

			Should be DB 148/417					<b>N</b> .
57761	0 R6495 P761	B DB148P117	8 99 50 0 R6 495 P761_	B CHANCERY	EL-38	50 CNL	20 OR6495 P761	SB DE
	0 12 64451 10			CHANCEL				
)	9	8 /	7	6	5	4	3	-
 5		20170 P.5432	CLUCANTIN	9				
	22	-23	24	25	26	_ 27	. 28	
1 4 9		PARTE I	PARCEL 3 EX A-2	É B-2. OR9179 P593 OR	13887-490		30' - OR	1388
0	39	38	37	36	35	34	33	
	52	53	54	55	56	57	58	
	LATERA		39		2	055		
	€9.2 5.22 AC	68.1 5.23AS	67.1 1.59AC	5.00 AC	65 5.00 Ac	64 5.00 Ac	63	
)	69	68		<b>9</b> 66	6-5	64	<b>5.00 AC</b> 63	660
), <u>2</u> BAC	OR10018P1086	68.2 12.50 AC	67.3 .82.4C. P 330	380 BRIDLE	380 AAHI	330	330	
C 7 C			GA.I IIBZAC N	85,00 AC	86 5.00 AC	87 5.00 AC	88	
/	82	83	84.3 1.50 AC	85 -	86-	87	5.00 Ac 88	
			84.2 1.59AC &	<u> </u>	P.BC	OR 13889-	490	
			97.2 2.50Ac	96.2 2.50AC	95.2 250 AC 8	<u>94.4</u>	9 <u>3.2</u> 2.50AC	
AC	9(9) 5.11 AC	98 5.11 AC	97.1 ESDAC	96.1 2.50 AC	95.1 2.50 AC	230 94:2 91:50 AC	93:1 2.50 m	
			320	300		157		AT
• AC	112 5:00 A.C.	MAGON		115 5.00# c 115	116. 5.00AC 116;	117 IQOOAC		0
1	112	<u>113</u> .5.000e	<u>114</u> 5.00 m		18	// 7	118	4-25 OR
	MOORE		ROAD \$50	OR 149	87-681	-		

