(OOPCJ)	01:07	18:36	19:30	<?xml version="1.0" enc	<?xml version="1.0" enc	45,564601	5,917781	49,815273	6,129583	472,9183942
							#VALEUR!	#VALEUR!					
22 Feb 2023	Brussels	Chambery	(OOPCJ)	01:41	16:22	19:02	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,564601	5,917781	598,6852669
							#VALEUR!	#VALEUR!					
19 Feb 2023	London	Brussels	(OOPCJ)	00:45	18:16	19:32	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
19 Feb 2023	Saanen	London	(OOPCJ)	01:58	16:39	17:02	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
19 Feb 2023	Courchevel	Saanen	(OOPCJ)	00:26	14:45	16:10	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	46,4897184	7,2616785	130,0674888
							#VALEUR!	#VALEUR!					
19 Feb 2023	Brussels	Courchevel	(OOPCJ)	01:17	12:54	15:11	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
18 Feb 2023	Luxembourg	Brussels	(OOPCJ)	00:32	17:26	18:06	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	50,8476424	4,3571696	170,3001368
							#VALEUR!	#VALEUR!					
18 Feb 2023	Courchevel	Luxembourg	(OOPCJ)	01:18	15:45	16:46	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	49,815273	6,129583	491,8273899
							#VALEUR!	#VALEUR!					
18 Feb 2023	Brussels	Courchevel	(OOPCJ)	01:33	13:47	16:19	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
18 Feb 2023	St. Moritz	Brussels	(OOPCJ)	01:44	11:01	13:45	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4907973	9,8355079	50,8476424	4,3571696	629,3580106
							#VALEUR!	#VALEUR!					
18 Feb 2023	Courchevel	St. Moritz	(OOPCJ)	00:43	09:43	11:26	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	46,4907973	9,8355079	275,5287104
							#VALEUR!	#VALEUR!					
18 Feb 2023	Nice	Courchevel	(OOPCJ)	00:46	08:35	08:50	<?xml version="1.0" enc	<?xml version="1.0" enc	43,7101728	7,2619532	45,4051045	6,6316684	194,9698139
							#VALEUR!	#VALEUR!					
17 Feb 2023	Sion	Nice	(OOPCJ)	00:52	19:04	20:03	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	43,7101728	7,2619532	280,6464568
							#VALEUR!	#VALEUR!					
17 Feb 2023	Brussels	Sion	(OOPCJ)	01:26	17:21	18:53	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
16 Feb 2023	Dusseldorf	Brussels	(OOPCJ)	00:33	20:12	21:45	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
							#VALEUR!	#VALEUR!					
13 Feb 2023	Brussels	Dusseldorf	(OOPCJ)	00:38	08:42	10:20	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2277411	6,7734556	174,1450218
							#VALEUR!	#VALEUR!					
12 Feb 2023	Laval	Brussels	(OOPCJ)	01:11	17:45	19:56	<?xml version="1.0" enc	<?xml version="1.0" enc	45,6066487	-73,712409	50,8476424	4,3571696	5537,774322
							#VALEUR!	#VALEUR!	48,0706163	#VALEUR!			
12 Feb 2023	Brussels	Laval	(OOPCJ)	01:10	15:21	17:31	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,6066487	-73,712409	5537,774322
							#VALEUR!	#VALEUR!			48,0706163	#VALEUR!	
12 Feb 2023	Sion	Brussels	(OOPCJ)	01:22	11:16	12:40	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
11 Feb 2023	Saanen	Sion	(OOPCJ)	00:21	16:26	17:47	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	46,2331221	7,360626	29,52521206
							#VALEUR!	#VALEUR!					
11 Feb 2023	London	Saanen	(OOPCJ)	01:57	13:00	12:00	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	46,4897184	7,2616785	#VALEUR!
							#VALEUR!	#VALEUR!					
11 Feb 2023	Brussels	London	(OOPCJ)	00:56	11:08	08:26	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
10 Feb 2023	Courchevel	Brussels	(OOPCJ)	01:30	17:51	20:21	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
							#VALEUR!	#VALEUR!					
10 Feb 2023	Luxembourg	Courchevel	(OOPCJ)	01:09	16:28	17:12	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	45,4051045	6,6316684	491,8273899
							#VALEUR!	#VALEUR!					
10 Feb 2023	Brussels	Luxembourg	(OOPCJ)	00:37	15:24	17:01	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	49,815273	6,129583	170,3001368
							#VALEUR!	#VALEUR!					
10 Feb 2023	Courchevel	Brussels	(OOPCJ)	01:36	13:07	15:42	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
							#VALEUR!	#VALEUR!					
10 Feb 2023	Kortrijk	Courchevel	(OOPCJ)	01:30	11:21	13:51	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	45,4051045	6,6316684	652,7435973
							#VALEUR!	#VALEUR!					
10 Feb 2023	Brussels	Kortrijk	(OOPCJ)	00:51	09:18	11:09	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
09 Feb 2023	Sion	Brussels	(OOPCJ)	01:24	17:19	18:43	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
09 Feb 2023	Brussels	Sion	(OOPCJ)	01:29	15:20	16:54	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
08 Feb 2023	Faro	Brussels	(OOPCJ)	04:14	17:15	22:28	<?xml version="1.0" enc	<?xml version="1.0" enc	37,0193548	-7,9304397	50,8476424	4,3571696	1820,1209
							#VALEUR!	#VALEUR!					
08 Feb 2023	Geneva	Faro	(OOPCJ)	03:15	14:23	16:11	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2043907	6,1431577	37,0193548	-7,9304397	1548,915673
							#VALEUR!	#VALEUR!					
07 Feb 2023	Zell am See	Geneva	(OOPCJ)	01:13	17:16	18:13	<?xml version="1.0" enc	<?xml version="1.0" enc	47,32352	12,79685	46,2043907	6,1431577	521,678933
							#VALEUR!	#VALEUR!					
07 Feb 2023	Buochs	Zell am See	(OOPCJ)	01:07	15:41	16:37	<?xml version="1.0" enc	<?xml version="1.0" enc	46,9735985	8,420352	47,32352	12,79685	333,2007947
							#VALEUR!	#VALEUR!					
07 Feb 2023	Annecy	Buochs	(OOPCJ)	00:46	14:27	15:03	<?xml version="1.0" enc	<?xml version="1.0" enc	45,899247	6,129384	46,9735985	8,420352	212,3351905
							#VALEUR!	#VALEUR!					
07 Feb 2023	Brussels	Annecy	(OOPCJ)	01:27	12:10	14:36	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,899247	6,129384	565,5472629
							#VALEUR!	#VALEUR!					
06 Feb 2023	Kortrijk	Brussels	(OOPCJ)	00:19	18:49	20:08	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
06 Feb 2023	Cannes	Kortrijk	(OOPCJ)	02:13	16:12	19:25	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	50,826806	3,2543899	857,059918
							#VALEUR!	#VALEUR!					

05 Feb 2023	Milan	Cannes	(OOPCJ)		00:48	18:43	19:39	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4642035	9,189982	43,552847	7,017369	273,5685709
								#VALEUR!	#VALEUR!	45,458626	9,181873			
05 Feb 2023	Bern	Milan	(OOPCJ)		00:40	17:18	18:08	<?xml version="1.0" enc	<?xml version="1.0" enc	46,9479739	7,4474468	45,4642035	9,189982	212,5971827
								#VALEUR!	#VALEUR!	46,7988621	7,7080701	45,458626	9,181873	
05 Feb 2023	Brussels	Saanen	(OOPCJ)	-		13:39	14:49	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,4897184	7,2616785	529,3367782
								#VALEUR!	#VALEUR!					
03 Feb 2023	Toussus-Le-Noble	Brussels	(OOPCJ)		00:49	19:08	20:57	<?xml version="1.0" enc	<?xml version="1.0" enc	48,747565	2,112559	50,8476424	4,3571696	283,6708511
								#VALEUR!	#VALEUR!					
03 Feb 2023	Dinard	Toussus-Le-Noble	(OOPCJ)		00:57	17:49	19:46	<?xml version="1.0" enc	<?xml version="1.0" enc	48,633024	-2,055125	48,747565	2,112559	306,1471876
								#VALEUR!	#VALEUR!					
03 Feb 2023	Toussus-Le-Noble	Dinard	(OOPCJ)		00:46	09:21	11:08	<?xml version="1.0" enc	<?xml version="1.0" enc	48,747565	2,112559	48,633024	-2,055125	306,1471876
								#VALEUR!	#VALEUR!					
03 Feb 2023	Brussels	Toussus-Le-Noble	(OOPCJ)		00:44	07:59	09:42	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,747565	2,112559	283,6708511
								#VALEUR!	#VALEUR!					
26-janv-23	Geneva	Brussels	(OOPCJ)		01:18	07:55	08:34	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
								#VALEUR!	#VALEUR!					
25-janv-23	Milan	Geneva	(OOPCJ)		00:44	15:44	16:17	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4642035	9,189982	46,2043907	6,1431577	249,9656753
								#VALEUR!	#VALEUR!	45,458626	9,181873			
23-janv-23	Saanen	Milan	(OOPCJ)		00:57	13:54	12:52	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	45,4642035	9,189982	187,6256937
								#VALEUR!	#VALEUR!			45,458626	9,181873	
23-janv-23	Roskilde	Saanen	(OOPCJ)		02:19	11:06	11:27	<?xml version="1.0" enc	<?xml version="1.0" enc	55,64191	12,087845	46,4897184	7,2616785	1071,449115
								#VALEUR!	#VALEUR!					
23-janv-23	London	Roskilde	(OOPCJ)		02:35	06:56	10:13	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	55,64191	12,087845	#VALEUR!
								#VALEUR!	#VALEUR!					
22-janv-23	Bern	London	(OOPCJ)		01:51	18:27	19:35	<?xml version="1.0" enc	<?xml version="1.0" enc	46,9479739	7,4474468	51,5072178	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!	46,7988621	7,7080701			
21-janv-23	Bourges	Brussels	(OOPCJ)		01:14	16:48	19:02	<?xml version="1.0" enc	<?xml version="1.0" enc	47,081012	2,398782	50,8476424	4,3571696	442,5164257
								#VALEUR!	#VALEUR!					
21-janv-23	Brussels	Bourges	(OOPCJ)		01:24	15:08	17:32	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,081012	2,398782	442,5164257
								#VALEUR!	#VALEUR!					
20-janv-23	Berlin	Brussels	(OOPCJ)		01:57	20:48	22:11	<?xml version="1.0" enc	<?xml version="1.0" enc	52,5200066	13,404954	50,8476424	4,3571696	650,3860792
								#VALEUR!	#VALEUR!					
20-janv-23	Frankfurt	Berlin	(OOPCJ)		01:08	19:23	19:56	<?xml version="1.0" enc	<?xml version="1.0" enc	50,1109221	8,6821267	52,5200066	13,404954	423,5229466
								#VALEUR!	#VALEUR!					
20-janv-23	London	Frankfurt	(OOPCJ)		01:32	13:50	16:10	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	50,1109221	8,6821267	#VALEUR!
								#VALEUR!	#VALEUR!					
19-janv-23	Glasgow	London	(OOPCJ)		01:29	17:01	17:40	<?xml version="1.0" enc	<?xml version="1.0" enc	55,8616704	-4,2583345	51,5072178	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!					
19-janv-23	Brussels	Glasgow	(OOPCJ)		02:15	14:29	15:35	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	55,8616704	-4,2583345	797,5302475
								#VALEUR!	#VALEUR!					
18-janv-23	Albert	Brussels	(OOPCJ)		00:35	12:26	14:02	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
								#VALEUR!	#VALEUR!					
18-janv-23	Albert	Albert	(OOPCJ)		00:25	12:00	13:25	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!					
18-janv-23	Brussels	Albert	(OOPCJ)		01:30	10:07	12:37	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!					
17-janv-23	Lyon	Brussels	(OOPCJ)		01:37	18:04	19:37	<?xml version="1.0" enc	<?xml version="1.0" enc	45,764043	4,835659	50,8476424	4,3571696	566,3737355
								#VALEUR!	#VALEUR!	45,7030036	4,9264158			
14-janv-23	Dundee	Brussels	(OOPCJ)		02:06	16:25	20:31	<?xml version="1.0" enc	<?xml version="1.0" enc	56,462018	-2,970721	50,8476424	4,3571696	788,3574634
								#VALEUR!	#VALEUR!					
12-janv-23	Dundee	London	(OOPCJ)	-		13:03	14:57	<?xml version="1.0" enc	<?xml version="1.0" enc	56,462018	-2,970721	51,5072178	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!					
11-janv-23	Brussels	Dundee	(OOPCJ)		02:32	17:14	19:46	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	56,462018	-2,970721	788,3574634
								#VALEUR!	#VALEUR!					
10-janv-23	Gap	Brussels	(OOPCJ)		02:07	16:51	19:58	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
								#VALEUR!	#VALEUR!					
9-janv-23	Brussels	Gap	(OOPCJ)		01:46	15:08	17:54	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!					
8-janv-23	Bern	Brussels	(OOPCJ)		01:07	14:40	14:53	<?xml version="1.0" enc	<?xml version="1.0" enc	46,9479739	7,4474468	50,8476424	4,3571696	488,8305306
								#VALEUR!	#VALEUR!	46,7988621	7,7080701			
8-janv-23	Brussels	Sion	(OOPCJ)	-		09:20	11:44	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
								#VALEUR!	#VALEUR!					
8-janv-23	Brussels	Brussels	(OOPCJ)		00:21	08:26	08:28	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,8476424	4,3571696	0
								#VALEUR!	#VALEUR!					
7-janv-23	Sion	Brussels	(OOPCJ)		01:20	16:33	17:52	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
								#VALEUR!	#VALEUR!					
7-janv-23	Brussels	Sion	(OOPCJ)		01:31	14:21	15:59	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
								#VALEUR!	#VALEUR!					
4-janv-23	Kortrijk	Brussels	(OOPCJ)		00:24	16:52	18:16	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
								#VALEUR!	#VALEUR!					
4-janv-23	Cranfield	Kortrijk	(OOPCJ)		00:44	14:49	16:52	<?xml version="1.0" enc	<?xml version="1.0" enc	52,0686347	#VALEUR!	50,826806	3,2543899	#VALEUR!
								#VALEUR!	#VALEUR!					
4-janv-23	Kortrijk	Cranfield	(OOPCJ)		01:01	08:33	08:04	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	52,0686347	#VALEUR!	#VALEUR!
								#VALEUR!	#VALEUR!					
4-janv-23	Brussels	Kortrijk	(OOPCJ)		00:23	07:54	09:17	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
								#VALEUR!	#VALEUR!					
2-janv-23	Saanen	Brussels	(OOPCJ)		01:17	16:14	18:31	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	50,8476424	4,3571696	529,3367782
								#VALEUR!	#VALEUR!					
2-janv-23	Innsbruck	Saanen	(OOPCJ)		01:03	14:42	15:48	<?xml version="1.0" enc	<?xml version="1.0" enc	47,2692124	11,4041024	46,4897184	7,2616785	326,5149317
								#VALEUR!	#VALEUR!					
2-janv-23	Dusseldorf	Innsbruck	(OOPCJ)		01:35	12:22	13:40	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2277411	6,7734556	47,2692124	11,4041024	553,5905028
								#VALEUR!	#VALEUR!					
2-janv-23	Brussels	Dusseldorf	(OOPCJ)		00:43	10:53	11:25	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2277411	6,7734556	174,1450218
								#VALEUR!	#VALEUR!					
31 Dec 2022	Saanen	Brussels	(OOPCJ)		01:12	14:56	17:08	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	50,8476424	4,3571696	529,3367782
								#VALEUR!	#VALEUR!					
31 Dec 2022	Brussels	Saanen	(OOPCJ)		01:19	13:15	15:34	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,4897184	7,2616785	529,3367782
								#VALEUR!	#VALEUR!					
30 Dec 2022	Roskilde	Brussels	(OOPCJ)		02:05	17:08	19:37	<?xml version="1.0" enc	<?xml version="1.0" enc	55,64191	12,087845	50,8476424	4,3571696	739,9649352
								#VALEUR!	#VALEUR!					
30 Dec 2022	Saanen	Roskilde	(OOPCJ)		02:30	14:07	16:38	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	55,64191	12,087845	1071,449115
								#VALEUR!	#VALEUR!					
30 Dec 2022	Payerne	Saanen	(OOPCJ)		00:16	13:21	14:37	<?xml version="1.0" enc	<?xml version="1.0" enc	46,8220266	6,9405663	46,4897184	7,2616785	44,33963033
								#VALEUR!	#VALEUR!					
28 Dec 2022	Ibiza	Payerne	(OOPCJ)		02:26	16:26	19:52	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	46,8220266	6,9405663	974,1736772
								#VALEUR!	#VALEUR!					
28 Dec 2022	Cannes	Ibiza	(OOPCJ)		01:45	13:40	16:25	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	39,0200099	1,4821482	683,7397628
								#VALEUR!	#VALEUR!					
28 Dec 2022	Brussels	Cannes	(OOPCJ)		02:06	10:36	13:42	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,552847	7,017369	835,5223586
								#VALEUR!	#VALEUR!					
27 Dec 2022	Sion	Brussels	(OOPCJ)		01:23	13:25	15:49	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
								#VALEUR!	#VALEUR!					
27 Dec 2022	Luxembourg	Sion	(OOPCJ)		01:07	09:46	11:04	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	46,2331221	7,360626	408,6870159
								#VALEUR!	#VALEUR!					
27 Dec 2022	Brussels	Luxembourg	(OOPCJ)		00:35	07:56	08:28	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	49,815273	6,129583	170,3001368
								#VALEUR!	#VALEUR!					
26 Dec 2022	Bern	Brussels	(OOPCJ)		01:14	17:10	18:26	<?xml version="1.0" enc	<?xml version="1.0" enc	46,9479739	7,4474468	50,8476424	4,3571696	488,8305306
								#VALEUR!	#VALEUR!	46,7988621	7,7080701			
26 Dec 2022	Paris	Saanen	(OOPCJ)	-		15:01	15:52	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	46,4897184	7,2616785	451,9475347
								#VALEUR!	#VALEUR!	48,8499198	2,6370411			
26 Dec 2022	Brussels	Paris	(OOPCJ)		00:56	13:02	12:57	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,856614	2,3522219	263,9405367
								#VALEUR!	#VALEUR!			48,8499198	2,6370411	
25 Dec 2022	Courchevel	Brussels	(OOPCJ)		01:21	14:34	16:55	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
								#VALEUR!	#VALEUR!					
25 Dec 2022	Paris	Courchevel	(OOPCJ)		01:22	12:10	13:17	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	45,4051045	6,6316684	501,9274875
								#VALEUR!	#VALEUR!	48,8499198	2,6370411			
24 Dec 2022	Courchevel	Paris	(OOPCJ)		01:21	13:38	14:56	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	48,856614	2,3522219	501,9274875
								#VALEUR!	#VALEUR!			48,8499198	2,6370411	
24 Dec 2022	Brussels	Courchevel	(OOPCJ)		01:33	11:17	13:50	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
								#VALEUR!	#VALEUR!					
23 Dec 2022	Brussels	Brussels	(OOPCJ)		00:20	17:21	17:38	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,8476424	4,3571696	0
								#VALEUR!	#VALEUR!					
23 Dec 2022	Chambery	Brussels	(OOPCJ)	-		15:06	16:29	<?xml version="1.0" enc	<?xml version="1.0" enc	45,564601	5,917781	50,8476424	4,3571696	598,6852669
								#VALEUR!	#VALEUR!					
23 Dec 2022	Kortrijk	Chambery	(OOPCJ)		01:36	12:40	15:16	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	45,564601	5,917781	617,4267531
								#VALEUR!	#VALEUR!					
23 Dec 2022	Brussels	Kortrijk	(OOPCJ)		00:25	11:10	12:35	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
								#VALEUR!	#VALEUR!					
22 Dec 2022	Liege	Brussels	(OOPCJ)		00:15	16:10	17:14	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
								#VALEUR!	#VALEUR!					
22 Dec 2022	Liege	Liege	(OOPCJ)		03:48	12:02	16:50	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	50,6329586	5,5697498	#NOMBRE!
								#VALEUR!	#VALEUR!					
22 Dec 2022	Brussels	Liege	(OOPCJ)		00:22	11:08	11:28	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
								#VALEUR!	#VALEUR!					
22 Dec 2022	Brussels	Liege	(OOPCJ)	-		08:47	11:28	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
								#VALEUR!	#VALEUR!					
20 Dec 2022	Annecy	Brussels	(OOPCJ)		01:26	12:22	13:34	<?xml version="1.0" enc	<?xml version="1.0" enc	45,899247	6,129384	50,8476424	4,3571696	565,5472629
								#VALEUR!	#VALEUR!					
20 Dec 2022	Saanen	Annecy	(OOPCJ)		00:22	11:23	12:45	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	45,899247	6,129384	109,1154555
								#VALEUR!	#VALEUR!					

20 Dec 2022	Brussels	Saanen	(OOPCJ)	01:25	09:38	12:03	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,4897184	7,2616785	529,3367782
							#VALEUR!	#VALEUR!					
19 Dec 2022	Bordeaux	Brussels	(OOPCJ)	01:36	19:30	21:08	<?xml version="1.0" enc	<?xml version="1.0" enc	44,837789	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
19 Dec 2022	Chambery	Bordeaux	(OOPCJ)	01:29	10:52	11:57	<?xml version="1.0" enc	<?xml version="1.0" enc	45,564601	5,917781	44,837789	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
19 Dec 2022	Brussels	Chambery	(OOPCJ)	01:29	08:29	10:58	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,564601	5,917781	598,6852669
							#VALEUR!	#VALEUR!					
18 Dec 2022	Antwerp	Brussels	(OOPCJ)	00:18	16:35	17:53	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
18 Dec 2022	Courchevel	Antwerp	(OOPCJ)	01:32	14:32	17:05	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	51,2213404	4,4051485	667,281666
							#VALEUR!	#VALEUR!					
18 Dec 2022	Brussels	Courchevel	(OOPCJ)	01:28	09:57	12:25	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
17 Dec 2022	Blackbushe	Brussels	(OOPCJ)	00:55	16:57	19:52	<?xml version="1.0" enc	<?xml version="1.0" enc	51,322724	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
17 Dec 2022	Brussels	Blackbushe	(OOPCJ)	01:11	15:58	17:10	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,322724	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
16 Dec 2022	Bern	Brussels	(OOPCJ)	01:10	15:49	17:35	<?xml version="1.0" enc	<?xml version="1.0" enc	46,9479739	7,4474468	50,8476424	4,3571696	488,8305306
							#VALEUR!	#VALEUR!	46,7988621	7,7080701			
16 Dec 2022	Brighton City	Bern	(OOPCJ)	01:32	12:31	15:08	<?xml version="1.0" enc	<?xml version="1.0" enc	#NOM?	#NOM?	46,9479739	7,4474468	#NOM?
							#VALEUR!	#VALEUR!			46,7988621	7,7080701	
16 Dec 2022	Brussels	Brighton City	(OOPCJ)	00:53	12:05	12:58	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	#NOM?	#NOM?	#NOM?
							#VALEUR!	#VALEUR!					
14 Dec 2022	Calais	Brussels	(OOPCJ)	00:29	18:35	20:04	<?xml version="1.0" enc	<?xml version="1.0" enc	50,95129	1,858686	50,8476424	4,3571696	175,5856983
							#VALEUR!	#VALEUR!					
14 Dec 2022	Figari	Calais	(OOPCJ)	02:55	15:26	19:21	<?xml version="1.0" enc	<?xml version="1.0" enc	41,48734	9,130112	50,95129	1,858686	1190,433108
							#VALEUR!	#VALEUR!					
14 Dec 2022	Cannes	Figari	(OOPCJ)	00:58	13:31	15:30	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	41,48734	9,130112	287,6075286
							#VALEUR!	#VALEUR!					
12 Dec 2022	Brussels	Cannes	(OOPCJ)	01:59	10:14	13:13	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,552847	7,017369	835,5223586
							#VALEUR!	#VALEUR!					
08 Dec 2022	Toussus-Le-Noble	Brussels	(OOPCJ)	00:44	18:20	20:04	<?xml version="1.0" enc	<?xml version="1.0" enc	48,747565	2,112559	50,8476424	4,3571696	283,6708511
							#VALEUR!	#VALEUR!					
08 Dec 2022	Bordeaux	Toussus-Le-Noble	(OOPCJ)	00:51	15:52	16:44	<?xml version="1.0" enc	<?xml version="1.0" enc	44,837789	#VALEUR!	48,747565	2,112559	#VALEUR!
							#VALEUR!	#VALEUR!					
08 Dec 2022	Brussels	Bordeaux	(OOPCJ)	01:55	09:22	11:31	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	44,837789	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
07 Dec 2022	Luxembourg	Brussels	(OOPCJ)	00:30	18:27	19:12	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	50,8476424	4,3571696	170,3001368
							#VALEUR!	#VALEUR!					
07 Dec 2022	Zurich	Luxembourg	(OOPCJ)	00:57	17:01	18:10	<?xml version="1.0" enc	<?xml version="1.0" enc	47,3768866	8,541694	49,815273	6,129583	323,9681528
							#VALEUR!	#VALEUR!					
07 Dec 2022	Brussels	Zurich	(OOPCJ)	01:10	14:58	16:13	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,3768866	8,541694	491,4695208
							#VALEUR!	#VALEUR!					
04 Dec 2022	Chateauroux	Brussels	(OOPCJ)	01:16	17:05	18:22	<?xml version="1.0" enc	<?xml version="1.0" enc	46,811434	1,686779	50,8476424	4,3571696	489,4428617
							#VALEUR!	#VALEUR!					
02 Dec 2022	Brussels	Chateauroux	(OOPCJ)	01:09	17:21	18:07	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,811434	1,686779	489,4428617
							#VALEUR!	#VALEUR!					
02 Dec 2022	Nice	Brussels	(OOPCJ)	02:16	12:15	14:30	<?xml version="1.0" enc	<?xml version="1.0" enc	43,7101728	7,2619532	50,8476424	4,3571696	823,172518
							#VALEUR!	#VALEUR!					
01 Dec 2022	Sion	Cannes	(OOPCJ)	00:58	17:20	18:07	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	43,552847	7,017369	299,2561934
							#VALEUR!	#VALEUR!					
01 Dec 2022	Brussels	Sion	(OOPCJ)	01:22	15:26	17:07	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
26-nov-22	Antwerp	Brussels	(OOPCJ)	00:23	17:09	18:31	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
26-nov-22	Lausanne	Antwerp	(OOPCJ)	01:27	15:22	17:49	<?xml version="1.0" enc	<?xml version="1.0" enc	46,5196535	6,6322734	51,2213404	4,4051485	547,5235816
							#VALEUR!	#VALEUR!					
26-nov-22	Brussels	Lausanne	(OOPCJ)	01:06	12:58	15:04	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,5196535	6,6322734	509,3439565
							#VALEUR!	#VALEUR!					
25-nov-22	Timisoara	Brussels	(OOPCJ)	03:09	11:58	15:08	<?xml version="1.0" enc	<?xml version="1.0" enc	45,7488716	21,2086793	50,8476424	4,3571696	1365,349885
							#VALEUR!	#VALEUR!					
22-nov-22	Brussels	Timisoara	(OOPCJ)	03:06	14:33	19:39	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,7488716	21,2086793	1365,349885
							#VALEUR!	#VALEUR!					
20-nov-22	Merville	Brussels	(OOPCJ)	00:29	10:54	12:23	<?xml version="1.0" enc	<?xml version="1.0" enc	50,642989	2,639274	50,8476424	4,3571696	122,9927608
							#VALEUR!	#VALEUR!	49,79243	-125,04846			
20-nov-22	Valenciennes	Merville	(OOPCJ)	00:25	10:05	11:30	<?xml version="1.0" enc	<?xml version="1.0" enc	50,357113	3,518332	50,642989	2,639274	69,82878296
							#VALEUR!	#VALEUR!			49,79243	-125,04846	
20-nov-22	Brussels	Valenciennes	(OOPCJ)	00:24	09:20	10:43	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,357113	3,518332	80,49667136
							#VALEUR!	#VALEUR!					
19-nov-22	Valenciennes	Brussels	(OOPCJ)	00:23	14:58	16:20	<?xml version="1.0" enc	<?xml version="1.0" enc	50,357113	3,518332	50,8476424	4,3571696	80,49667136
							#VALEUR!	#VALEUR!					
19-nov-22	Merville	Valenciennes	(OOPCJ)	00:23	14:19	15:42	<?xml version="1.0" enc	<?xml version="1.0" enc	50,642989	2,639274	50,357113	3,518332	69,82878296
							#VALEUR!	#VALEUR!	49,79243	-125,04846			
19-nov-22	Merville	Merville	(OOPCJ)	00:22	13:40	15:02	<?xml version="1.0" enc	<?xml version="1.0" enc	50,642989	2,639274	50,642989	2,639274	0
							#VALEUR!	#VALEUR!	49,79243	-125,04846	49,79243	-125,04846	
19-nov-22	Merville	Merville	(OOPCJ)	00:24	11:35	13:00	<?xml version="1.0" enc	<?xml version="1.0" enc	50,642989	2,639274	50,642989	2,639274	0
							#VALEUR!	#VALEUR!	49,79243	-125,04846	49,79243	-125,04846	
19-nov-22	Brussels	Merville	(OOPCJ)	00:39	09:41	11:19	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,642989	2,639274	122,9927608
							#VALEUR!	#VALEUR!			49,79243	-125,04846	
18-nov-22	Brussels	Brussels	(OOPCJ)	00:53	16:52	18:45	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
18-nov-22	Milan	Brussels	(OOPCJ)	01:49	14:09	16:58	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4642035	9,189982	50,8476424	4,3571696	697,395907
							#VALEUR!	#VALEUR!	45,458626	9,181873			
18-nov-22	Brussels	Milan	(OOPCJ)	01:42	11:38	14:20	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4642035	9,189982	697,395907
							#VALEUR!	#VALEUR!			45,458626	9,181873	
17-nov-22	Saint-Tropez	Brussels	(OOPCJ)	02:08	12:07	15:15	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
17-nov-22	Brussels	Saint-Tropez	(OOPCJ)	02:13	09:26	12:39	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
16-nov-22	Dusseldorf	Brussels	(OOPCJ)	00:31	17:20	18:51	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
							#VALEUR!	#VALEUR!					
14-nov-22	Brussels	Dusseldorf	(OOPCJ)	00:39	07:29	09:09	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2277411	6,7734556	174,1450218
							#VALEUR!	#VALEUR!					
11-nov-22	Chambery	Brussels	(OOPCJ)	01:15	15:33	17:48	<?xml version="1.0" enc	<?xml version="1.0" enc	45,564601	5,917781	50,8476424	4,3571696	598,6852669
							#VALEUR!	#VALEUR!					
11-nov-22	Courchevel	Courchevel	(OOPCJ)	00:21	09:22	10:43	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	45,4051045	6,6316684	0
							#VALEUR!	#VALEUR!					
10-nov-22	Courchevel	Courchevel	(OOPCJ)	00:21	16:15	17:36	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	45,4051045	6,6316684	0
							#VALEUR!	#VALEUR!					
10-nov-22	Chambery	Courchevel	(OOPCJ)	00:24	14:31	15:56	<?xml version="1.0" enc	<?xml version="1.0" enc	45,564601	5,917781	45,4051045	6,6316684	58,41089325
							#VALEUR!	#VALEUR!					
8-nov-22	Courchevel	Courchevel	(OOPCJ)	00:21	11:09	12:30	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	45,4051045	6,6316684	0
							#VALEUR!	#VALEUR!					
4-nov-22	Kortrijk	Brussels	(OOPCJ)	00:17	19:09	20:26	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
4-nov-22	Sion	Kortrijk	(OOPCJ)	01:37	17:13	18:34	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,826806	3,2543899	593,3620013
							#VALEUR!	#VALEUR!					
4-nov-22	Luxembourg	Sion	(OOPCJ)	01:07	15:48	16:48	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	46,2331221	7,360626	408,6870159
							#VALEUR!	#VALEUR!					
4-nov-22	Sion	Luxembourg	(OOPCJ)	01:05	13:38	14:31	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	49,815273	6,129583	408,6870159
							#VALEUR!	#VALEUR!					
4-nov-22	Brussels	Sion	(OOPCJ)	01:40	11:24	13:19	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
2-nov-22	Blackbushe	Brussels	(OOPCJ)	00:57	15:56	18:53	<?xml version="1.0" enc	<?xml version="1.0" enc	51,322724	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
2-nov-22	Kortrijk	Blackbushe	(OOPCJ)	00:58	15:14	16:12	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	51,322724	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
2-nov-22	Brussels	Kortrijk	(OOPCJ)	00:20	14:04	15:23	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
1-nov-22	Lyon	Brussels	(OOPCJ)	01:27	19:59	21:10	<?xml version="1.0" enc	<?xml version="1.0" enc	45,764043	4,835659	50,8476424	4,3571696	566,3737355
							#VALEUR!	#VALEUR!	45,7030036	4,9264158			
1-nov-22	Brussels	Lyon	(OOPCJ)	01:40	17:48	19:12	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,764043	4,835659	566,3737355
							#VALEUR!	#VALEUR!			45,7030036	4,9264158	
30-oct-22	Blackbushe	Brussels	(OOPCJ)	00:57	20:13	23:10	<?xml version="1.0" enc	<?xml version="1.0" enc	51,322724	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
30-oct-22	Brussels	Blackbushe	(OOPCJ)	01:14	19:38	19:44	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,322724	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
30-oct-22	Brussels	Brussels	(OOPCJ)	00:19	17:56	18:18	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
29-oct-22	Zurich	Brussels	(OOPCJ)	01:08	12:36	13:57	<?xml version="1.0" enc	<?xml version="1.0" enc	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
							#VALEUR!	#VALEUR!					
27-oct-22	Basel	Zurich	(OOPCJ)	00:24	14:10	14:23	<?xml version="1.0" enc	<?xml version="1.0" enc	47,5595986	7,5885761	47,3768866	8,541694	74,46804472
							#VALEUR!	#VALEUR!	47,5619253	7,592768			
27-oct-22	Brussels	Basel	(OOPCJ)	01:07	07:05	08:12	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,5595986	7,5885761	434,4015351
							#VALEUR!	#VALEUR!			47,5619253	7,592768	
25-oct-22	Ibiza	Brussels	(OOPCJ)	02:57	15:45	18:42	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	50,8476424	4,3571696	1334,228261
							#VALEUR!	#VALEUR!					
25-oct-22	Paris	Ibiza	(OOPCJ)	02:53	11:48	14:28	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	39,0200099	1,4821482	1095,976244
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			

25-oct-22	Brussels	Paris	(OOPCJ)	00:44	10:00	10:55	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,856614	2,3522219	263,9405367
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
24-oct-22	Blackpool	Brussels	(OOPCJ)	01:30	08:59	11:29	<?xml version="1.0" enc	<?xml version="1.0" enc	53,8167423	-3,0370485	50,8476424	4,3571696	600,7291109
							#VALEUR!	#VALEUR!					
24-oct-22	Brussels	Blackpool	(OOPCJ)	01:42	07:33	08:14	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	53,8167423	-3,0370485	600,7291109
							#VALEUR!	#VALEUR!					
23-oct-22	Lugano	Brussels	(OOPCJ)	01:44	15:02	16:55	<?xml version="1.0" enc	<?xml version="1.0" enc	46,0036778	8,951052	50,8476424	4,3571696	636,125034
							#VALEUR!	#VALEUR!					
21-oct-22	Brussels	Lugano	(OOPCJ)	01:49	15:51	17:08	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,0036778	8,951052	636,125034
							#VALEUR!	#VALEUR!					
9-oct-22	Aix-en-Provence	Cannes	(OOPCJ)	00:29	16:32	17:01	<?xml version="1.0" enc	<?xml version="1.0" enc	43,529742	5,447427	43,552847	7,017369	126,5658605
							#VALEUR!	#VALEUR!					
9-oct-22	Brussels	Aix-en-Provence	(OOPCJ)	02:01	09:11	11:12	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,529742	5,447427	817,8480708
							#VALEUR!	#VALEUR!					
7-oct-22	Lausanne	Brussels	(OOPCJ)	01:13	13:01	14:14	<?xml version="1.0" enc	<?xml version="1.0" enc	46,5196535	6,6322734	50,8476424	4,3571696	509,3439565
							#VALEUR!	#VALEUR!					
7-oct-22	Parma	Lausanne	(OOPCJ)	00:54	11:47	12:41	<?xml version="1.0" enc	<?xml version="1.0" enc	44,801485	10,3279036	46,5196535	6,6322734	344,8879361
							#VALEUR!	#VALEUR!					
6-oct-22	Palma de Mallorca	Saint-Tropez	(OOPCJ)	01:33	10:53	12:26	<?xml version="1.0" enc	<?xml version="1.0" enc	39,5696005	2,6501603	43,2676808	6,6407109	528,8354523
							#VALEUR!	#VALEUR!					
6-oct-22	Brussels	Palma de Mallorca	(OOPCJ)	03:04	06:47	09:51	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	39,5696005	2,6501603	1261,077795
							#VALEUR!	#VALEUR!					
5-oct-22	Albert	Brussels	(OOPCJ)	01:07	17:47	18:55	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
5-oct-22	Albert	Albert	(OOPCJ)	01:08	16:17	17:25	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
5-oct-22	Albert	Albert	(OOPCJ)	01:00	14:50	15:50	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
5-oct-22	Albert	Albert	(OOPCJ)	01:15	12:56	14:11	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
5-oct-22	Albert	Albert	(OOPCJ)	01:08	11:03	12:11	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
5-oct-22	Brussels	Albert	(OOPCJ)	01:13	09:15	10:27	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
4-oct-22	Saint-Tropez	Brussels	(OOPCJ)	02:11	16:41	18:52	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
4-oct-22	Agen	Saint-Tropez	(OOPCJ)	01:17	15:05	16:22	<?xml version="1.0" enc	<?xml version="1.0" enc	44,203142	#VALEUR!	43,2676808	6,6407109	#VALEUR!
							#VALEUR!	#VALEUR!					
4-oct-22	Brussels	Agen	(OOPCJ)	02:05	12:08	14:14	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	44,203142	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
3-oct-22	Beziers	Brussels	(OOPCJ)	02:18	17:27	19:45	<?xml version="1.0" enc	<?xml version="1.0" enc	43,344233	3,215795	50,8476424	4,3571696	838,7741678
							#VALEUR!	#VALEUR!					
3-oct-22	Brussels	Beziers	(OOPCJ)	01:46	08:03	09:49	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,344233	3,215795	838,7741678
							#VALEUR!	#VALEUR!					
2-oct-22	Northolt	Brussels	(OOPCJ)	00:53	19:57	21:51	<?xml version="1.0" enc	<?xml version="1.0" enc	51,546615	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
1-oct-22	Geneva	High Wycombe	(OOPCJ)	02:22	11:42	13:04	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2043907	6,1431577	51,628611	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
30-sept-22	Nice	Geneva	(OOPCJ)	00:56	17:00	17:56	<?xml version="1.0" enc	<?xml version="1.0" enc	43,7101728	7,2619532	46,2043907	6,1431577	290,9719218
							#VALEUR!	#VALEUR!					
30-sept-22	Oberpfaffenhofen	Nice	(OOPCJ)	01:42	13:55	15:15	<?xml version="1.0" enc	<?xml version="1.0" enc	48,0808214	11,2860464	43,7101728	7,2619532	577,0209298
							#VALEUR!	#VALEUR!					
30-sept-22	Annemasse	Oberpfaffenhofen	(OOPCJ)	01:03	11:50	12:53	<?xml version="1.0" enc	<?xml version="1.0" enc	46,193253	6,234158	48,0808214	11,2860464	435,8468516
							#VALEUR!	#VALEUR!					
30-sept-22	Brussels	Annemasse	(OOPCJ)	01:24	09:35	10:59	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,193253	6,234158	535,6406976
							#VALEUR!	#VALEUR!					
29-sept-22	Le Touquet	Brussels	(OOPCJ)	01:01	13:03	14:04	<?xml version="1.0" enc	<?xml version="1.0" enc	50,521276	1,590675	50,8476424	4,3571696	198,2424692
							#VALEUR!	#VALEUR!					
29-sept-22	Brussels	Le Touquet	(OOPCJ)	01:10	10:13	11:22	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,521276	1,590675	198,2424692
							#VALEUR!	#VALEUR!					
27-sept-22	Dusseldorf	Brussels	(OOPCJ)	00:29	12:38	13:07	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
							#VALEUR!	#VALEUR!					
13-sept-22	Brussels	Dusseldorf	(OOPCJ)	00:31	10:30	11:01	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2277411	6,7734556	174,1450218
							#VALEUR!	#VALEUR!					
13-sept-22	Kortrijk	Brussels	(OOPCJ)	00:24	09:09	09:32	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
12-sept-22	Brussels	Kortrijk	(OOPCJ)	00:23	16:32	16:55	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
12-sept-22	Siegen	Brussels	(OOPCJ)	00:44	13:52	14:36	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8838492	8,0209591	50,8476424	4,3571696	257,1281521
							#VALEUR!	#VALEUR!					
12-sept-22	Brussels	Siegen	(OOPCJ)	01:04	12:00	13:04	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,8838492	8,0209591	257,1281521
							#VALEUR!	#VALEUR!					
11-sept-22	Arcachon	Brussels	(OOPCJ)	01:54	15:24	17:18	<?xml version="1.0" enc	<?xml version="1.0" enc	44,652297	-1,1785016	50,8476424	4,3571696	803,1252697
							#VALEUR!	#VALEUR!					
9-sept-22	Olbia	Arcachon	(OOPCJ)	02:45	19:36	22:36	<?xml version="1.0" enc	<?xml version="1.0" enc	40,9235764	9,4964429	44,652297	-1,1785016	963,7230476
							#VALEUR!	#VALEUR!					
9-sept-22	Nice	Olbia	(OOPCJ)	01:15	17:09	18:37	<?xml version="1.0" enc	<?xml version="1.0" enc	43,7101728	7,2619532	40,9235764	9,4964429	360,193184
							#VALEUR!	#VALEUR!					
9-sept-22	Heviz	Nice	(OOPCJ)	02:38	13:48	16:50	<?xml version="1.0" enc	<?xml version="1.0" enc	46,7902864	17,1866936	43,7101728	7,2619532	848,2786968
							#VALEUR!	#VALEUR!					
9-sept-22	Luxembourg	Heviz	(OOPCJ)	02:05	10:35	12:50	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	46,7902864	17,1866936	883,2452775
							#VALEUR!	#VALEUR!					
9-sept-22	Liege	Luxembourg	(OOPCJ)	00:30	09:39	10:16	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	49,815273	6,129583	99,26200259
							#VALEUR!	#VALEUR!					
8-sept-22	Nice	Liege	(OOPCJ)	01:58	21:25	23:21	<?xml version="1.0" enc	<?xml version="1.0" enc	43,7101728	7,2619532	50,6329586	5,5697498	780,2764525
							#VALEUR!	#VALEUR!					
8-sept-22	Lausanne	Nice	(OOPCJ)	00:57	19:02	19:54	<?xml version="1.0" enc	<?xml version="1.0" enc	46,5196535	6,6322734	43,7101728	7,2619532	316,2801778
							#VALEUR!	#VALEUR!					
8-sept-22	Groningen	Lausanne	(OOPCJ)	01:51	16:15	18:05	<?xml version="1.0" enc	<?xml version="1.0" enc	53,2193835	6,5665018	46,5196535	6,6322734	744,9908098
							#VALEUR!	#VALEUR!					
8-sept-22	Antwerp	Groningen	(OOPCJ)	00:48	15:03	15:51	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	53,2193835	6,5665018	266,5021746
							#VALEUR!	#VALEUR!					
8-sept-22	Girona	Antwerp	(OOPCJ)	02:46	11:08	13:54	<?xml version="1.0" enc	<?xml version="1.0" enc	41,9794005	2,8214264	51,2213404	4,4051485	1034,688241
							#VALEUR!	#VALEUR!					
7-sept-22	Antwerp	Girona	(OOPCJ)	02:44	14:22	17:06	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	41,9794005	2,8214264	1034,688241
							#VALEUR!	#VALEUR!					
7-sept-22	Brussels	Antwerp	(OOPCJ)	00:19	12:39	12:58	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
							#VALEUR!	#VALEUR!					
6-sept-22	Oxford	Brussels	(OOPCJ)	01:16	17:28	19:24	<?xml version="1.0" enc	<?xml version="1.0" enc	51,7520209	-1,2577263	50,8476424	4,3571696	403,000718
							#VALEUR!	#VALEUR!					
5-sept-22	Brussels	Oxford	(OOPCJ)	01:15	09:23	09:21	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,7520209	-1,2577263	403,000718
							#VALEUR!	#VALEUR!					
4-sept-22	Avignon	Brussels	(OOPCJ)	01:49	16:34	18:23	<?xml version="1.0" enc	<?xml version="1.0" enc	43,949317	4,805528	50,8476424	4,3571696	767,7966918
							#VALEUR!	#VALEUR!					
4-sept-22	Rome	Avignon	(OOPCJ)	01:45	14:19	16:04	<?xml version="1.0" enc	<?xml version="1.0" enc	41,9027835	12,4963655	43,949317	4,805528	665,9427537
							#VALEUR!	#VALEUR!					
3-sept-22	London	Brussels	(OOPCJ)	00:56	13:11	15:08	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
3-sept-22	Ibiza	London	(OOPCJ)	03:19	10:11	12:30	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
1-sept-22	Le Castellet	Ibiza	(OOPCJ)	01:39	20:28	22:07	<?xml version="1.0" enc	<?xml version="1.0" enc	43,203551	5,776755	39,0200099	1,4821482	587,9070759
							#VALEUR!	#VALEUR!					
1-sept-22	Kortrijk	Le Castellet	(OOPCJ)	02:09	17:46	19:56	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	43,203551	5,776755	868,8293823
							#VALEUR!	#VALEUR!					
1-sept-22	Brussels	Kortrijk	(OOPCJ)	00:18	16:44	17:02	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
31 Aug 2022	Sion	Brussels	(OOPCJ)	01:31	15:01	16:35	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
28 Aug 2022	Antwerp	Brussels	(OOPCJ)	00:17	21:40	21:57	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
28 Aug 2022	Aix-en-Provence	Antwerp	(OOPCJ)	02:05	19:11	21:15	<?xml version="1.0" enc	<?xml version="1.0" enc	43,529742	5,447427	51,2213404	4,4051485	858,8356609
							#VALEUR!	#VALEUR!					
26 Aug 2022	Antwerp	Aix-en-Provence	(OOPCJ)	01:58	17:36	19:34	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	43,529742	5,447427	858,8356609
							#VALEUR!	#VALEUR!					
26 Aug 2022	Brussels	Antwerp	(OOPCJ)	00:21	16:35	16:56	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
							#VALEUR!	#VALEUR!					
26 Aug 2022	Liege	Brussels	(OOPCJ)	00:20	15:48	16:07	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
							#VALEUR!	#VALEUR!					
26 Aug 2022	Nice	Liege	(OOPCJ)	02:00	13:25	15:25	<?xml version="1.0" enc	<?xml version="1.0" enc	43,7101728	7,2619532	50,6329586	5,5697498	780,2764525
							#VALEUR!	#VALEUR!					
25 Aug 2022	Brussels	Nice	(OOPCJ)	02:04	19:15	21:11	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,7101728	7,2619532	823,172518
							#VALEUR!	#VALEUR!					
25 Aug 2022	Le Castellet	Brussels	(OOPCJ)	02:06	11:13	13:19	<?xml version="1.0" enc	<?xml version="1.0" enc	43,203551	5,776755	50,8476424	4,3571696	856,7230785
							#VALEUR!	#VALEUR!					
25 Aug 2022	Elba	Le Castellet	(OOPCJ)	00:57	08:47	09:44	<?xml version="1.0" enc	<?xml version="1.0" enc	42,7781867	10,1927389	43,203551	5,776755	362,2305854
							#VALEUR!	#VALEUR!					

24 Aug 2022	Sion	Elba	(OOPCJ)	01:12	17:36	18:57	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	42,7781867	10,1927389	444,9323303
							#VALEUR!	#VALEUR!					
24 Aug 2022	Luxembourg	Sion	(OOPCJ)	01:04	16:12	17:47	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	46,2331221	7,360626	408,6870159
							#VALEUR!	#VALEUR!					
24 Aug 2022	Brussels	Luxembourg	(OOPCJ)	00:28	14:55	15:23	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	49,815273	6,129583	170,3001368
							#VALEUR!	#VALEUR!					
23 Aug 2022	Kortrijk	Brussels	(OOPCJ)	00:21	18:36	18:57	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
23 Aug 2022	Groningen	Kortrijk	(OOPCJ)	00:52	17:19	18:11	<?xml version="1.0" enc	<?xml version="1.0" enc	53,2193835	6,5665018	50,826806	3,2543899	349,4057736
							#VALEUR!	#VALEUR!					
23 Aug 2022	Kortrijk	Groningen	(OOPCJ)	00:57	11:21	12:18	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	53,2193835	6,5665018	349,4057736
							#VALEUR!	#VALEUR!					
23 Aug 2022	Brussels	Kortrijk	(OOPCJ)	00:19	10:44	11:03	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
22 Aug 2022	Kortrijk	Brussels	(OOPCJ)	00:25	15:48	16:13	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
22 Aug 2022	Cannes	Kortrijk	(OOPCJ)	02:30	12:59	15:29	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	50,826806	3,2543899	857,059918
							#VALEUR!	#VALEUR!					
22 Aug 2022	Brussels	Cannes	(OOPCJ)	02:03	10:14	12:17	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,552847	7,017369	835,5223586
							#VALEUR!	#VALEUR!					
21 Aug 2022	Kortrijk	Brussels	(OOPCJ)	00:19	18:18	18:38	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
21 Aug 2022	Sion	Kortrijk	(OOPCJ)	01:44	16:05	17:51	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,826806	3,2543899	593,3620013
							#VALEUR!	#VALEUR!					
21 Aug 2022	Brussels	Sion	(OOPCJ)	01:23	13:35	15:41	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
20 Aug 2022	Glasgow	Brussels	(OOPCJ)	01:56	16:08	18:57	<?xml version="1.0" enc	<?xml version="1.0" enc	55,8616704	-4,2583345	50,8476424	4,3571696	797,5302475
							#VALEUR!	#VALEUR!					
20 Aug 2022	Kortrijk	Glasgow	(OOPCJ)	02:10	14:21	15:35	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	55,8616704	-4,2583345	748,9349204
							#VALEUR!	#VALEUR!					
20 Aug 2022	Brussels	Kortrijk	(OOPCJ)	00:27	12:00	12:27	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
19 Aug 2022	Merville	Brussels	(OOPCJ)	00:44	11:25	12:10	<?xml version="1.0" enc	<?xml version="1.0" enc	50,642989	2,639274	50,8476424	4,3571696	122,9927608
							#VALEUR!	#VALEUR!	49,79243	-125,04846			
19 Aug 2022	Brussels	Merville	(OOPCJ)	00:41	10:43	11:24	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,642989	2,639274	122,9927608
							#VALEUR!	#VALEUR!			49,79243	-125,04846	
19 Aug 2022	Brussels	Brussels	(OOPCJ)	01:15	08:27	09:42	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
18 Aug 2022	Sion	Brussels	(OOPCJ)	01:34	16:04	17:38	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
18 Aug 2022	Kortrijk	Sion	(OOPCJ)	01:43	10:12	12:20	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	46,2331221	7,360626	593,3620013
							#VALEUR!	#VALEUR!					
18 Aug 2022	Brussels	Kortrijk	(OOPCJ)	00:39	09:09	09:48	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
16 Aug 2022	Brussels	Saint-Tropez	(OOPCJ)	02:12	12:31	14:42	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
15 Aug 2022	Montpellier	Brussels	(OOPCJ)	02:00	18:24	20:24	<?xml version="1.0" enc	<?xml version="1.0" enc	43,610769	3,876716	50,8476424	4,3571696	805,5160625
							#VALEUR!	#VALEUR!					
15 Aug 2022	Saint-Tropez	Montpellier	(OOPCJ)	00:45	17:07	17:51	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	43,610769	3,876716	226,3885115
							#VALEUR!	#VALEUR!					
15 Aug 2022	Liege	Saint-Tropez	(OOPCJ)	02:15	10:10	12:25	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	43,2676808	6,6407109	822,9814835
							#VALEUR!	#VALEUR!					
15 Aug 2022	Brussels	Liege	(OOPCJ)	00:17	09:16	09:33	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
							#VALEUR!	#VALEUR!					
14 Aug 2022	Kassel	Brussels	(OOPCJ)	00:56	18:08	19:04	<?xml version="1.0" enc	<?xml version="1.0" enc	51,3127114	9,4797461	50,8476424	4,3571696	361,4844061
							#VALEUR!	#VALEUR!					
13 Aug 2022	Brussels	Kassel	(OOPCJ)	00:59	10:10	11:09	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,3127114	9,4797461	361,4844061
							#VALEUR!	#VALEUR!					
12 Aug 2022	Antwerp	Brussels	(OOPCJ)	00:19	16:35	16:54	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
12 Aug 2022	Wilhelmshaven	Antwerp	(OOPCJ)	00:56	15:11	16:07	<?xml version="1.0" enc	<?xml version="1.0" enc	53,5323403	8,1068722	51,2213404	4,4051485	359,3161574
							#VALEUR!	#VALEUR!					
12 Aug 2022	Antwerp	Wilhelmshaven	(OOPCJ)	01:00	08:58	09:58	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	53,5323403	8,1068722	359,3161574
							#VALEUR!	#VALEUR!					
12 Aug 2022	Brussels	Antwerp	(OOPCJ)	00:20	08:02	08:22	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
							#VALEUR!	#VALEUR!					
11 Aug 2022	Kortrijk	Brussels	(OOPCJ)	00:21	16:18	16:40	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
11 Aug 2022	Ajaccio	Kortrijk	(OOPCJ)	02:40	13:15	15:55	<?xml version="1.0" enc	<?xml version="1.0" enc	41,919229	8,738635	50,826806	3,2543899	1075,393152
							#VALEUR!	#VALEUR!					
11 Aug 2022	Brussels	Ajaccio	(OOPCJ)	02:29	09:50	12:19	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	41,919229	8,738635	1047,653372
							#VALEUR!	#VALEUR!					
09 Aug 2022	Liege	Brussels	(OOPCJ)	00:16	18:54	19:10	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
							#VALEUR!	#VALEUR!					
09 Aug 2022	Paris	Liege	(OOPCJ)	00:55	17:41	16:36	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	50,6329586	5,5697498	304,027931
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
08 Aug 2022	Caen	Paris	(OOPCJ)	00:42	22:53	18:20	<?xml version="1.0" enc	<?xml version="1.0" enc	49,182863	#VALEUR!	48,856614	2,3522219	#VALEUR!
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
08 Aug 2022	Liege	Caen	(OOPCJ)	01:09	15:35	16:44	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	49,182863	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
08 Aug 2022	Brussels	Liege	(OOPCJ)	00:16	14:37	14:53	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
							#VALEUR!	#VALEUR!					
07 Aug 2022	Île d'Yeu	Brussels	(OOPCJ)	01:32	17:29	19:01	<?xml version="1.0" enc	<?xml version="1.0" enc	46,7093529	-2,3466244	50,8476424	4,3571696	672,5820647
							#VALEUR!	#VALEUR!					
07 Aug 2022	Brussels	Île d'Yeu	(OOPCJ)	01:35	15:09	16:44	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,7093529	-2,3466244	672,5820647
							#VALEUR!	#VALEUR!					
06 Aug 2022	Île d'Yeu	Brussels	(OOPCJ)	01:31	15:44	17:16	<?xml version="1.0" enc	<?xml version="1.0" enc	46,7093529	-2,3466244	50,8476424	4,3571696	672,5820647
							#VALEUR!	#VALEUR!					
06 Aug 2022	Vannes	Île d'Yeu	(OOPCJ)	00:22	14:31	14:53	<?xml version="1.0" enc	<?xml version="1.0" enc	47,658236	-2,760847	46,7093529	-2,3466244	110,0564469
							#VALEUR!	#VALEUR!					
06 Aug 2022	Toussus-Le-Noble	Vannes	(OOPCJ)	01:03	12:54	13:57	<?xml version="1.0" enc	<?xml version="1.0" enc	48,747565	2,112559	47,658236	-2,760847	380,8607428
							#VALEUR!	#VALEUR!					
05 Aug 2022	Brussels	Toussus-Le-Noble	(OOPCJ)	00:50	09:26	10:15	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,747565	2,112559	283,6708511
							#VALEUR!	#VALEUR!					
04 Aug 2022	Arcachon	Brussels	(OOPCJ)	01:41	17:24	19:06	<?xml version="1.0" enc	<?xml version="1.0" enc	44,652297	-1,1785016	50,8476424	4,3571696	803,1252697
							#VALEUR!	#VALEUR!					
03 Aug 2022	Lannion	Arcachon	(OOPCJ)	01:15	14:11	15:26	<?xml version="1.0" enc	<?xml version="1.0" enc	48,732084	-3,459144	44,652297	-1,1785016	485,797144
							#VALEUR!	#VALEUR!					
03 Aug 2022	Brussels	Lannion	(OOPCJ)	01:31	11:50	13:21	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,732084	-3,459144	608,0360015
							#VALEUR!	#VALEUR!					
02 Aug 2022	Cannes	Brussels	(OOPCJ)	02:01	18:22	20:23	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	50,8476424	4,3571696	835,5223586
							#VALEUR!	#VALEUR!					
02 Aug 2022	Ibiza	Cannes	(OOPCJ)	02:20	14:42	17:02	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	43,552847	7,017369	683,7397628
							#VALEUR!	#VALEUR!					
01 Aug 2022	Munich	Brussels	(OOPCJ)	01:31	10:15	11:46	<?xml version="1.0" enc	<?xml version="1.0" enc	48,1351253	11,5819806	50,8476424	4,3571696	602,3418077
							#VALEUR!	#VALEUR!					
31-juil-22	Brussels	Dinard	(OOPCJ)	01:27	15:05	16:33	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,633024	-2,055125	522,2072077
							#VALEUR!	#VALEUR!					
30-juil-22	Ostend	Brussels	(OOPCJ)	00:39	22:18	22:57	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2246631	2,9091818	50,8476424	4,3571696	109,5809335
							#VALEUR!	#VALEUR!					
30-juil-22	Sabadell	Ostend	(OOPCJ)	02:39	19:09	21:48	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	51,2246631	2,9091818	#VALEUR!
							#VALEUR!	#VALEUR!					
30-juil-22	Kortrijk	Sabadell	(OOPCJ)	02:31	16:00	18:31	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
30-juil-22	Saint-Tropez	Kortrijk	(OOPCJ)	02:24	12:04	14:28	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,826806	3,2543899	878,575376
							#VALEUR!	#VALEUR!					
30-juil-22	Cannes	Saint-Tropez	(OOPCJ)	00:12	11:04	11:16	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	43,2676808	6,6407109	43,94508572
							#VALEUR!	#VALEUR!					
29-juil-22	Palermo	Cannes	(OOPCJ)	02:13	14:49	17:03	<?xml version="1.0" enc	<?xml version="1.0" enc	38,11569	13,3614868	43,552847	7,017369	805,9630868
							#VALEUR!	#VALEUR!	38,120276	13,3356272			
29-juil-22	Saint-Tropez	Palermo	(OOPCJ)	01:53	09:39	11:32	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	38,11569	13,3614868	805,2391603
							#VALEUR!	#VALEUR!			38,120276	13,3356272	
29-juil-22	Cannes	Saint-Tropez	(OOPCJ)	00:11	09:03	09:14	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	43,2676808	6,6407109	43,94508572
							#VALEUR!	#VALEUR!					
28-juil-22	Montpellier	Cannes	(OOPCJ)	00:43	16:44	17:27	<?xml version="1.0" enc	<?xml version="1.0" enc	43,610769	3,876716	43,552847	7,017369	253,0420259
							#VALEUR!	#VALEUR!					
28-juil-22	Oberpfaffenhofen	Montpellier	(OOPCJ)	01:59	14:23	16:22	<?xml version="1.0" enc	<?xml version="1.0" enc	48,0808214	11,2860464	43,610769	3,876716	758,611253
							#VALEUR!	#VALEUR!					
28-juil-22	Saint-Tropez	Oberpfaffenhofen	(OOPCJ)	01:37	11:54	13:31	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	48,0808214	11,2860464	645,2500094
							#VALEUR!	#VALEUR!					
28-juil-22	Nice	Saint-Tropez	(OOPCJ)	00:20	11:17	11:32	<?xml version="1.0" enc	<?xml version="1.0" enc	43,7101728	7,2619532	43,2676808	6,6407109	70,23254105
							#VALEUR!	#VALEUR!					
28-juil-22	Sion	Nice	(OOPCJ)	01:00	08:52	10:01	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	43,7101728	7,2619532	280,6464568
							#VALEUR!	#VALEUR!					
27-juil-22	Antwerp	Ibiza	(OOPCJ)	03:11	09:46	12:57	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	39,0200099	1,4821482	1375,67973
							#VALEUR!	#VALEUR!					
27-juil-22	Brussels	Antwerp	(OOPCJ)	00:21	08:12	08:33	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
							#VALEUR!	#VALEUR!					

26-juil-22	Albert	Brussels	(OOPCJ)		01:01	12:50	13:51	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
26-juil-22	Brussels	Albert	(OOPCJ)		00:56	11:11	12:07	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
26-juil-22	Brussels	Brussels	(OOPCJ)		00:14	10:13	10:27	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	50,8476424	4,3571696	0
25-juil-22	Split	Brussels	(OOPCJ)		03:15	20:06	23:22	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	43,5147118	16,4435148	50,8476424	4,3571696	1221,662669
25-juil-22	Corfu	Split	(OOPCJ)		01:23	19:14	19:37	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	39,6242621	19,9216777	43,5147118	16,4435148	520,3322391
25-juil-22	Mykonos	Corfu	(OOPCJ)		01:27	16:33	18:01	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	37,4414601	25,3667218	39,6242621	19,9216777	532,0577458
25-juil-22	Grosseto	Mykonos	(OOPCJ)		03:00	11:12	15:12	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	42,7635254 42,8518007	11,1123634 11,2523792	37,4414601	25,3667218	1346,692068
24-juil-22	Brussels	Grosseto	(OOPCJ)		02:11	14:58	17:09	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	42,7635254 42,8518007	11,1123634 11,2523792	1034,547072
24-juil-22	Brussels	Memmingen	(OOPCJ)		01:16	09:51	11:07	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	47,9837999	10,1801883	527,7972083
23-juil-22	Corfu	Brussels	(OOPCJ)		04:08	13:24	16:32	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	39,6242621	19,9216777	50,8476424	4,3571696	1737,495804
23-juil-22	Olbia	Corfu	(OOPCJ)		02:15	08:38	11:39	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	40,9235764	9,4964429	39,6242621	19,9216777	895,611221
22-juil-22	Grosseto	Olbia	(OOPCJ)		00:49	18:49	19:35	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	42,7635254 42,8518007	11,1123634 11,2523792	40,9235764	9,4964429	244,4798463
21-juil-22	Olbia	Grosseto	(OOPCJ)		00:49	19:32	19:35	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	40,9235764	9,4964429	42,7635254 42,8518007	11,1123634 11,2523792	244,4798463
21-juil-22	Salzburg	Olbia	(OOPCJ)		02:03	16:28	17:56	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	47,80949	13,05501	40,9235764	9,4964429	816,024631
21-juil-22	Brussels	Salzburg	(OOPCJ)		01:42	14:11	15:52	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	47,80949	13,05501	714,5025293
20-juil-22	Blackbushe	Brussels	(OOPCJ)		01:13	15:57	18:11	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	51,322724	#VALEUR!	50,8476424	4,3571696	#VALEUR!
20-juil-22	Brussels	Blackbushe	(OOPCJ)		01:08	08:56	09:04	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	51,322724	#VALEUR!	#VALEUR!
19-juil-22	Isles Of Scilly	Brussels	(OOPCJ)		01:50	15:53	18:42	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
19-juil-22	Brussels	Isles Of Scilly	(OOPCJ)		01:56	14:05	15:01	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
16-juil-22	Mahon	Brussels	(OOPCJ)		03:01	18:48	21:49	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	39,9148178	4,2230836	50,8476424	4,3571696	1215,719175
16-juil-22	Brussels	Mahon	(OOPCJ)		02:51	15:02	17:54	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	39,9148178	4,2230836	1215,719175
16-juil-22	Newquay	Brussels	(OOPCJ)		01:28	10:07	12:35	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,415497	-5,073719	50,8476424	4,3571696	666,4511321
16-juil-22	Brussels	Newquay	(OOPCJ)		01:42	08:34	09:16	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	50,415497	-5,073719	666,4511321
15-juil-22	Sion	Brussels	(OOPCJ)		01:30	11:14	12:55	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
15-juil-22	Sion	Brussels	(OOPCJ)	-		10:33	13:01	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
15-juil-22	Brussels	Werneuchen	(OOPCJ)		00:38	07:27	08:05	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	52,6300024	13,7358711	674,9476759
13-juil-22	Saint-Tropez	Brussels	(OOPCJ)		02:00	17:19	19:19	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
13-juil-22	Trieste	Saint-Tropez	(OOPCJ)		01:44	13:24	15:08	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	45,6495264	13,7768182	43,2676808	6,6407109	624,9251149
11-juil-22	Rome	Trieste	(OOPCJ)		01:16	13:20	14:36	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	41,9027835	12,4963655	45,6495264	13,7768182	429,0987804
11-juil-22	Brussels	Rome	(OOPCJ)		02:31	10:09	12:39	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	41,9027835	12,4963655	1172,780046
10-juil-22	Nice	Brussels	(OOPCJ)		02:09	19:01	21:23	<?xml version="1.0" enc…	<?xml version="1.0" enc…	43,7101728	7,2619532	50,8476424	4,3571696	823,172518

Appendix VI (c)

OO-PCN DATE	FROM (City A)	TO (City B)	FLIGHT	FLIGHT TIME	ATD	STA	GEOCODE City A	GEOCODE City B	LATITUDE City A	LONGITUDE City A	LATITUDE City B	LONGITUDE City B	Distance in km
9-juil-23	Cannes	Brussels	(PGC23S)	01:56	17:38	19:34	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,552847	7,017369	50,8476424	4,3571696	835,5223586
9-juil-23	Kortrijk	Cannes	(PGC38A)	02:38	14:16	16:54	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,826806	3,2543899	43,552847	7,017369	857,059918
9-juil-23	Brussels	Kortrijk	(OOPCN)	00:19	12:50	13:08	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
7-juil-23	Dusseldorf	Brussels	(OOPCN)	00:32	16:16	16:48	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
6-juil-23	Barcelona	Dusseldorf	(PGC36X)	02:56	14:52	17:32	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	41,3873974	2,168568	51,2277411	6,7734556	1149,356616
6-juil-23	Barcelona	Dusseldorf	(PGC36X)	—	—	16:09	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	41,3873974	2,168568	51,2277411	6,7734556	1149,356616
6-juil-23	Barcelona	Dusseldorf	(OOPCN)	—	—	16:07	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	41,3873974	2,168568	51,2277411	6,7734556	1149,356616
6-juil-23	Saint-Tropez	Barcelona	(PGC43P)	—	—	08:51	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	41,3873974	2,168568	422,8489125
6-juil-23	Saint-Tropez	Barcelona	(PGC35L)	01:22	07:28	08:51	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	41,3873974	2,168568	422,8489125
5-juil-23	Paris	Saint-Tropez	(PGC35L)	01:42	17:05	18:44	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	48,856614 48,8499198	2,3522219 2,6370411	43,2676808	6,6407109	703,7770999
5-juil-23	Brussels	Paris	(PGC16S)	00:48	09:23	09:56	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	48,856614 48,8499198	2,3522219 2,6370411	263,9405367
4-juil-23	Antwerp	Brussels	(PGC64A)	00:21	22:12	22:33	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
4-juil-23	Brussels	Antwerp	(PGC47K)	00:26	09:42	10:07	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
3-juil-23	Bembridge	Brussels	(PGC13L)	00:57	12:42	14:39	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,685956	-1,0835189	50,8476424	4,3571696	382,9700344
3-juil-23	Kortrijk	Bembridge	(PGC52E)	00:55	11:56	11:51	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,826806	3,2543899	50,685956	-1,0835189	305,5035726
3-juil-23	Brussels	Kortrijk	(PGC47C)	00:22	10:28	10:50	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
2-juil-23	Nice	Brussels	(PGC18S)	01:56	19:32	17:17	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,7101728	7,2619532	50,8476424	4,3571696	823,172518
1-juil-23	Figari	Nice	(PGC42C)	00:54	13:55	14:29	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	41,48734	9,130112	43,7101728	7,2619532	290,6247554
1-juil-23	Brussels	Figari	(PGC13Y)	02:31	10:07	12:38	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	41,48734	9,130112	1103,212913
30-juin-23	Antwerp	Brussels	(PGC25R)	00:22	20:40	21:01	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
30-juin-23	Asturias	Antwerp	(PGC23Z)	03:03	17:16	20:18	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,3613953	-5,8593267	51,2213404	4,4051485	1165,349439
29-juin-23	Antwerp	Asturias	(PGC64H)	03:12	07:48	11:00	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,2213404	4,4051485	43,3613953	-5,8593267	1165,349439
29-juin-23	Brussels	Antwerp	(PGC35F)	00:19	06:41	07:00	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
24-juin-23	Courchevel	Brussels	(PGC03T)	01:21	17:50	19:10	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
24-juin-23	Courchevel	Courchevel	(PGC02T)	00:27	16:52	17:19	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	45,4051045	6,6316684	45,4051045	6,6316684	0
24-juin-23	Saint-Tropez	Courchevel	(PGC02T)	00:54	15:49	16:43	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	45,4051045	6,6316684	237,6717591
24-juin-23	Saint-Tropez	Saint-Tropez	(PGC01T)	00:25	14:34	15:00	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	43,2676808	6,6407109	0
24-juin-23	Saint-Tropez	Saint-Tropez	(PGC01T)	00:22	13:31	13:53	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	43,2676808	6,6407109	0
24-juin-23	Saint-Tropez	Saint-Tropez	(PGC01T)	00:24	13:04	13:27	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	43,2676808	6,6407109	0
24-juin-23	Brussels	Saint-Tropez	(PGC01T)	02:13	07:19	09:32	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
23-juin-23	Liege	Brussels	(OOPCN)	—	—	15:18	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
23-juin-23	Sion	Brussels	(PGC97L)	00:39	11:01	12:44	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
23-juin-23	Brussels	Sion	(PGC45C)	01:18	09:06	10:52	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
21-juin-23	Basel	Brussels	(PGC71G)	01:12	16:40	17:52	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	47,5595986 47,5619253	7,5885761 7,592768	50,8476424	4,3571696	434,4015351
21-juin-23	Brussels	Basel	(PGC76D)	01:16	14:41	15:57	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	47,5595986 47,5619253	7,5885761 7,592768	434,4015351
20-juin-23	Besancon	Brussels	(PGC32Y)	01:07	18:22	19:29	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	47,237829	6,0240539	50,8476424	4,3571696	419,34775
20-juin-23	Brussels	Besancon	(PGC61Y)	01:10	08:42	09:53	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	47,237829	6,0240539	419,34775
18-juin-23	Lyon	Brussels	(PGC32C)	01:30	16:15	17:44	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	45,764043 45,7030036	4,835659 4,9264158	50,8476424	4,3571696	566,3737355
18-juin-23	Saint-Tropez	Lyon	(PGC21B)	00:58	08:44	09:02	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	45,764043 45,7030036	4,835659 4,9264158	312,2849827
16-juin-23	Brussels	Saint-Tropez	(PGC51W)	02:02	17:13	19:14	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
12-juin-23	Kortrijk	Brussels	(PGC28B)	00:23	17:59	18:22	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
12-juin-23	Carlisle	Kortrijk	(PGC26X)	01:46	14:50	17:36	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	54,892473 54,8925181	-2,932931 -2,9329048	50,826806	3,2543899	613,4910063
12-juin-23	Brussels	Carlisle	(PGC53U)	01:38	13:12	13:50	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	54,892473 54,8925181	-2,932931 -2,9329048	663,9946585
6-juin-23	Denham	Brussels	(PGC38W)	00:58	11:56	13:53	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	-25,9299413	113,538149	50,8476424	4,3571696	13533,76589
6-juin-23	Isles Of Scilly	Denham	(PGC34S)	01:14	09:51	11:05	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	#VALEUR!	#VALEUR!	-25,9299413	113,538149	#VALEUR!
6-juin-23	Nantes	Isles Of Scilly	(PGC34S)	01:08	08:15	08:23	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	47,218371	-1,553621	#VALEUR!	#VALEUR!	#VALEUR!
5-juin-23	London	Brussels	(PGC67Q)	—	—	11:56	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
5-juin-23	London	Brussels	(PGC67Q)	00:51	09:56	11:56	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
4-juin-23	Barcelona	London	(PGC63L)	—	—	20:23	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	41,3873974	2,168568	51,5072178	#VALEUR!	#VALEUR!
4-juin-23	Saint-Tropez	Barcelona	(PGC65C)	01:07	07:54	08:59	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	41,3873974	2,168568	422,8489125
3-juin-23	Cork	Brussels	(PGC97L)	02:02	12:28	15:30	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,8985143	-8,4756035	50,8476424	4,3571696	897,1949027
3-juin-23	Kortrijk	Cork	(PGC98L)	02:00	10:40	11:40	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,826806	3,2543899	51,8985143	-8,4756035	822,146065
3-juin-23	Brussels	Kortrijk	(PGC99L)	00:18	09:07	09:24	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
1-juin-23	Liege	Budel	(OOPCN)	00:35	14:16	15:14	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,6329586	5,5697498	51,2741027	5,5763506	71,29347042
1-juin-23	Budel	Liege	(OOPCN)	00:26	13:41	13:57	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,2741027	5,5763506	50,6329586	5,5697498	71,29347042
1-juin-23	Budel	Budel	(OOPCN)	00:10	11:54	12:04	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,2741027	5,5763506	51,2741027	5,5763506	0
1-juin-23	Budel	Budel	(OOPCN)	00:25	11:27	11:53	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,2741027	5,5763506	51,2741027	5,5763506	0
31 May 2023	Kortrijk	Brussels	(OOPCN)	00:24	18:47	19:11	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
31 May 2023	North Connel	Kortrijk	(PGC27U)	02:14	15:09	18:23	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	56,458603	-5,39854	50,826806	3,2543899	845,8068483
31 May 2023	Brussels	North Connel	(PGC52V)	02:12	12:34	13:45	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	56,458603	-5,39854	894,3180387
30 May 2023	Geneva	Brussels	(PGC12M)	00:28	17:11	18:51	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
30 May 2023	Milan	Geneva	(PGC12C)	00:50	15:47	16:19	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	45,4642035 45,458626	9,189982 9,181873	46,2043907	6,1431577	249,9656753
29 May 2023	Brussels	Saint Nazaire	(PGC34E)	01:23	17:13	18:36	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	47,2734979	-2,213848	621,8196996
29 May 2023	Kortrijk	Brussels	(PGC21X)	00:20	14:45	15:04	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
29 May 2023	Inverness	Kortrijk	(PGC67S)	02:03	11:13	14:15	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	57,477773	-4,224721	50,826806	3,2543899	884,3775957
29 May 2023	Brussels	Inverness	(PGC97B)	02:20	08:35	09:55	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	57,477773	-4,224721	923,5450708
27 May 2023	Brighton City	Brussels	(PGC19P)	00:56	11:47	13:42	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	#NOM?	#NOM?	50,8476424	4,3571696	#NOM?

27 May 2023	Brive	Brighton City	(PGC93V)	01:37	10:15	10:52	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	45,159555	1,533937	#NOM?	#NOM?	#NOM?
27 May 2023	Luxembourg	Brive	(PGC25V)	01:38	08:14	07:43	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	49,815273	6,129583	45,159555	1,533937	622,0248733
26 May 2023	Saint-Tropez	Luxembourg	(PGC06K)	01:44	19:02	20:35	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	49,815273	6,129583	729,1028475
26 May 2023	Brussels	Luxembourg	(PGC06K)	—	—	17:10	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	49,815273	6,129583	170,3001368
25 May 2023	Saint-Tropez	Brussels	(PGC13F)	02:06	20:39	22:45	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
25 May 2023	Brussels	Saint-Tropez	(PGC12D)	02:17	18:04	20:21	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
23 May 2023	Milan	Brussels	(PGC19N)	01:52	15:01	16:28	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	45,4642035 45,458626	9,189982 9,181873	50,8476424	4,3571696	697,395907
23 May 2023	Zurich	Milan	(PGC61H)	00:45	11:26	12:01	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	47,3768866	8,541694	45,4642035 45,458626	9,189982 9,181873	218,40672
23 May 2023	Brussels	Zurich	(PGC72L)	01:04	07:26	08:37	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	47,3768866	8,541694	491,4695208
22 May 2023	Milan	Brussels	(PGC12Y)	01:39	18:21	20:05	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	45,4642035 45,458626	9,189982 9,181873	50,8476424	4,3571696	697,395907
22 May 2023	Brussels	Milan	(PGC47K)	01:47	15:23	17:14	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	45,4642035 45,458626	9,189982 9,181873	697,395907
22 May 2023	La Rochelle	Brussels	(PGC24Z)	01:36	08:54	10:31	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	46,160329	-1,151139	50,8476424	4,3571696	660,1741173
22 May 2023	Brussels	La Rochelle	(PGC15R)	01:40	06:42	08:22	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	46,160329	-1,151139	660,1741173
21 May 2023	Kortrijk	Brussels	(PGC01C)	00:21	19:07	19:28	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
21 May 2023	Saint-Tropez	Kortrijk	(PGC01B)	02:04	16:43	18:47	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	50,826806	3,2543899	878,575376
18 May 2023	San Sebastian	Brussels	(PGC73X)	02:14	14:58	17:12	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,318334	-1,9812313	50,8476424	4,3571696	964,1870697
18 May 2023	Antwerp	San Sebastian	(PGC42J)	02:04	11:50	13:54	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,2213404	4,4051485	43,318334	-1,9812313	1001,317885
18 May 2023	Brussels	Antwerp	(PGC71D)	00:21	09:37	09:58	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
12 May 2023	Girona	Brussels	(PGC87K)	02:26	20:20	22:47	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	41,9794005	2,8214264	50,8476424	4,3571696	993,0466833
12 May 2023	Palma de Mallorca	Girona	(PGC28Q)	00:50	18:59	19:40	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	39,5696005	2,6501603	41,9794005	2,8214264	268,3451624
12 May 2023	Girona	Palma de Mallorca	(PGC12P)	00:45	13:06	13:51	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	41,9794005	2,8214264	39,5696005	2,6501603	268,3451624
12 May 2023	Brussels	Girona	(PGC12P)	02:11	10:15	12:27	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	41,9794005	2,8214264	993,0466833
10 May 2023	Dijon	Brussels	(OOPCN)	01:17	13:43	15:00	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	47,322047	5,04148	50,8476424	4,3571696	395,1782707
10 May 2023	Dole	Dijon	(OOPCN)	00:38	11:23	12:01	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	#VALEUR!	#VALEUR!	47,322047	5,04148	#VALEUR!
10 May 2023	Brussels	Dole	(PGC01T)	01:29	09:01	10:30	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
09 May 2023	Albert	Brussels	(PGC04T)	00:30	12:59	13:29	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
09 May 2023	Albert	Albert	(OOPCN)	01:01	11:19	12:19	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!
09 May 2023	Brussels	Albert	(PGC01T)	01:20	09:06	10:27	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
08 May 2023	Brussels	Liege	(PGC01T)	01:25	10:04	11:28	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
05 May 2023	Brussels	Liege	(PGC03T)	01:07	13:17	13:27	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
05 May 2023	Liege	Brussels	(PGC02T)	00:53	11:41	11:59	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
05 May 2023	Brussels	Liege	(PGC01T)	00:45	10:43	10:57	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
03 May 2023	Lannion	Brussels	(OOPCN)	01:25	11:50	13:16	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	48,732084	-3,459144	50,8476424	4,3571696	608,0360015
01 May 2023	Belle Ile	Lannion	(PGC09M)	00:33	12:55	13:27	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	47,3364213	-3,1810427	48,732084	-3,459144	156,5618382
01 May 2023	Paris	Belle Ile	(PGC75E)	01:05	11:08	12:17	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	48,856614 48,8499198	2,3522219 2,6370411	47,3364213	-3,1810427	444,2006791
01 May 2023	Lannion	Paris	(PGC75D)	01:16	08:57	10:06	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	48,732084	-3,459144	48,856614 48,8499198	2,3522219 2,6370411	425,8108705
29 Apr 2023	Brussels	Lannion	(PGC02B)	01:26	16:42	18:08	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	48,732084	-3,459144	608,0360015
28 Apr 2023	Laval	Brussels	(OOPCN)	01:02	17:26	18:28	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	45,6066487 48,0706163	-73,712409 #VALEUR!	50,8476424	4,3571696	5537,774322
28 Apr 2023	Brussels	Laval	(OOPCN)	01:26	15:05	16:31	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	45,6066487 48,0706163	-73,712409 #VALEUR!	5537,774322
26 Apr 2023	Lausanne	Brussels	(PGC06T)	01:14	16:49	18:28	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	46,5196535	6,6322734	50,8476424	4,3571696	509,3439565
25 Apr 2023	Sion	Brussels	(OOPCN)	00:27	13:58	14:25	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	46,2331221	7,360626	46,2331221	7,360626	0
21 Apr 2023	Liege	Brussels	(OOPCN)	00:18	19:15	18:17	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
21 Apr 2023	Denham	Liege	(PGC28P)	01:10	16:44	17:21	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	-25,9299413	113,538149	50,6329586	5,5697498	13447,0823
21 Apr 2023	Brussels	Denham	(PGC28M)	00:57	14:29	14:26	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	-25,9299413	113,538149	13533,76589
16 Apr 2023	Antwerp	Brussels	(PGC03C)	00:19	19:05	19:24	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
16 Apr 2023	Ibiza	Antwerp	(PGC03B)	03:36	15:09	18:44	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	39,0200099	1,4821482	51,2213404	4,4051485	1375,67973
16 Apr 2023	Brussels	Ibiza	(PGC03A)	02:48	10:21	13:09	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	39,0200099	1,4821482	1334,228261
14 Apr 2023	Sion	Brussels	(PGC65L)	01:30	15:00	15:39	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
14 Apr 2023	Florence	Sion	(PGC65K)	01:16	13:17	14:38	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,7695604 43,7679178	11,2558136 11,2523792	46,2331221	7,360626	410,8029948
14 Apr 2023	Lugano	Florence	(PGC18D)	00:49	11:36	11:48	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	46,0036778	8,951052	43,7695604 43,7679178	11,2558136 11,2523792	307,6752279
10 Apr 2023	Saint-Tropez	Brussels	(PGC85J)	02:13	17:46	19:59	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
09 Apr 2023	Liege	Saint-Tropez	(PGC87S)	01:47	11:31	13:51	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,6329586	5,5697498	43,2676808	6,6407109	822,9814835
08 Apr 2023	St. Gallen	Liege	(PGC12B)	01:07	11:42	12:46	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	47,4244818 47,1456254	9,3767173 9,3504332	50,6329586	5,5697498	451,8907511
08 Apr 2023	Courchevel	St. Gallen	(PGC12L)	00:50	10:04	11:01	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	45,4051045	6,6316684	47,4244818 47,1456254	9,3767173 9,3504332	307,7023295
07 Apr 2023	Kortrijk	Brussels	(PGC44B)	00:25	12:27	12:52	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
07 Apr 2023	Zurich	Kortrijk	(PGC43B)	01:20	10:43	12:12	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	47,3768866	8,541694	50,826806	3,2543899	543,1760957
07 Apr 2023	Brussels	Zurich	(PGC42B)	01:13	08:24	09:41	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	47,3768866	8,541694	491,4695208
06 Apr 2023	Bournemouth	Brussels	(PGC89F)	01:07	17:19	19:26	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,7220101	-1,8667169	50,8476424	4,3571696	437,6404739
06 Apr 2023	Brussels	Bournemouth	(PGC89G)	01:18	09:18	09:36	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	50,7220101	-1,8667169	437,6404739
04 Apr 2023	Dusseldorf	Brussels	(OOPCN)	00:28	15:10	15:38	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
7-mars-23	Brussels	Brussels	(OOPCN)	01:34	11:05	13:38	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	50,8476424	4,3571696	0
5-mars-23	Sion	Brussels	(OOPCN)	01:25	10:40	12:12	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
4-mars-23	Innsbruck	Sion	(OOPCN)	01:07	12:59	14:21	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	47,2692124	11,4041024	46,2331221	7,360626	328,8500439
4-mars-23	Kortrijk	Innsbruck	(OOPCN)	01:50	10:24	11:37	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,826806	3,2543899	47,2692124	11,4041024	712,9958457
4-mars-23	Brussels	Kortrijk	(OOPCN)	00:27	09:00	10:27	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
3-mars-23	Geneva	Brussels	(OOPCN)	01:13	20:47	22:20	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
3-mars-23	Perigueux	Geneva	(OOPCN)	01:10	19:10	20:30	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	45,184029	#VALEUR!	46,2043907	6,1431577	#VALEUR!
2-mars-23	Paris	Perigueux	(OOPCN)	01:00	22:05	23:12	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	48,856614 48,8499198	2,3522219 2,6370411	45,184029	#VALEUR!	#VALEUR!
2-mars-23	Brussels	Paris	(OOPCN)	00:48	17:51	18:36	<?xml version="1.0" enc #VALEUR!	<?xml version="1.0" enc #VALEUR!	50,8476424	4,3571696	48,856614 48,8499198	2,3522219 2,6370411	263,9405367

1-mars-23	Cahors	Brussels	(OOPCN)	01:44	12:44	15:29	<?xml version="1.0" enc	<?xml version="1.0" enc	44,4475229	1,441989	50,8476424	4,3571696	744,2552467
							#VALEUR!	#VALEUR!					
28 Feb 2023	Sabadell	Cahors	(OOPCN)	00:54	15:27	17:21	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	44,4475229	1,441989	#VALEUR!
							#VALEUR!	#VALEUR!					
28 Feb 2023	Le Castellet	Sabadell	(OOPCN)	00:53	13:39	15:32	<?xml version="1.0" enc	<?xml version="1.0" enc	43,203551	5,776755	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
27 Feb 2023	London	Brussels	(OOPCN)	00:54	18:28	20:19	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
27 Feb 2023	Cannes	London	(OOPCN)	02:21	16:34	17:31	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
27 Feb 2023	Saint-Tropez	Cannes	(OOPCN)	00:20	11:41	13:01	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	43,552847	7,017369	43,94508572
							#VALEUR!	#VALEUR!					
27 Feb 2023	Saanen	Saint-Tropez	(OOPCN)	01:13	09:09	11:22	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	43,2676808	6,6407109	361,5962458
							#VALEUR!	#VALEUR!					
27 Feb 2023	Brive	Saanen	(OOPCN)	01:14	07:10	09:24	<?xml version="1.0" enc	<?xml version="1.0" enc	45,159555	1,533937	46,4897184	7,2616785	467,6922052
							#VALEUR!	#VALEUR!					
26 Feb 2023	Paris	Brive	(OOPCN)	01:03	19:51	20:19	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	45,159555	1,533937	415,7427687
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
26 Feb 2023	Brussels	Paris	(OOPCN)	00:46	17:21	18:03	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,856614	2,3522219	263,9405367
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
26 Feb 2023	Sion	Brussels	(OOPCN)	01:25	10:56	12:28	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
26 Feb 2023	Brussels	Sion	(OOPCN)	01:32	08:48	10:10	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
25 Feb 2023	Faro	Brussels	(OOPCN)	04:14	16:21	21:15	<?xml version="1.0" enc	<?xml version="1.0" enc	37,0193548	-7,9304397	50,8476424	4,3571696	1820,1209
							#VALEUR!	#VALEUR!					
24 Feb 2023	Brussels	Faro	(OOPCN)	03:45	09:09	12:31	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	37,0193548	-7,9304397	1820,1209
							#VALEUR!	#VALEUR!					
23 Feb 2023	Toussus-Le-Noble	Brussels	(OOPCN)	01:03	10:58	13:01	<?xml version="1.0" enc	<?xml version="1.0" enc	48,747565	2,112559	50,8476424	4,3571696	283,6708511
							#VALEUR!	#VALEUR!					
23 Feb 2023	Brussels	Toussus-Le-Noble	(OOPCN)	01:14	09:05	11:19	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,747565	2,112559	283,6708511
							#VALEUR!	#VALEUR!					
22 Feb 2023	Dole	Brussels	(OOPCN)	01:32	16:21	18:53	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
22 Feb 2023	Brive	Dole	(OOPCN)	01:16	14:36	16:52	<?xml version="1.0" enc	<?xml version="1.0" enc	45,159555	1,533937	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
22 Feb 2023	Biarritz	Brive	(OOPCN)	01:15	12:50	15:06	<?xml version="1.0" enc	<?xml version="1.0" enc	43,4831519	-1,558626	45,159555	1,533937	308,6263677
							#VALEUR!	#VALEUR!					
22 Feb 2023	Île d'Yeu	Biarritz	(OOPCN)	01:05	11:18	13:23	<?xml version="1.0" enc	<?xml version="1.0" enc	46,7093529	-2,3466244	43,4831519	-1,558626	364,0249048
							#VALEUR!	#VALEUR!					
22 Feb 2023	Le Havre	Île d'Yeu	(OOPCN)	00:59	09:47	11:46	<?xml version="1.0" enc	<?xml version="1.0" enc	49,49437	#VALEUR!	46,7093529	-2,3466244	#VALEUR!
							#VALEUR!	#VALEUR!					
22 Feb 2023	Brussels	Le Havre	(OOPCN)	01:15	08:04	10:20	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	49,49437	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
21 Feb 2023	Albert	Brussels	(OOPCN)	00:34	17:25	18:59	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
21 Feb 2023	Albert	Albert	(OOPCN)	01:05	16:08	18:13	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
21 Feb 2023	Albert	Albert	(OOPCN)	00:45	15:05	16:51	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
21 Feb 2023	Reims	Albert	(OOPCN)	00:50	13:46	15:36	<?xml version="1.0" enc	<?xml version="1.0" enc	49,258329	4,031696	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
21 Feb 2023	Le Touquet	Reims	(OOPCN)	00:38	12:13	13:50	<?xml version="1.0" enc	<?xml version="1.0" enc	50,521276	1,590675	49,258329	4,031696	224,2591306
							#VALEUR!	#VALEUR!					
21 Feb 2023	Le Touquet	Le Touquet	(OOPCN)	01:13	10:02	12:15	<?xml version="1.0" enc	<?xml version="1.0" enc	50,521276	1,590675	50,521276	1,590675	0
							#VALEUR!	#VALEUR!					
21 Feb 2023	Brussels	Le Touquet	(OOPCN)	01:18	08:09	10:27	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,521276	1,590675	198,2424692
							#VALEUR!	#VALEUR!					
20 Feb 2023	Kemble	Brussels	(OOPCN)	01:06	17:16	20:22	<?xml version="1.0" enc	<?xml version="1.0" enc	51,6747949	-2,0191706	50,8476424	4,3571696	452,957033
							#VALEUR!	#VALEUR!					
20 Feb 2023	Saanen	Kemble	(OOPCN)	02:02	15:15	17:17	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	51,6747949	-2,0191706	887,2198313
							#VALEUR!	#VALEUR!					
18 Feb 2023	London	Brussels	(OOPCN)	00:48	19:39	21:43	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
18 Feb 2023	Saanen	London	(OOPCN)	02:19	17:14	17:43	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
18 Feb 2023	Sion	Saanen	(OOPCN)	00:14	16:34	17:47	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	46,4897184	7,2616785	29,52521206
							#VALEUR!	#VALEUR!					
18 Feb 2023	Brussels	Sion	(OOPCN)	01:40	14:35	14:55	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
18 Feb 2023	Annecy	Brussels	(OOPCN)	01:32	11:57	12:53	<?xml version="1.0" enc	<?xml version="1.0" enc	45,899247	6,129384	50,8476424	4,3571696	565,5472629
							#VALEUR!	#VALEUR!					
18 Feb 2023	Liege	Annecy	(OOPCN)	01:17	10:10	10:14	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	45,899247	6,129384	527,9877594
							#VALEUR!	#VALEUR!					
18 Feb 2023	Brussels	Liege	(OOPCN)	00:21	08:27	07:50	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
							#VALEUR!	#VALEUR!					
17 Feb 2023	Bern	Brussels	(OOPCN)	01:15	18:56	20:14	<?xml version="1.0" enc	<?xml version="1.0" enc	46,9479739	7,4474468	50,8476424	4,3571696	488,8305306
							#VALEUR!	#VALEUR!	46,7988621	7,7080701			
17 Feb 2023	Brussels	Bern	(OOPCN)	01:05	17:24	18:11	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,9479739	7,4474468	488,8305306
							#VALEUR!	#VALEUR!			46,7988621	7,7080701	
17 Feb 2023	Venice	Brussels	(OOPCN)	02:14	14:37	16:43	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4408474	12,3155151	50,8476424	4,3571696	841,7684907
							#VALEUR!	#VALEUR!					
17 Feb 2023	Luxembourg	Venice	(OOPCN)	01:30	12:09	13:48	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	45,4408474	12,3155151	671,488918
							#VALEUR!	#VALEUR!					
16 Feb 2023	Sion	Luxembourg	(OOPCN)	01:11	18:07	18:57	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	49,815273	6,129583	408,6870159
							#VALEUR!	#VALEUR!					
16 Feb 2023	Brussels	Sion	(OOPCN)	01:28	16:07	17:44	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
16 Feb 2023	Brussels	Brussels	(OOPCN)	00:21	14:46	15:04	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
15 Feb 2023	Luxembourg	Brussels	(OOPCN)	00:28	18:24	19:21	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	50,8476424	4,3571696	170,3001368
							#VALEUR!	#VALEUR!					
15 Feb 2023	Sion	Luxembourg	(OOPCN)	01:07	16:51	18:06	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	49,815273	6,129583	408,6870159
							#VALEUR!	#VALEUR!					
15 Feb 2023	Brussels	Sion	(OOPCN)	01:30	06:53	08:43	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
14 Feb 2023	Saanen	Brussels	(OOPCN)	01:11	16:46	18:57	<?xml version="1.0" enc	<?xml version="1.0" enc	46,4897184	7,2616785	50,8476424	4,3571696	529,3367782
							#VALEUR!	#VALEUR!					
14 Feb 2023	Blackbushe	Saanen	(OOPCN)	02:05	13:15	17:20	<?xml version="1.0" enc	<?xml version="1.0" enc	51,322724	#VALEUR!	46,4897184	7,2616785	#VALEUR!
							#VALEUR!	#VALEUR!					
14 Feb 2023	Brussels	Blackbushe	(OOPCN)	01:03	12:47	13:50	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,322724	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
13 Feb 2023	Kortrijk	Brussels	(OOPCN)	00:23	18:39	20:02	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
13 Feb 2023	Courchevel	Kortrijk	(OOPCN)	01:36	16:43	19:19	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	50,826806	3,2543899	652,7435973
							#VALEUR!	#VALEUR!					
13 Feb 2023	Brussels	Courchevel	(OOPCN)	01:36	12:03	14:39	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
10 Feb 2023	Courchevel	Brussels	(OOPCN)	01:33	10:44	13:17	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	50,8476424	4,3571696	628,2049721
							#VALEUR!	#VALEUR!					
10 Feb 2023	Brussels	Courchevel	(OOPCN)	01:31	08:37	11:08	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
09 Feb 2023	Sion	Brussels	(OOPCN)	01:23	17:38	19:13	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
09 Feb 2023	Brussels	Sion	(OOPCN)	01:24	15:53	17:41	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
06 Feb 2023	Antwerp	Brussels	(OOPCN)	00:22	16:50	18:11	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
06 Feb 2023	Sion	Antwerp	(OOPCN)	01:54	14:26	15:16	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	51,2213404	4,4051485	595,3955361
							#VALEUR!	#VALEUR!					
06 Feb 2023	Brussels	Sion	(OOPCN)	01:30	10:14	11:53	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
03 Feb 2023	Cannes	Brussels	(OOPCN)	02:17	12:12	15:29	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	50,8476424	4,3571696	835,5223586
							#VALEUR!	#VALEUR!					
03 Feb 2023	Kortrijk	Cannes	(OOPCN)	02:15	09:09	12:24	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	43,552847	7,017369	857,059918
							#VALEUR!	#VALEUR!					
03 Feb 2023	Brussels	Kortrijk	(OOPCN)	00:28	08:11	09:39	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
01 Feb 2023	Brussels	Brussels	(OOPCN)	00:13	13:14	14:27	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
31-janv-23	Rennes	Brussels	(OOPCN)	01:25	00:41	23:48	<?xml version="1.0" enc	<?xml version="1.0" enc	48,117266	-1,6777926	50,8476424	4,3571696	531,0014798
							#VALEUR!	#VALEUR!					
31-janv-23	Brussels	Rennes	(OOPCN)	01:24	12:29	14:53	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,117266	-1,6777926	531,0014798
							#VALEUR!	#VALEUR!					
29-janv-23	Florence	Brussels	(OOPCN)	02:10	17:46	20:57	<?xml version="1.0" enc	<?xml version="1.0" enc	43,7695604	11,2558136	50,8476424	4,3571696	942,4651877
							#VALEUR!	#VALEUR!	43,7679178	11,2523792			
29-janv-23	Sion	Florence	(OOPCN)	01:14	15:07	16:17	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	43,7695604	11,2558136	410,8029948
							#VALEUR!	#VALEUR!			43,7679178	11,2523792	
29-janv-23	Sion	Sion	(OOPCN)	00:37	11:52	13:29	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	46,2331221	7,360626	0
							#VALEUR!	#VALEUR!					

28-janv-23	Milan	Saanen	(OOPCN)	-	11:26	11:48	<?xml version="1.0" en	<?xml version="1.0" enc	45,4642035	9,189982	46,4897184	7,2616785	187,6256937
							#VALEUR!	#VALEUR!	45,458626	9,181873			
27-janv-23	Nice	Milan	(OOPCN)	00:46	18:57	19:35	<?xml version="1.0" en	<?xml version="1.0" enc	43,7101728	7,2619532	45,4642035	9,189982	247,6775317
							#VALEUR!	#VALEUR!			45,458626	9,181873	
27-janv-23	Brussels	Nice	(OOPCN)	02:15	16:19	18:17	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	43,7101728	7,2619532	823,172518
							#VALEUR!	#VALEUR!					
26-janv-23	Saanen	Brussels	(OOPCN)	01:21	15:53	18:14	<?xml version="1.0" en	<?xml version="1.0" enc	46,4897184	7,2616785	50,8476424	4,3571696	529,3367782
							#VALEUR!	#VALEUR!					
26-janv-23	Northolt	Saanen	(OOPCN)	02:07	12:13	16:20	<?xml version="1.0" en	<?xml version="1.0" enc	51,546615	#VALEUR!	46,4897184	7,2616785	#VALEUR!
							#VALEUR!	#VALEUR!					
25-janv-23	Courchevel	Antwerp	(OOPCN)	01:31	16:14	18:45	<?xml version="1.0" en	<?xml version="1.0" enc	45,4051045	6,6316684	51,2213404	4,4051485	667,281666
							#VALEUR!	#VALEUR!					
25-janv-23	Sion	Courchevel	(OOPCN)	00:30	14:30	16:00	<?xml version="1.0" en	<?xml version="1.0" enc	46,2331221	7,360626	45,4051045	6,6316684	108,0186748
							#VALEUR!	#VALEUR!					
25-janv-23	Brussels	Sion	(OOPCN)	01:28	12:50	14:39	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
25-janv-23	Nice	Brussels	(OOPCN)	-	09:17	11:27	<?xml version="1.0" en	<?xml version="1.0" enc	43,7101728	7,2619532	50,8476424	4,3571696	823,172518
							#VALEUR!	#VALEUR!					
24-janv-23	Sion	Nice	(OOPCN)	00:54	13:31	13:09	<?xml version="1.0" en	<?xml version="1.0" enc	46,2331221	7,360626	43,7101728	7,2619532	280,6464568
							#VALEUR!	#VALEUR!					
24-janv-23	Brussels	Sion	(OOPCN)	01:27	10:06	11:42	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
23-janv-23	Bourges	Brussels	(OOPCN)	01:15	10:50	13:05	<?xml version="1.0" en	<?xml version="1.0" enc	47,081012	2,398782	50,8476424	4,3571696	442,5164257
							#VALEUR!	#VALEUR!					
23-janv-23	Brussels	Bourges	(OOPCN)	00:58	08:56	10:53	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	47,081012	2,398782	442,5164257
							#VALEUR!	#VALEUR!					
22-janv-23	Maastricht	Brussels	(OOPCN)	00:21	18:53	20:14	<?xml version="1.0" en	<?xml version="1.0" enc	50,8513682	5,6909725	50,8476424	4,3571696	93,63790669
							#VALEUR!	#VALEUR!					
22-janv-23	Courchevel	Maastricht	(OOPCN)	01:23	17:12	19:35	<?xml version="1.0" en	<?xml version="1.0" enc	45,4051045	6,6316684	50,8513682	5,6909725	609,5938058
							#VALEUR!	#VALEUR!					
22-janv-23	Nice	Courchevel	(OOPCN)	00:55	11:09	11:49	<?xml version="1.0" en	<?xml version="1.0" enc	43,7101728	7,2619532	45,4051045	6,6316684	194,9698139
							#VALEUR!	#VALEUR!					
20-janv-23	Brussels	Nice	(OOPCN)	01:52	18:06	19:49	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	43,7101728	7,2619532	823,172518
							#VALEUR!	#VALEUR!					
20-janv-23	Leipzig	Brussels	(OOPCN)	01:19	14:21	15:16	<?xml version="1.0" en	<?xml version="1.0" enc	51,3396955	12,3730747	50,8476424	4,3571696	562,180239
							#VALEUR!	#VALEUR!					
20-janv-23	Dortmund	Leipzig	(OOPCN)	00:54	13:05	13:35	<?xml version="1.0" en	<?xml version="1.0" enc	51,5135872	7,4652981	51,3396955	12,3730747	340,7498463
							#VALEUR!	#VALEUR!					
20-janv-23	Brussels	Dortmund	(OOPCN)	00:49	11:02	12:51	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	51,5135872	7,4652981	228,9341006
							#VALEUR!	#VALEUR!					
19-janv-23	Glasgow	Brussels	(OOPCN)	01:44	17:23	18:47	<?xml version="1.0" en	<?xml version="1.0" enc	55,8616704	-4,2583345	50,8476424	4,3571696	797,5302475
							#VALEUR!	#VALEUR!					
19-janv-23	Brussels	Glasgow	(OOPCN)	02:17	14:32	15:41	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	55,8616704	-4,2583345	797,5302475
							#VALEUR!	#VALEUR!					
15-janv-23	Nimes	Brussels	(OOPCN)	01:55	16:07	19:02	<?xml version="1.0" en	<?xml version="1.0" enc	43,836699	4,360054	50,8476424	4,3571696	779,5813672
							#VALEUR!	#VALEUR!					
15-janv-23	Brussels	Nimes	(OOPCN)	01:54	13:15	16:08	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	43,836699	4,360054	779,5813672
							#VALEUR!	#VALEUR!					
14-janv-23	Oxford	Brussels	(OOPCN)	01:01	18:02	20:01	<?xml version="1.0" en	<?xml version="1.0" enc	51,7520209	-1,2577263	50,8476424	4,3571696	403,000718
							#VALEUR!	#VALEUR!					
13-janv-23	Humberside	Oxford	(OOPCN)	00:42	15:25	15:32	<?xml version="1.0" en	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	51,7520209	-1,2577263	#VALEUR!
							#VALEUR!	#VALEUR!					
13-janv-23	Brussels	Humberside	(OOPCN)	01:52	13:56	15:48	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
12-janv-23	Nimes	Brussels	(OOPCN)	01:59	17:05	20:04	<?xml version="1.0" en	<?xml version="1.0" enc	43,836699	4,360054	50,8476424	4,3571696	779,5813672
							#VALEUR!	#VALEUR!					
12-janv-23	Brussels	Nimes	(OOPCN)	01:55	14:32	17:27	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	43,836699	4,360054	779,5813672
							#VALEUR!	#VALEUR!					
11-janv-23	Brussels	Brussels	(OOPCN)	00:13	18:52	19:08	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
11-janv-23	Leeds	Brussels	(OOPCN)	01:16	16:03	18:34	<?xml version="1.0" en	<?xml version="1.0" enc	53,8007554	-1,5490774	50,8476424	4,3571696	518,3080271
							#VALEUR!	#VALEUR!					
11-janv-23	Brussels	Leeds	(OOPCN)	01:32	08:39	09:19	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	53,8007554	-1,5490774	518,3080271
							#VALEUR!	#VALEUR!					
11-janv-23	Brussels	Brussels	(OOPCN)	00:22	07:44	07:57	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
10-janv-23	Sion	Brussels	(OOPCN)	01:36	13:37	15:29	<?xml version="1.0" en	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
9-janv-23	Liege	Brussels	(OOPCN)	00:20	16:00	16:36	<?xml version="1.0" en	<?xml version="1.0" enc	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
							#VALEUR!	#VALEUR!					
9-janv-23	Zell am See	Liege	(OOPCN)	01:32	13:51	16:23	<?xml version="1.0" en	<?xml version="1.0" enc	47,32352	12,79685	50,6329586	5,5697498	642,6730544
							#VALEUR!	#VALEUR!					
8-janv-23	Antwerp	Liege	(OOPCN)	00:24	15:13	15:30	<?xml version="1.0" en	<?xml version="1.0" enc	51,2213404	4,4051485	50,6329586	5,5697498	104,605774
							#VALEUR!	#VALEUR!					
8-janv-23	Ibiza	Antwerp	(OOPCN)	03:24	11:09	15:33	<?xml version="1.0" en	<?xml version="1.0" enc	39,0200099	1,4821482	51,2213404	4,4051485	1375,67973
							#VALEUR!	#VALEUR!					
8-janv-23	Brussels	Ibiza	(OOPCN)	03:16	07:07	11:23	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	39,0200099	1,4821482	1334,228261
							#VALEUR!	#VALEUR!					
4-janv-23	Sion	Brussels	(OOPCN)	01:44	15:19	17:05	<?xml version="1.0" en	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
4-janv-23	Sion	Sion	(OOPCN)	00:28	12:32	17:05	<?xml version="1.0" en	<?xml version="1.0" enc	46,2331221	7,360626	46,2331221	7,360626	0
							#VALEUR!	#VALEUR!					
4-janv-23	Sion	Sion	(OOPCN)	00:32	11:52	13:24	<?xml version="1.0" en	<?xml version="1.0" enc	46,2331221	7,360626	46,2331221	7,360626	0
							#VALEUR!	#VALEUR!					
4-janv-23	Brussels	Sion	(OOPCN)	01:21	07:16	09:06	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
3-janv-23	Kortrijk	Brussels	(OOPCN)	00:25	12:02	13:27	<?xml version="1.0" en	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
3-janv-23	Chambery	Kortrijk	(OOPCN)	01:34	10:13	12:47	<?xml version="1.0" en	<?xml version="1.0" enc	45,564601	5,917781	50,826806	3,2543899	617,4267531
							#VALEUR!	#VALEUR!					
3-janv-23	Brussels	Chambery	(OOPCN)	01:24	07:42	10:06	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	45,564601	5,917781	598,6852669
							#VALEUR!	#VALEUR!					
2-janv-23	Kortrijk	Brussels	(OOPCN)	00:21	18:36	19:57	<?xml version="1.0" en	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
2-janv-23	Cannes	Kortrijk	(OOPCN)	01:59	16:21	19:19	<?xml version="1.0" en	<?xml version="1.0" enc	43,552847	7,017369	50,826806	3,2543899	857,059918
							#VALEUR!	#VALEUR!					
2-janv-23	Nice	Cannes	(OOPCN)	00:10	15:23	16:33	<?xml version="1.0" en	<?xml version="1.0" enc	43,7101728	7,2619532	43,552847	7,017369	26,33472852
							#VALEUR!	#VALEUR!					
2-janv-23	Paris	Nice	(OOPCN)	01:56	12:53	14:45	<?xml version="1.0" en	<?xml version="1.0" enc	48,856614	2,3522219	43,7101728	7,2619532	685,1086
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
2-janv-23	Courchevel	Paris	(OOPCN)	01:13	10:33	11:51	<?xml version="1.0" en	<?xml version="1.0" enc	45,4051045	6,6316684	48,856614	2,3522219	501,9274875
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
2-janv-23	Brussels	Courchevel	(OOPCN)	01:51	08:17	11:08	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
1-janv-23	Antwerp	Brussels	(OOPCN)	00:20	18:23	19:43	<?xml version="1.0" en	<?xml version="1.0" enc	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
1-janv-23	Courchevel	Antwerp	(OOPCN)	01:28	16:32	19:00	<?xml version="1.0" en	<?xml version="1.0" enc	45,4051045	6,6316684	51,2213404	4,4051485	667,281666
							#VALEUR!	#VALEUR!					
1-janv-23	Brussels	Courchevel	(OOPCN)	01:43	10:38	13:21	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
28 Dec 2022	Antwerp	Brussels	(OOPCN)	00:20	16:19	17:40	<?xml version="1.0" en	<?xml version="1.0" enc	51,2213404	4,4051485	50,8476424	4,3571696	41,68853445
							#VALEUR!	#VALEUR!					
28 Dec 2022	Sion	Antwerp	(OOPCN)	01:33	14:21	15:49	<?xml version="1.0" en	<?xml version="1.0" enc	46,2331221	7,360626	51,2213404	4,4051485	595,3955361
							#VALEUR!	#VALEUR!					
28 Dec 2022	Brussels	Sion	(OOPCN)	01:23	12:17	14:03	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
27 Dec 2022	Brussels	Courchevel	(OOPCN)	01:25	11:08	13:33	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
26 Dec 2022	Malaga	Brussels	(OOPCN)	03:44	17:30	21:15	<?xml version="1.0" en	<?xml version="1.0" enc	36,721261	-4,4212655	50,8476424	4,3571696	1718,725143
							#VALEUR!	#VALEUR!	36,7211784	-4,4217199			
26 Dec 2022	Courchevel	Malaga	(OOPCN)	03:32	13:05	16:50	<?xml version="1.0" en	<?xml version="1.0" enc	45,4051045	6,6316684	36,721261	-4,4212655	1335,872708
							#VALEUR!	#VALEUR!			36,7211784	-4,4217199	
26 Dec 2022	Sion	Courchevel	(OOPCN)	00:31	10:42	12:13	<?xml version="1.0" en	<?xml version="1.0" enc	46,2331221	7,360626	45,4051045	6,6316684	108,0186748
							#VALEUR!	#VALEUR!					
25 Dec 2022	Brussels	Sion	(OOPCN)	01:29	14:58	16:58	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
25 Dec 2022	Sion	Brussels	(OOPCN)	01:21	12:18	13:53	<?xml version="1.0" en	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
25 Dec 2022	Brussels	Sion	(OOPCN)	01:32	10:12	12:12	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
23 Dec 2022	Saint Etienne	Brussels	(OOPCN)	01:35	11:43	14:18	<?xml version="1.0" en	<?xml version="1.0" enc	45,439695	4,3871779	50,8476424	4,3571696	601,3404219
							#VALEUR!	#VALEUR!					
23 Dec 2022	Brussels	Saint Etienne	(OOPCN)	01:23	09:50	12:12	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	45,439695	4,3871779	601,3404219
							#VALEUR!	#VALEUR!					
22 Dec 2022	Sion	Brussels	(OOPCN)	01:31	14:08	15:51	<?xml version="1.0" en	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
22 Dec 2022	Antwerp	Sion	(OOPCN)	01:34	12:11	13:31	<?xml version="1.0" en	<?xml version="1.0" enc	51,2213404	4,4051485	46,2331221	7,360626	595,3955361
							#VALEUR!	#VALEUR!					
22 Dec 2022	Brussels	Antwerp	(OOPCN)	00:27	11:05	12:32	<?xml version="1.0" en	<?xml version="1.0" enc	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
							#VALEUR!	#VALEUR!					
21 Dec 2022	Northolt	Brussels	(OOPCN)	00:56	13:17	16:13	<?xml version="1.0" en	<?xml version="1.0" enc	51,546615	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
20 Dec 2022	Northolt	Exeter	(OOPCN)	00:45	13:02	14:47	<?xml version="1.0" en	<?xml version="1.0" enc	51,546615	#VALEUR!	50,7260367	-3,5274889	#VALEUR!
							#VALEUR!	#VALEUR!					
18 Dec 2022	Kortrijk	Brussels	(OOPCN)	00:21	12:31	13:53	<?xml version="1.0" en	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					

18 Dec 2022	Courchevel	Kortrijk	(OOPCN)	01:48	10:14	13:02	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	50,826806	3,2543899	652,7435973
							#VALEUR!	#VALEUR!					
17 Dec 2022	Brussels	Courchevel	(OOPCN)	01:33	09:47	12:20	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	45,4051045	6,6316684	628,2049721
							#VALEUR!	#VALEUR!					
16 Dec 2022	Ibiza	Brussels	(OOPCN)	03:07	16:12	20:19	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	50,8476424	4,3571696	1334,228261
							#VALEUR!	#VALEUR!					
16 Dec 2022	Brussels	Ibiza	(OOPCN)	02:58	12:21	16:19	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	39,0200099	1,4821482	1334,228261
							#VALEUR!	#VALEUR!					
14 Dec 2022	Zurich	Brussels	(OOPCN)	01:14	18:06	19:34	<?xml version="1.0" enc	<?xml version="1.0" enc	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
							#VALEUR!	#VALEUR!					
14 Dec 2022	Brussels	Zurich	(OOPCN)	01:15	06:55	08:14	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,3768866	8,541694	491,4695208
							#VALEUR!	#VALEUR!					
12 Dec 2022	Geneva	Brussels	(OOPCN)	01:16	18:15	19:58	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
							#VALEUR!	#VALEUR!					
12 Dec 2022	Vienna	Geneva	(OOPCN)	01:58	15:55	18:04	<?xml version="1.0" enc	<?xml version="1.0" enc	48,2081743	16,3738189	46,2043907	6,1431577	803,6143137
							#VALEUR!	#VALEUR!					
12 Dec 2022	Geneva	Vienna	(OOPCN)	01:47	11:21	13:18	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2043907	6,1431577	48,2081743	16,3738189	803,6143137
							#VALEUR!	#VALEUR!					
12 Dec 2022	Brussels	Lausanne	(OOPCN)	-		08:46	10:02	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,5196535	6,6322734	509,3439565
								#VALEUR!	#VALEUR!					
10 Dec 2022	Blackbushe	Brussels	(OOPCN)	01:00	19:03	22:03	<?xml version="1.0" enc	<?xml version="1.0" enc	51,322724	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
10 Dec 2022	Inverness	Blackbushe	(OOPCN)	01:40	16:00	18:40	<?xml version="1.0" enc	<?xml version="1.0" enc	57,477773	-4,224721	51,322724	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
08 Dec 2022	Woking	Inverness	(OOPCN)	01:57	15:25	18:22	<?xml version="1.0" enc	<?xml version="1.0" enc	51,316774	#VALEUR!	57,477773	-4,224721	#VALEUR!
							#VALEUR!	#VALEUR!					
08 Dec 2022	Brussels	Woking	(OOPCN)	01:05	14:04	15:09	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,316774	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
07 Dec 2022	Geneva	Brussels	(OOPCN)	01:16	18:46	19:38	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2043907	6,1431577	50,8476424	4,3571696	532,751221
							#VALEUR!	#VALEUR!					
05 Dec 2022	Brussels	Geneva	(OOPCN)	01:24	09:54	11:09	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2043907	6,1431577	532,751221
							#VALEUR!	#VALEUR!					
04 Dec 2022	Zurich	Brussels	(OOPCN)	01:07	18:22	19:35	<?xml version="1.0" enc	<?xml version="1.0" enc	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
							#VALEUR!	#VALEUR!					
04 Dec 2022	Troyes	Zurich	(OOPCN)	00:56	16:26	17:17	<?xml version="1.0" enc	<?xml version="1.0" enc	48,2973451	4,0744009	47,3768866	8,541694	348,7270688
							#VALEUR!	#VALEUR!					
02 Dec 2022	Brussels	Troyes	(OOPCN)	00:46	16:12	17:58	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,2973451	4,0744009	284,3115948
							#VALEUR!	#VALEUR!					
01 Dec 2022	Le Touquet	Brussels	(OOPCN)	00:38	14:50	16:28	<?xml version="1.0" enc	<?xml version="1.0" enc	50,521276	1,590675	50,8476424	4,3571696	198,2424692
							#VALEUR!	#VALEUR!					
01 Dec 2022	Le Touquet	Le Touquet	(OOPCN)	00:09	14:34	15:43	<?xml version="1.0" enc	<?xml version="1.0" enc	50,521276	1,590675	50,521276	1,590675	0
							#VALEUR!	#VALEUR!					
01 Dec 2022	Le Touquet	Le Touquet	(OOPCN)	00:42	12:16	13:57	<?xml version="1.0" enc	<?xml version="1.0" enc	50,521276	1,590675	50,521276	1,590675	0
							#VALEUR!	#VALEUR!					
01 Dec 2022	Brussels	Le Touquet	(OOPCN)	01:08	10:24	12:31	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,521276	1,590675	198,2424692
							#VALEUR!	#VALEUR!					
30-nov-22	Albert	Brussels	(OOPCN)	00:58	16:26	18:24	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
30-nov-22	Albert	Albert	(OOPCN)	01:07	14:36	16:43	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
30-nov-22	Albert	Albert	(OOPCN)	01:25	12:40	15:05	<?xml version="1.0" enc	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
30-nov-22	Liege	Albert	(OOPCN)	01:34	10:28	10:49	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
27-nov-22	London	Brussels	(OOPCN)	00:54	17:05	18:24	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
27-nov-22	Brussels	London	(OOPCN)	00:58	16:20	16:07	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,5072178	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
26-nov-22	Northolt	Brussels	(OOPCN)	00:57	12:59	15:56	<?xml version="1.0" enc	<?xml version="1.0" enc	51,546615	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
26-nov-22	Brussels	Innsbruck	(OOPCN)	01:22	08:34	09:53	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,2692124	11,4041024	649,1263104
							#VALEUR!	#VALEUR!					
25-nov-22	Dusseldorf	Brussels	(OOPCN)	00:28	16:53	18:21	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2277411	6,7734556	50,8476424	4,3571696	174,1450218
							#VALEUR!	#VALEUR!					
21-nov-22	Dortmund	Dusseldorf	(OOPCN)	00:21	08:21	09:42	<?xml version="1.0" enc	<?xml version="1.0" enc	51,5135872	7,4652981	51,2277411	6,7734556	57,59046854
							#VALEUR!	#VALEUR!					
20-nov-22	Prague	Dortmund	(OOPCN)	01:24	20:27	20:57	<?xml version="1.0" enc	<?xml version="1.0" enc	50,0755381	14,4378005	51,5135872	7,4652981	515,2610822
							#VALEUR!	#VALEUR!					
16-nov-22	Madrid	Brussels	(OOPCN)	03:02	17:37	20:12	<?xml version="1.0" enc	<?xml version="1.0" enc	40,4167754	-3,7037902	50,8476424	4,3571696	1316,545861
							#VALEUR!	#VALEUR!					
14-nov-22	Brussels	Madrid	(OOPCN)	03:13	14:17	18:31	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	40,4167754	-3,7037902	1316,545861
							#VALEUR!	#VALEUR!					
11-nov-22	Orleans	Paris	(OOPCN)	00:30	12:49	13:36	<?xml version="1.0" enc	<?xml version="1.0" enc	47,902964	1,909251	48,856614	2,3522219	110,9724269
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
10-nov-22	Brussels	Orleans	(OOPCN)	01:03	16:31	17:38	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,902964	1,909251	372,2690177
							#VALEUR!	#VALEUR!					
10-nov-22	Brussels	Brussels	(OOPCN)	00:21	14:54	16:14	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,8476424	4,3571696	0
							#VALEUR!	#VALEUR!					
9-nov-22	Montpellier	Brussels	(OOPCN)	01:47	20:54	23:41	<?xml version="1.0" enc	<?xml version="1.0" enc	43,610769	3,876716	50,8476424	4,3571696	805,5160625
							#VALEUR!	#VALEUR!					
9-nov-22	Nice	Montpellier	(OOPCN)	00:49	19:46	20:26	<?xml version="1.0" enc	<?xml version="1.0" enc	43,7101728	7,2619532	43,610769	3,876716	272,5247513
							#VALEUR!	#VALEUR!					
9-nov-22	Brussels	Nice	(OOPCN)	02:16	16:40	18:35	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,7101728	7,2619532	823,172518
							#VALEUR!	#VALEUR!					
8-nov-22	Bristol	Brussels	(OOPCN)	01:07	16:22	19:30	<?xml version="1.0" enc	<?xml version="1.0" enc	51,454513	-2,58791	50,8476424	4,3571696	488,9000439
							#VALEUR!	#VALEUR!					
8-nov-22	Brussels	Bristol	(OOPCN)	01:26	14:41	15:18	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,454513	-2,58791	488,9000439
							#VALEUR!	#VALEUR!					
7-nov-22	Farnborough	Brussels	(OOPCN)	01:00	21:46	23:36	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2868939	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
7-nov-22	Brussels	Farnborough	(OOPCN)	01:11	21:06	21:14	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2868939	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
6-nov-22	Le Castellet	Brussels	(OOPCN)	01:54	17:05	19:59	<?xml version="1.0" enc	<?xml version="1.0" enc	43,203551	5,776755	50,8476424	4,3571696	856,7230785
							#VALEUR!	#VALEUR!					
6-nov-22	Innsbruck	Le Castellet	(OOPCN)	01:36	13:11	14:52	<?xml version="1.0" enc	<?xml version="1.0" enc	47,2692124	11,4041024	43,203551	5,776755	630,9704142
							#VALEUR!	#VALEUR!					
5-nov-22	Luxembourg	Innsbruck	(OOPCN)	01:35	14:56	16:11	<?xml version="1.0" enc	<?xml version="1.0" enc	49,815273	6,129583	47,2692124	11,4041024	480,3640164
							#VALEUR!	#VALEUR!					
5-nov-22	Brussels	Luxembourg	(OOPCN)	00:28	14:00	14:27	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	49,815273	6,129583	170,3001368
							#VALEUR!	#VALEUR!					
3-nov-22	Sion	Brussels	(OOPCN)	01:25	10:13	11:52	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
3-nov-22	Brussels	Sion	(OOPCN)	01:25	08:17	10:01	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
2-nov-22	Saint-Tropez	Brussels	(OOPCN)	01:55	14:44	17:40	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
1-nov-22	Brussels	Saint-Tropez	(OOPCN)	01:58	14:39	17:37	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
1-nov-22	Île d'Yeu	Brussels	(OOPCN)	01:22	11:06	13:27	<?xml version="1.0" enc	<?xml version="1.0" enc	46,7093529	-2,3466244	50,8476424	4,3571696	672,5820647
							#VALEUR!	#VALEUR!					
1-nov-22	Brussels	Île d'Yeu	(OOPCN)	01:45	08:54	11:39	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,7093529	-2,3466244	672,5820647
							#VALEUR!	#VALEUR!					
30-oct-22	Chateauroux	Brussels	(OOPCN)	01:08	16:52	18:59	<?xml version="1.0" enc	<?xml version="1.0" enc	46,811434	1,686779	50,8476424	4,3571696	489,4428617
							#VALEUR!	#VALEUR!					
28-oct-22	Brussels	Chateauroux	(OOPCN)	01:16	16:55	18:11	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,811434	1,686779	489,4428617
							#VALEUR!	#VALEUR!					
28-oct-22	Northolt	Brussels	(OOPCN)	00:53	13:52	15:45	<?xml version="1.0" enc	<?xml version="1.0" enc	51,546615	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
28-oct-22	Northolt	Brussels	(OOPCN)	00:59	10:40	12:39	<?xml version="1.0" enc	<?xml version="1.0" enc	51,546615	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
28-oct-22	Brussels	Antwerp	(OOPCN)	00:20	09:03	09:23	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
							#VALEUR!	#VALEUR!					
27-oct-22	Zurich	Brussels	(OOPCN)	01:16	18:38	19:42	<?xml version="1.0" enc	<?xml version="1.0" enc	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
							#VALEUR!	#VALEUR!					
27-oct-22	Sion	Brussels	(OOPCN)	-		14:30	14:54	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
								#VALEUR!	#VALEUR!					
27-oct-22	Brussels	Sion	(OOPCN)	01:37	11:14	13:00	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
							#VALEUR!	#VALEUR!					
25-oct-22	Zurich	Brussels	(OOPCN)	01:09	17:05	18:04	<?xml version="1.0" enc	<?xml version="1.0" enc	47,3768866	8,541694	50,8476424	4,3571696	491,4695208
							#VALEUR!	#VALEUR!					
25-oct-22	Brussels	Zurich	(OOPCN)	01:05	08:30	09:42	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,3768866	8,541694	491,4695208
							#VALEUR!	#VALEUR!					
23-oct-22	Kortrijk	Brussels	(OOPCN)	00:21	18:17	18:37	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
23-oct-22	Saint-Tropez	Kortrijk	(OOPCN)	02:05	15:52	17:57	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,826806	3,2543899	878,575376
							#VALEUR!	#VALEUR!					

22-oct-22	Ibiza	Saint-Tropez	(OOPCN)	01:41	14:45	16:26	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	39,0200099	1,4821482	43,2676808	6,6407109	639,7961312
22-oct-22	Paris	Ibiza	(OOPCN)	02:45	11:15	14:03	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	48,856614 48,8499198	2,3522219 2,6370411	39,0200099	1,4821482	1095,976244
21-oct-22	Cannes	Paris	(OOPCN)	01:45	13:40	15:25	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	43,552847	7,017369	48,856614 48,8499198	2,3522219 2,6370411	690,1211982
21-oct-22	Kortrijk	Cannes	(OOPCN)	02:41	09:32	12:13	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,826806	3,2543899	43,552847	7,017369	857,059918
21-oct-22	Brussels	Kortrijk	(OOPCN)	00:21	08:11	08:32	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
18-oct-22	North Connel	Brussels	(OOPCN)	02:07	11:54	15:00	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	56,458603	-5,39854	50,8476424	4,3571696	894,3180387
17-oct-22	Blackbushe	North Connel	(OOPCN)	01:34	13:38	15:13	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	51,322724	#VALEUR!	56,458603	-5,39854	#VALEUR!
17-oct-22	Brussels	Blackbushe	(OOPCN)	01:07	12:37	12:44	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	51,322724	#VALEUR!	#VALEUR!
16-oct-22	Dundee	Brussels	(OOPCN)	02:21	15:18	18:40	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	56,462018	-2,970721	50,8476424	4,3571696	788,3574634
15-oct-22	North Connel	Dundee	(OOPCN)	00:23	13:42	14:06	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	56,458603	-5,39854	56,462018	-2,970721	149,1501823
15-oct-22	Brussels	North Connel	(OOPCN)	02:34	11:24	12:58	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	56,458603	-5,39854	894,3180387
15-oct-22	Liege	Brussels	(OOPCN)	00:17	09:12	09:34	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
14-oct-22	Bourges	Brussels	(OOPCN)	-		21:50	23:10	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	47,081012	2,398782	50,8476424	4,3571696	442,5164257
14-oct-22	Brussels	Bourges	(OOPCN)	01:19	20:08	21:28	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	47,081012	2,398782	442,5164257
14-oct-22	Blackbushe	Brussels	(OOPCN)	00:58	16:43	18:41	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	51,322724	#VALEUR!	50,8476424	4,3571696	#VALEUR!
14-oct-22	Brussels	Blackbushe	(OOPCN)	01:10	14:04	14:14	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	51,322724	#VALEUR!	#VALEUR!
13-oct-22	London	Brussels	(OOPCN)	00:50	17:47	11:54	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	51,5072178	#VALEUR!	50,8476424	4,3571696	#VALEUR!
12-oct-22	Brussels	London	(OOPCN)	00:57	20:52	20:06	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	51,5072178	#VALEUR!	#VALEUR!
12-oct-22	Wilhelmshaven	Brussels	(OOPCN)	01:09	18:41	19:50	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	53,5323403	8,1068722	50,8476424	4,3571696	392,8948346
12-oct-22	Brussels	Wilhelmshaven	(OOPCN)	01:14	08:13	09:27	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	53,5323403	8,1068722	392,8948346
11-oct-22	Bourges	Brussels	(OOPCN)	01:04	19:10	20:14	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	47,081012	2,398782	50,8476424	4,3571696	442,5164257
11-oct-22	Basel	Bourges	(OOPCN)	01:05	15:13	16:18	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	47,5595986 47,5619253	7,5885761 7,592768	47,081012	2,398782	394,7274927
11-oct-22	Sabadell	Basel	(OOPCN)	02:01	12:12	14:13	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	#VALEUR!	#VALEUR!	47,5595986 47,5619253	7,5885761 7,592768	#VALEUR!
11-oct-22	Brussels	Sabadell	(OOPCN)	02:14	07:39	09:53	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
10-oct-22	Aix-en-Provence	Brussels	(OOPCN)	02:05	16:56	19:01	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	43,529742	5,447427	50,8476424	4,3571696	817,8480708
5-oct-22	Rochefort	Brussels	(OOPCN)	01:25	18:30	19:54	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	45,936698	#VALEUR!	50,8476424	4,3571696	#VALEUR!
4-oct-22	Strasbourg	Brussels	(OOPCN)	00:54	16:33	17:27	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	48,5734053	7,7521113	50,8476424	4,3571696	351,4105986
4-oct-22	Brussels	Strasbourg	(OOPCN)	01:18	08:06	09:24	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	48,5734053	7,7521113	351,4105986
3-oct-22	Albert	Brussels	(OOPCN)	01:11	14:47	15:58	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!
3-oct-22	Brussels	Albert	(OOPCN)	01:05	13:35	14:40	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
3-oct-22	Brussels	Brussels	(OOPCN)	02:23	09:58	12:22	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	50,8476424	4,3571696	0
2-oct-22	Luxembourg	Brussels	(OOPCN)	00:31	16:38	17:22	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	49,815273	6,129583	50,8476424	4,3571696	170,3001368
2-oct-22	Orleans	Luxembourg	(OOPCN)	00:59	15:02	16:06	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	47,902964	1,909251	49,815273	6,129583	374,7942776
30-sept-22	Luxembourg	Orleans	(OOPCN)	01:00	16:05	17:34	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	49,815273	6,129583	47,902964	1,909251	374,7942776
30-sept-22	Northolt	Brussels	(OOPCN)	00:55	10:54	12:49	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	51,546615	#VALEUR!	50,8476424	4,3571696	#VALEUR!
28-sept-22	Cannes	Lugano	(OOPCN)	00:52	16:39	17:45	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	43,552847	7,017369	46,0036778	8,951052	312,3248034
28-sept-22	Brussels	Cannes	(OOPCN)	02:04	13:49	15:53	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	43,552847	7,017369	835,5223586
27-sept-22	Bordeaux	Brussels	(OOPCN)	01:57	16:20	17:59	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	44,837789	#VALEUR!	50,8476424	4,3571696	#VALEUR!
26-sept-22	Sabadell	Bordeaux	(OOPCN)	01:20	18:41	20:20	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	#VALEUR!	#VALEUR!	44,837789	#VALEUR!	#VALEUR!
26-sept-22	Saint-Tropez	Sabadell	(OOPCN)	01:10	16:23	17:33	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	43,2676808	6,6407109	#VALEUR!	#VALEUR!	#VALEUR!
26-sept-22	Sion	Saint-Tropez	(OOPCN)	01:00	11:03	12:01	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	46,2331221	7,360626	43,2676808	6,6407109	334,6026363
25-sept-22	Brussels	Sion	(OOPCN)	01:53	16:41	18:32	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	46,2331221	7,360626	558,6072826
25-sept-22	Kortrijk	Brussels	(OOPCN)	00:21	14:31	14:52	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
25-sept-22	Cannes	Kortrijk	(OOPCN)	02:09	10:58	13:07	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	43,552847	7,017369	50,826806	3,2543899	857,059918
25-sept-22	Brussels	Cannes	(OOPCN)	02:08	08:21	10:29	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	43,552847	7,017369	835,5223586
24-sept-22	Brussels	Brussels	(OOPCN)	00:21	21:15	21:20	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	50,8476424	4,3571696	0
24-sept-22	Blackbushe	Brussels	(OOPCN)	01:03	18:33	20:38	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	51,322724	#VALEUR!	50,8476424	4,3571696	#VALEUR!
24-sept-22	Brussels	Blackbushe	(OOPCN)	01:01	17:39	17:40	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	51,322724	#VALEUR!	#VALEUR!
24-sept-22	Brussels	Blois	(OOPCN)	01:06	10:14	11:20	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	47,5860921	1,3359475	423,8033417
5-sept-22	Pau	Brussels	(OOPCN)	01:57	10:37	12:34	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	43,2951	#VALEUR!	50,8476424	4,3571696	#VALEUR!
5-sept-22	Brussels	Pau	(OOPCN)	02:10	08:09	10:18	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	43,2951	#VALEUR!	#VALEUR!
4-sept-22	Kortrijk	Brussels	(OOPCN)	00:26	21:17	21:42	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
4-sept-22	Le Castellet	Kortrijk	(OOPCN)	02:08	18:42	20:50	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	43,203551	5,776755	50,826806	3,2543899	868,8293823
4-sept-22	Nice	Le Castellet	(OOPCN)	00:42	11:47	12:03	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	43,7101728	7,2619532	43,203551	5,776755	132,4524281
4-sept-22	Liege	Nice	(OOPCN)	01:57	09:09	11:32	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,6329586	5,5697498	43,7101728	7,2619532	780,2764525
2-sept-22	Venice	Liege	(OOPCN)	01:49	21:09	22:58	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	45,4408474	12,3155151	50,6329586	5,5697498	764,1336622
2-sept-22	Brussels	Venice	(OOPCN)	01:51	18:48	20:39	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	45,4408474	12,3155151	841,7684907
2-sept-22	Deauville	Brussels	(OOPCN)	00:51	17:18	18:09	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	49,353976	#VALEUR!	50,8476424	4,3571696	#VALEUR!
2-sept-22	Brussels	Deauville	(OOPCN)	00:53	16:04	16:57	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	49,353976	#VALEUR!	#VALEUR!
1-sept-22	Sion	Brussels	(OOPCN)	01:25	14:33	16:01	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
1-sept-22	Kortrijk	Sion	(OOPCN)	01:36	11:51	14:05	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,826806	3,2543899	46,2331221	7,360626	593,3620013
1-sept-22	Brussels	Kortrijk	(OOPCN)	00:23	11:01	11:24	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
30 Aug 2022	Salzburg	Brussels	(OOPCN)	01:46	16:11	17:57	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	47,80949	13,05501	50,8476424	4,3571696	714,5025293
29 Aug 2022	Paris	Salzburg	(OOPCN)	01:46	16:40	18:07	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	48,856614 48,8499198	2,3522219 2,6370411	47,80949	13,05501	799,0088187
29 Aug 2022	Ibiza	Paris	(OOPCN)	02:37	13:06	15:50	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	39,0200099	1,4821482	48,856614 48,8499198	2,3522219 2,6370411	1095,976244
29 Aug 2022	Brussels	Ibiza	(OOPCN)	03:10	08:55	12:05	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	50,8476424	4,3571696	39,0200099	1,4821482	1334,228261
28 Aug 2022	Mende	Brussels	(OOPCN)	01:45	19:02	20:48	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	44,517611	3,501873	50,8476424	4,3571696	706,7598912
27 Aug 2022	Arcachon	Brussels	(OOPCN)	01:52	16:24	18:16	<?xml version="1.0" enc… #VALEUR!	<?xml version="1.0" enc… #VALEUR!	44,652297	-1,1785016	50,8476424	4,3571696	803,1252697

27 Aug 2022	Saint-Tropez	Arcachon	(OOPCN)	01:38	13:22	15:01	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	44,652297	-1,1785016	644,2323711
							#VALEUR!	#VALEUR!					
27 Aug 2022	Brussels	Saint-Tropez	(OOPCN)	02:01	10:09	12:10	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,2676808	6,6407109	860,3070485
							#VALEUR!	#VALEUR!					
26 Aug 2022	Teesside	Brussels	(OOPCN)	01:37	18:12	20:49	<?xml version="1.0" enc	#VALEUR!	#VALEUR!	50,8476424	4,3571696	#VALEUR!	
							#VALEUR!	#VALEUR!					
24 Aug 2022	Brussels	Teesside	(OOPCN)	01:35	17:38	18:13	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	#VALEUR!	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
19 Aug 2022	Saint-Tropez	Brussels	(OOPCN)	02:11	16:12	18:23	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	50,8476424	4,3571696	860,3070485
							#VALEUR!	#VALEUR!					
19 Aug 2022	Cannes	Saint-Tropez	(OOPCN)	00:14	14:36	14:50	<?xml version="1.0" enc	<?xml version="1.0" enc	43,552847	7,017369	43,2676808	6,6407109	43,94508572
							#VALEUR!	#VALEUR!					
19 Aug 2022	Kortrijk	Cannes	(OOPCN)	02:13	11:29	13:42	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	43,552847	7,017369	857,059918
							#VALEUR!	#VALEUR!					
19 Aug 2022	Brussels	Kortrijk	(OOPCN)	00:22	10:33	10:54	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
17 Aug 2022	Lannion	Brussels	(OOPCN)	01:31	16:37	18:08	<?xml version="1.0" enc	<?xml version="1.0" enc	48,732084	-3,459144	50,8476424	4,3571696	608,0360015
							#VALEUR!	#VALEUR!					
17 Aug 2022	Brussels	Lannion	(OOPCN)	01:23	14:47	16:10	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,732084	-3,459144	608,0360015
							#VALEUR!	#VALEUR!					
17 Aug 2022	Île d'Yeu	Brussels	(OOPCN)	01:38	10:15	11:53	<?xml version="1.0" enc	<?xml version="1.0" enc	46,7093529	-2,3466244	50,8476424	4,3571696	672,5820647
							#VALEUR!	#VALEUR!					
17 Aug 2022	Lannion	Île d'Yeu	(OOPCN)	00:42	09:11	09:52	<?xml version="1.0" enc	<?xml version="1.0" enc	48,732084	-3,459144	46,7093529	-2,3466244	239,8133951
							#VALEUR!	#VALEUR!					
15 Aug 2022	Île d'Yeu	Lannion	(OOPCN)	00:38	13:28	14:06	<?xml version="1.0" enc	<?xml version="1.0" enc	46,7093529	-2,3466244	48,732084	-3,459144	239,8133951
							#VALEUR!	#VALEUR!					
15 Aug 2022	Brussels	Île d'Yeu	(OOPCN)	01:41	10:54	12:36	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,7093529	-2,3466244	672,5820647
							#VALEUR!	#VALEUR!					
14 Aug 2022	Sion	Brussels	(OOPCN)	01:11	14:08	15:19	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,8476424	4,3571696	558,6072826
							#VALEUR!	#VALEUR!					
12 Aug 2022	Pau	Vannes	(OOPCN)	01:18	14:22	15:40	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2951	#VALEUR!	47,658236	-2,760847	#VALEUR!
							#VALEUR!	#VALEUR!					
12 Aug 2022	Zadar	Pau	(OOPCN)	03:00	10:47	13:46	<?xml version="1.0" enc	<?xml version="1.0" enc	44,119371	15,2313648	43,2951	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!	44,146939	15,6164943			
12 Aug 2022	Montpellier	Zadar	(OOPCN)	02:06	07:36	09:41	<?xml version="1.0" enc	<?xml version="1.0" enc	43,610769	3,876716	44,119371	15,2313648	911,315127
							#VALEUR!	#VALEUR!			44,146939	15,6164943	
11 Aug 2022	Brussels	Montpellier	(OOPCN)	01:56	17:48	19:44	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,610769	3,876716	805,5160625
							#VALEUR!	#VALEUR!					
10 Aug 2022	Le Castellet	Brussels	(OOPCN)	02:13	09:06	11:19	<?xml version="1.0" enc	<?xml version="1.0" enc	43,203551	5,776755	50,8476424	4,3571696	856,7230785
							#VALEUR!	#VALEUR!					
10 Aug 2022	Aix-en-Provence	Le Castellet	(OOPCN)	00:12	08:18	08:31	<?xml version="1.0" enc	<?xml version="1.0" enc	43,529742	5,447427	43,203551	5,776755	44,99185559
							#VALEUR!	#VALEUR!					
08 Aug 2022	Ibiza	Aix-en-Provence	(OOPCN)	01:45	13:18	15:03	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	43,529742	5,447427	600,8855098
							#VALEUR!	#VALEUR!					
08 Aug 2022	Antwerp	Ibiza	(OOPCN)	03:15	08:57	12:12	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	39,0200099	1,4821482	1375,67973
							#VALEUR!	#VALEUR!					
08 Aug 2022	Brussels	Antwerp	(OOPCN)	00:19	07:41	08:00	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
							#VALEUR!	#VALEUR!					
07 Aug 2022	Clermont-Ferrand	Brussels	(OOPCN)	01:14	18:52	20:06	<?xml version="1.0" enc	<?xml version="1.0" enc	45,777222	3,087025	50,8476424	4,3571696	571,5515727
							#VALEUR!	#VALEUR!					
07 Aug 2022	Olbia	Clermont-Ferrand	(OOPCN)	01:53	16:30	18:16	<?xml version="1.0" enc	<?xml version="1.0" enc	40,9235764	9,4964429	45,777222	3,087025	747,7548687
							#VALEUR!	#VALEUR!					
07 Aug 2022	Brussels	Olbia	(OOPCN)	02:53	10:23	13:17	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	40,9235764	9,4964429	1172,28239
							#VALEUR!	#VALEUR!					
06 Aug 2022	Kemble	Brussels	(OOPCN)	01:09	13:45	16:00	<?xml version="1.0" enc	<?xml version="1.0" enc	51,6747949	-2,0191706	50,8476424	4,3571696	452,957033
							#VALEUR!	#VALEUR!					
06 Aug 2022	Ibiza	Kemble	(OOPCN)	03:35	10:26	12:49	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	51,6747949	-2,0191706	1433,06628
							#VALEUR!	#VALEUR!					
05 Aug 2022	Saint-Tropez	Ibiza	(OOPCN)	01:44	16:55	18:39	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2676808	6,6407109	39,0200099	1,4821482	639,7961312
							#VALEUR!	#VALEUR!					
05 Aug 2022	Northolt	Saint-Tropez	(OOPCN)	02:42	12:42	16:24	<?xml version="1.0" enc	<?xml version="1.0" enc	51,546615	#VALEUR!	43,2676808	6,6407109	#VALEUR!
							#VALEUR!	#VALEUR!					
30-juil-22	Kortrijk	Brussels	(OOPCN)	00:21	18:13	18:34	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	50,8476424	4,3571696	77,47382755
							#VALEUR!	#VALEUR!					
30-juil-22	Glasgow	Kortrijk	(OOPCN)	01:48	14:53	17:42	<?xml version="1.0" enc	<?xml version="1.0" enc	55,8616704	-4,2583345	50,826806	3,2543899	748,9349204
							#VALEUR!	#VALEUR!					
30-juil-22	Antwerp	Glasgow	(OOPCN)	02:37	10:20	11:57	<?xml version="1.0" enc	<?xml version="1.0" enc	51,2213404	4,4051485	55,8616704	-4,2583345	769,6566172
							#VALEUR!	#VALEUR!					
30-juil-22	Brussels	Antwerp	(OOPCN)	00:21	09:08	09:29	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	51,2213404	4,4051485	41,68853445
							#VALEUR!	#VALEUR!					
29-juil-22	Liege	Brussels	(OOPCN)	00:15	17:52	18:08	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	50,8476424	4,3571696	88,60226903
							#VALEUR!	#VALEUR!					
29-juil-22	Sion	Liege	(OOPCN)	01:19	16:17	17:21	<?xml version="1.0" enc	<?xml version="1.0" enc	46,2331221	7,360626	50,6329586	5,5697498	506,7252067
							#VALEUR!	#VALEUR!					
28-juil-22	Liege	Sion	(OOPCN)	01:29	17:31	19:23	<?xml version="1.0" enc	<?xml version="1.0" enc	50,6329586	5,5697498	46,2331221	7,360626	506,7252067
							#VALEUR!	#VALEUR!					
28-juil-22	Brussels	Liege	(OOPCN)	00:16	16:00	16:16	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,6329586	5,5697498	88,60226903
							#VALEUR!	#VALEUR!					
28-juil-22	Salzburg	Brussels	(OOPCN)	02:01	10:13	12:14	<?xml version="1.0" enc	<?xml version="1.0" enc	47,80949	13,05501	50,8476424	4,3571696	714,5025293
							#VALEUR!	#VALEUR!					
28-juil-22	Brussels	Salzburg	(OOPCN)	01:39	07:42	09:21	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,80949	13,05501	714,5025293
							#VALEUR!	#VALEUR!					
26-juil-22	Paris	Brussels	(OOPCN)	00:45	20:54	21:23	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	50,8476424	4,3571696	263,9405367
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
26-juil-22	Ibiza	Paris	(OOPCN)	02:58	16:56	19:49	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	48,856614	2,3522219	1095,976244
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
26-juil-22	Faro	Ibiza	(OOPCN)	01:50	12:58	15:49	<?xml version="1.0" enc	<?xml version="1.0" enc	37,0193548	-7,9304397	39,0200099	1,4821482	853,5645492
							#VALEUR!	#VALEUR!					
25-juil-22	Brussels	Faro	(OOPCN)	04:29	14:11	17:40	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	37,0193548	-7,9304397	1820,1209
							#VALEUR!	#VALEUR!					
23-juil-22	Pau	Brussels	(OOPCN)	02:04	18:02	20:06	<?xml version="1.0" enc	<?xml version="1.0" enc	43,2951	#VALEUR!	50,8476424	4,3571696	#VALEUR!
							#VALEUR!	#VALEUR!					
23-juil-22	Vannes	Pau	(OOPCN)	01:16	15:55	17:12	<?xml version="1.0" enc	<?xml version="1.0" enc	47,658236	-2,760847	43,2951	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
23-juil-22	Brussels	Bergerac	(OOPCN)	01:41	10:13	11:54	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	44,853806	#VALEUR!	#VALEUR!
							#VALEUR!	#VALEUR!					
22-juil-22	Brussels	Nice	(OOPCN)	02:09	14:30	16:47	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	43,7101728	7,2619532	823,172518
							#VALEUR!	#VALEUR!					
21-juil-22	Lyon	Brussels	(OOPCN)	01:21	16:52	18:29	<?xml version="1.0" enc	<?xml version="1.0" enc	45,764043	4,835659	50,8476424	4,3571696	566,3737355
							#VALEUR!	#VALEUR!	45,7030036	4,9264158			
21-juil-22	Courchevel	Lyon	(OOPCN)	00:25	11:41	11:45	<?xml version="1.0" enc	<?xml version="1.0" enc	45,4051045	6,6316684	45,764043	4,835659	145,3495166
							#VALEUR!	#VALEUR!			45,7030036	4,9264158	
21-juil-22	Kortrijk	Courchevel	(OOPCN)	01:33	09:25	10:58	<?xml version="1.0" enc	<?xml version="1.0" enc	50,826806	3,2543899	45,4051045	6,6316684	652,7435973
							#VALEUR!	#VALEUR!					
21-juil-22	Brussels	Kortrijk	(OOPCN)	00:20	08:06	08:26	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	50,826806	3,2543899	77,47382755
							#VALEUR!	#VALEUR!					
20-juil-22	Malaga	Brussels	(OOPCN)	04:04	13:20	17:24	<?xml version="1.0" enc	<?xml version="1.0" enc	36,721261	-4,4212655	50,8476424	4,3571696	1718,725143
							#VALEUR!	#VALEUR!	36,7211784	-4,4217199			
20-juil-22	Ibiza	Malaga	(OOPCN)	01:32	08:56	10:28	<?xml version="1.0" enc	<?xml version="1.0" enc	39,0200099	1,4821482	36,721261	-4,4212655	577,6336167
							#VALEUR!	#VALEUR!			36,7211784	-4,4217199	
17-juil-22	Lausanne	Brussels	(OOPCN)	01:15	09:35	10:50	<?xml version="1.0" enc	<?xml version="1.0" enc	46,5196535	6,6322734	50,8476424	4,3571696	509,3439565
							#VALEUR!	#VALEUR!					
17-juil-22	Paris	Lausanne	(OOPCN)	00:59	07:49	08:28	<?xml version="1.0" enc	<?xml version="1.0" enc	48,856614	2,3522219	46,5196535	6,6322734	412,3994171
							#VALEUR!	#VALEUR!	48,8499198	2,6370411			
16-juil-22	Amsterdam	Paris	(OOPCN)	01:10	19:46	19:12	<?xml version="1.0" enc	<?xml version="1.0" enc	52,3675734	4,9041389	48,856614	2,3522219	429,8578027
							#VALEUR!	#VALEUR!			48,8499198	2,6370411	
16-juil-22	Vienna	Amsterdam	(OOPCN)	02:39	14:20	16:31	<?xml version="1.0" enc	<?xml version="1.0" enc	48,2081743	16,3738189	52,3675734	4,9041389	935,4441687
							#VALEUR!	#VALEUR!					
15-juil-22	Lausanne	Dinard	(OOPCN)	01:51	13:30	15:21	<?xml version="1.0" enc	<?xml version="1.0" enc	46,5196535	6,6322734	48,633024	-2,055125	692,2632479
							#VALEUR!	#VALEUR!					
15-juil-22	Brussels	Lausanne	(OOPCN)	01:13	10:12	11:25	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	46,5196535	6,6322734	509,3439565
							#VALEUR!	#VALEUR!					
12-juil-22	Brussels	Quimper	(OOPCN)	01:35	16:05	17:40	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	47,997542	-4,097899	688,2197689
							#VALEUR!	#VALEUR!					
11-juil-22	Lannion	Brussels	(OOPCN)	01:29	13:16	14:45	<?xml version="1.0" enc	<?xml version="1.0" enc	48,732084	-3,459144	50,8476424	4,3571696	608,0360015
							#VALEUR!	#VALEUR!					
11-juil-22	Brussels	Lannion	(OOPCN)	01:26	10:31	11:57	<?xml version="1.0" enc	<?xml version="1.0" enc	50,8476424	4,3571696	48,732084	-3,459144	608,0360015

Executive summary

The latest IPCC report has once again highlighted the importance and urgency of reducing our environmental impact in order to curb global warming. As one of the sectors with the greatest impact, the transport sector must experience a sustainable transition if we want to significantly reduce CO2 emissions. For some years now, electric cars equipped with lithium batteries have been developing and penetrating the automotive market. The time has come to ask whether other means of transport, such as light aviation, should not also make this transition.

Numerous electric alternatives for training aircraft and private jets exist but are not used in Belgium, and more specifically in Wallonia. Therefore, the aim of this research thesis is to determine whether the use of fully electric aircraft is feasible in Wallonia for flying schools and for private jet flights. The aim is also to determine whether these electric aircraft are really more attractive from a purely ecological point of view. Is the environmental impact really positive, and if so, to what extent? This study analyses the environmental impact of these electric models and their batteries, as well as the potential and possibilities available. In order to provide the most complete and optimal answer to the research question, the thesis is divided into three parts:

The first part focuses on the environmental impact of current internal combustion engine models and the selected electric alternatives. A study of direct emissions is carried out to identify the differences in the amount of CO2 emitted during the use phase.

However, the assessment is not limited to the use phase. It is necessary to take into account the entire process, from manufacture to end of life. A lifecycle analysis of the batteries is therefore carried out, revealing that the manufacture of batteries for electric aircraft generates CO2 emissions that require a certain amount of flight time to be offset. In addition to greenhouse gas emissions, this study also highlights concerns linked to the use of critical and rare materials, particularly in the manufacture of batteries. The extraction and availability of these materials, such as lithium, represent major challenges for the long-term sustainability of electrical technologies.

The second part is an empirical and statistical study analysing the average distances and flight times travelled by Walloon users. It is interesting to identify the needs of Belgian users and then compare them with the range and autonomy of the selected electric alternatives.

Finally, the last section focuses on the testimonies, opinions, and points of view of key players in the sector, gathered through interviews. This final chapter completes and nuances the results obtained previously. In addition, one of the main objectives of this survey is also to identify additional constraints or problems not taken into account in the research carried out previously. These opinions are necessary in order to reach a realistic and coherent conclusion.

This study provides essential baseline information to guide future studies and decisions in the light aviation sector, highlighting the need for holistic approaches to assessing the environmental impact of both electric and internal combustion aircraft. The results provide valuable insights for companies, governments, and researchers working to make aviation more sustainable and less harmful to our planet.

Word count : 21,595