



**Agenda**

**Item 1:**

**Review of the status of conclusions and actions**

**STATUS REVIEW OF CONCLUSIONS ADOPTED BY SAM/IG MEETINGS**

(Presented by the Secretariat)

<b>SUMMARY</b>	
The purpose of this working paper is to allow the Meeting to review the status of implementation by SAM States of valid conclusions and pending activities made by the workshops/meetings of the SAM Implementation Group (SAM/IG).	
<b>Reference</b>	
<ul style="list-style-type: none"><li>• Reports of the workshops/meetings of the SAM Implementation Group (SAM/IG).</li></ul>	
<b>ICAO strategic objectives:</b>	<i>A - Safety</i> <i>B – Air navigation capacity and efficiency</i> <i>E – Environmental protection</i>

**1. Background**

1.1 The workshops/meetings of the SAM Implementation Group have produced a series of agreements, which translated into conclusions showing the actions to be taken by the Implementation Group and/or by the States, as well as activities assumed by the working groups.

1.2 This working paper contains a review of valid conclusions, as well as pending activities of the workshops/meetings of the SAM Implementation Group SAM (SAM/IG).

**2. Discussion**

2.1 Previous SAM/IG meetings formulated conclusions and adopted a series of activities aimed at the implementation of various functions to allow the Region to evolve in a sustained manner towards the application of the global ATM concept of operations.

2.2 In addition, the review of the SAM/IG conclusions allows monitoring of the development of GESEA and GT INTEROP initiatives based on a harmonized annual work plan.



## APPENDIX A

## STATUS OF IMPLEMENTATION OF CONCLUSIONS AND/OR TASKS EMANATING FROM SAM/IG MEETINGS

(Updated at SAM/IG/32, September 2024)

No.	Tasks to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
<b>1. Airspace optimisation and implementation of performance-based navigation (PBN) in the SAM Region</b>							
	<p><b>Conclusion SAM/IG/27-02 Adoption of the 2022–2026 Roadmap: Performance-based optimisation of SAM airspace</b></p> <p>That States adopt the 2022–2026 Roadmap: Performance-based optimisation of SAM airspace, and align their national PBN implementation plan based on the metrics and deadlines set forth in the document</p>	Adopt the performance-based optimisation roadmap	Use technical references and guidance for regional PBN implementation. Alignment with implementation metrics.	No later than October 2023	STATES	RO/ATM	<b>VALID</b>
	<p><b>Conclusion SAM/IG/28-01 Improvements to the ATS letters of operational agreement, with regard to their content, implementation, validity and subscription process</b></p> <p>That:</p> <p>a) SAM/IG and its contributory bodies promote studies and activities for the development of regional guidance material on criteria for the efficient and safe use of ATS LOAs, with regard to their content, implementation, validity and subscription process</p> <p>b) ATS service providers and/or competent ATS authorities, while implementing the recommendation of item a) above, coordinate and manage with their counterparts the review and update of inter-State ATS LOAs, if possible, once (01) a year.</p>	<p>Drafting of regional guidance material on the management of ATS operational agreements (ATS LOAs)</p> <p>Assistance and follow-up by the Secretariat for the review and updating of ATS LOAs.</p>	<ul style="list-style-type: none"> <li>Regional guidance material on management of ATS LOAs</li> <li>ATS LOAs reviewed and updated, if possible, once a year</li> </ul>	SAM/IG/31	GESEA STATES		<b>VALID</b>

No.	Tasks to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p><b>Conclusion SAM/IG/31-03 Application of ICAO Circular 359 and the Regional Guide PBN for Visual Runway.</b></p> <p>States that require the implementation of PBN visual runway flight procedures and/or PBN procedures for visual maneuvers with prescribed tracks:</p> <ul style="list-style-type: none"> <li>a) Make use, as the case may be, of the technical guidelines of ICAO Circular 359 and the PBN Regional Guide of the SAM Region for visual clues for their implementations;</li> <li>b) coordinate with the State regulatory body to harmonize the requirements for certification of aircraft/air operator for the implementation of these procedures;</li> <li>c) Incorporate these documents into the Operational Manual of the unit and/or processes of their IFPD services; and</li> <li>d) Arrange for the instruction and training activities required by the personnel of flight procedure designers.</li> </ul>	<p>Application of the technical documents CIRC 359 or PBN Regional Guide to Visual track.</p>	<ul style="list-style-type: none"> <li>• Flight procedures designed with VPT or PBN to visual runway.</li> </ul>	<p>Presenting Progress for SAM/IG/34.</p>	<p>STATES</p> <p>IF THEY REQUIRE THIS TYPE OF FLIGHT PROCEDURES</p>	<p>RO/ATM</p>	<p><b>Approved in SAM/IG/31</b></p>
	<p><b>Conclusion SAM/IG/32-01 Support for the harmonized project NEOSPACE-1 (version 1.0) and its supporting documents.</b></p> <p>SAM/IG y sus órganos contribuyentes:</p> <ul style="list-style-type: none"> <li>a) Align their FRTO and APTA implementation activities with the NEOSPACE-1 Project (version 1.0), and</li> <li>b) Support the approval of the following deliverables, by GREPECAS22:                             <ul style="list-style-type: none"> <li>i. the CAR/SAM Guide for the Implementation of Enhanced Operations Using Enhanced Route Paths (FRTOs) (Appendix 4A),</li> <li>ii. General document "Harmonized Horizons: Airspace Optimization in the CAR-SAM Regions" (Appendix 4C), and</li> <li>iii. Airspace Optimization Program - NEOSPACE-1 Project VERSION 1.0 (Appendix 4D).</li> </ul> </li> </ul>	<p>Update of Regional FRTO Action Plans and State APTA Action Plans.</p> <p>Monitoring of the implementation of APTA and FRTO and specific assistance to States.</p> <p>Coordination SAM-CAR - NAM</p>	<ul style="list-style-type: none"> <li>• APTA and FRTO implementation plans executed</li> </ul>	<p>Period 2024-2027</p>	<p>STATES</p>	<p>RO ATM</p>	<p><b>APPROVED SAMIG32</b></p>

No.	Tasks to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p><b>Conclusion SAM/IG/32-02 Adopción del Manual Guía de Planificación de Espacio Aéreo de la Región SAM</b></p> <p>a) Adopt the Airspace Planning Guide Manual for the SAM Region (Appendix 4E), and support initial and specialized training activities for <b>personnel</b> responsible for Airspace Planning, with the support of the CIACs and horizontal cooperation; and</p> <p>b) Please continue to evaluate opportunities for improvement for the Guidance Manual and provide such feedback to the Secretariat.</p>	Application of the Airspace Planning Guide Manual of the SAM Region	<ul style="list-style-type: none"> <li>New projects and implementation of CEA.</li> </ul>	Presenting Progress for SAM/IG/33 and SAMIG/34.	STATES	RO/ATM	<p><b>APPROVED</b></p> <p><b>SAMIG32</b></p>
<b>2. Contingency plans and procedures</b>							
	<p><b>Conclusion SAM/IG/23-04: Procedure to be applied in case of radioactive clouds or accidental release of radioactive material</b></p> <p>That the civil aviation authority and/or ATS authorities, in coordination with meteorological authorities and/or meteorological watch offices, implement procedures related to the production of SIGMETs in order to:</p> <p>a) Ensure that their ATS/MET cooperation agreements include the exchange of information on radioactive material in messages exchanged between ATS and MET units;</p> <p>b) Foresee training for ATS staff on procedures related to receiving information from the London VAAC concerning radioactive material;</p> <p>c) Coordinate the inclusion of the accidental release of radioactive material or the presence of radioactive clouds in their contingency plans.</p>	Develop and sign ATS MET cooperation agreements, including information on radioactive material in messages exchanged.	ATS MET cooperation agreements signed.	SAM/IG/26	STATES	RO/ATM RO/MET	<b>VALID</b>
	<p><b>CONCLUSION SAM/IG/25-01 Implementation of strategic direct routing - EDE</b></p> <p>SAM States analyse the guidance material prepared by GESEA SG1 on the strategic direct routing (EDE) concept, which has been made available to the administrations, and coordinate its implementation with IATA and international airlines, as well as with adjacent States.</p>	<p>Follow-up to EDE implementation</p> <p>Fuel savings analysis provided by airlines.</p>	Issuance of AIC and/or SUP AIP on EDE by States	As soon as possible	STATES, AIRLINES, IATA	RO/ATM GESEA	<b>VALID</b>

No.	Tasks to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p><b>Conclusion SAM/IG/27-03 Adoption of amendment 1 of the SAM ATS Contingency Framework Plan (MCATS / SAM) and alignment of national plans</b></p> <p>That States adopt the guidelines of the SAM ATS Contingency Framework Plan, incorporating Amendment 1 that includes Appendix E and Appendix I, in order to finalise and publish their national ATS contingency plans, and have that documentation available for regional events on optimisation of ATS coordination and contingency plans (SOUTH SAM and NORTH SAM), scheduled for the second half of 2022.</p>	Follow-up to the harmonisation of ATS contingency plans	Issuance of national ATS contingency plans by States, aligned with MCATS.	No later than 31 July 2022	STATES	RO/ATM GESEA	<b>VALID</b>
	<p><b>Conclusion SAM/IG/25-03 Activities for the development of the SAM ATM/CNS contingency framework plan</b></p> <p>That States support GESEA activities towards a second stage of the MCATS, with a view to developing guidance material for a “SAM ATM/CNS Contingency Framework Plan”.</p>	Prepare document for harmonised implementation of ATM/CNS national contingency plans, with interfaces to AIM, MET, airport services, etc. duly agreed with neighbouring States, including CAR States, if applicable.	SAM ATM/CNS contingency framework plan	No later than October 2023	GESEA	RO/ATM	<b>VALID</b>
	<p><b>Conclusión SAM/IG/31-02 Implantación del Concepto FUA y Adopción del Manual (modelo) FUA nacional</b></p> <p>Los Estados, mediante la armonización regulatoria que corresponda, adopten;</p> <p>a) El Plan de Acción recomendado para la gestión de implantación del concepto de uso flexible del espacio aéreo (FUA) incluido en el Apéndice 3-F del Informe de SAMIG/31; y</p> <p>El Manual (modelo) sobre uso flexible del espacio aéreo (FUA), incluido en Apéndice 3-E del Informe de SAMIG/31.</p>	<p>Adoptar/Adaptar el Plan de acción para implantar el FUA.</p> <p>Adoptar/Adaptar el Manual FUA modelo.</p>	<p>Plan de acción ejecutado. Implantación del FUA.</p> <p>Manual FUA implementado.</p>	Presentar avances para la SAM/IG/34.	ESTADOS	RO/ATM	<b>Aprobada en SAM/IG/31</b>

No.	Tasks to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p><b>Conclusion SAM/IG/32-03 Adoption of the Guide for the Preparation, Updating and Approval of Operational Letters of Agreement for Air Traffic Services (CAO ATS)</b></p> <p>a) The SAM States adopt the Guide for the development, updating and approval of Operational Letters of Agreement for Air Traffic Services (CAO ATS), as presented in Appendix 4F, and plan the progressive implementation of the CAO ATS model, as well as the procedures stipulated in this guide.</p> <p>b) SAM States, with a common boundary with the CAR region, drive tasks to update the CAO ATS with adjacent ACCs. The Secretary will assist in this process.</p>	<p>Application of the Guide for the Preparation, Updating and Approval of Operational Letters of Agreement for Air Traffic Services (CAO ATS)</p>	<p>Progressive review of all CAO ATS. Emphasis on CAOs with CAR Region states.</p>	<p>Presenting Progress for SAM/IG/33 and SAMIG/34.</p>	<p>STATES</p>	<p>RO/ATM</p>	<p>APPROVED SAMIG32</p>
<p><b>3. ATFM implementation</b></p>							
	<p><b>Conclusion SAM/IG/23-01: Implementation of ATFM measures in accordance with Doc 9971, and coordination in case of ATS contingencies</b></p> <p><b>That:</b> SAM States prioritise the following for their ATS and ATFM services:</p> <p>a) Strengthening the functions of flow management positions (FMPs) or units (FMUs), granting them powers to coordinate and support ATS services;</p> <p>b) Definition of the profile and skills of ATFM staff, and delivery of initial and recurrent training programmes for that staff;</p> <p>c) Mandating that ATFM measures be strictly based on Doc 9971 to address situations generating capacity/demand imbalances, especially in cases of ATS capacity degradation caused by unforeseen events;</p> <p>d) Establishment of instructions and H24 monitoring to ensure that ATFM measures have the least possible impact on international flights, and all ATFM measures are agreed with adjacent ATFM or ACC units;</p> <p>e) Mandating the correct application of the ATFM process, from ATM planning to the operational analysis and performance control phase; and</p> <p>f) Ruling out the use of flow control NOTAMs to deal with demand/capacity imbalances, with the only exception of the initial response that an ACC may require in the first 12 hours of an ATS contingency.</p>	<p>Comply with the provisions of ICAO Doc 9971 and SARPs contained in ICAO Annex 11</p>	<p>Support for ATFM and ATC</p>	<p>SAM/IG/25</p>	<p>STATES</p>	<p>RO/ATM</p>	<p><b>VALID</b></p>

No.	Tasks to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p><b>Conclusion SAM/IG/26-01 Adoption of the ATFM Operations Plan (OPSAM)</b></p> <p>That States adopt the ATFM Operations Plan (OPSAM) and provide for the ongoing participation of their ATFM services in the sharing of data for the regional Dashboard of indicators and in BRISA operational teleconferences. Also, that each State encourage the participation of airlines, airports and users in OPSAM.</p>	<p>Adjust ATC and airport capacity to the gradual increase in demand and contribute to the recovery and sustainability of the air transport system at regional and global level in the new projected scenario. Also, reinforce the use of KPIs in ATFM and ATM in general.</p>	<p>OPSAM implemented and KPIs generated.</p>	<p>SAM/IG/29</p>	<p>STATES</p>	<p>RO/ATM</p>	<p><b>VALID</b></p>
	<p><b>Conclusion SAM/IG/26-02 Adoption of the Guide for the implementation of ATFM in the SAM Region 2022- 2026</b></p> <p>The States adopt the Guide for the implementation of ATFM in the SAM Region 2022-2026, harmonised with the objectives of regional integration of this service and taking into account the implementation phases and deadlines foreseen.</p>	<p>SAM States to implement national or cross-border ATFM services that are suited to the air traffic flow managed by their ATS services and that duly contribute to the solution of demand/capacity imbalances in the Region.</p>	<p>States applying the Guide and reaching Phase IV of implementation.</p>	<p>December 2026</p>	<p>STATES</p>	<p>RO/ATM</p>	<p><b>VALID</b></p>

No.	Tasks to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p><b>Conclusion SAM/IG/27-04 Adoption of the Manual on Calculation of Runway and ATC Sector Capacity</b></p> <p>States adopt the Manual on Calculation of Runway and ATC Sector Capacity and carry out calculation activities at their airports and ATS units, recognising that it is essential to have updated data to provide efficient ATFM services.</p>	<p>Implementation of a common methodology for runway and ATC sector capacity calculation in the SAM Region</p>	<p>Runway and ATC sector capacity calculations updated.</p>	<p>December 2026</p>	<p>STATES</p>	<p>RO/ATM</p>	<p><b>VALID</b></p>
<b>4a. UAS Air Traffic Management (UTM)</b>							
<p>4.a.1</p>	<p><b>Conclusion SAM/IG/30-02: Activities for the future implementation of Air Traffic Management for UAS (UTM)</b></p> <p>That States, through actions of the Air Navigation Directorates/Managements/Headquarters, nominate groups of ATM/CNS specialists and define activities to:</p> <ul style="list-style-type: none"> <li>a) participate in the activities of the SRVSOP on the development of the CONOPS UTM and the regulatory set LAR 100 – 101 – 102;</li> <li>b) Support SAM/IG and its contributing bodies in the preparation of Manuals and Technical Guides for the UTM;</li> <li>c) conduct regional training activities on UTM, UAS/RPAS;</li> <li>d) and periodically report to SAM/IG on access to airspace by UAS/RPAS, as well as advances in the use of UAS/RPAS in the calibration of navigation aids and other aerial work applications.</li> </ul>	<p>Active participation in SRVSOP activities regarding CONOPS UTM development and LAR 100-101-102 set; support to SAM/IG and its contributing bodies in the elaboration of manuals and technical guides for UTM. Carry out training regional activities on UTM, UAS/RPAS.</p>	<p>Periodic reports on access to air space by UAS/RPAS, as well as advances in the use of UAS/RPAS in the calibration of navigation aids and other applications of aerial work.</p>	<p>SAM/IG/33</p>	<p>STATES</p>	<p>RO/ATM</p>	<p><b>VALID</b></p>
<b>4b Safety</b>							

No.	Tasks to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p><b>Conclusion SAM/IG/30-03: Treatment of LHD events in ACCs, for mitigation and elimination of hotspot points</b></p> <p>That the States, through actions of the Air Navigation Directorates/Managements/Headquarters, stipulate:</p> <ul style="list-style-type: none"> <li>a) Follow-up on the results of the meetings of the GREPECAS Scrutiny Group – GTE, and follow-up on the implementation of its recommendations and conclusions;</li> <li>b) Reinforce the training of ATS personnel and supervisors, and review the ATS/FPL procedures and manuals of the ACC sectors involved in the generation of LHDs;</li> <li>c) Establish by means of LOA ATS the preliminary investigation within 48 hours of the LHD events, involving the two ACCs, in order to provide for immediate mitigation if necessary;</li> <li>d) Implement, with high priority, all connections of the AIDC systems in the ACCs;</li> <li>e) Close VHF communications and ATS surveillance coverage gaps at all air traffic transfer points between ACCs;</li> <li>f) and promote a culture of safety.</li> </ul>	<p>Follow-up to the results of the GREPECAS GTE Scrutiny Group meeting and follow-up to the implementation of its conclusions and recommendations. ATS personnel and supervisors training and review and follow-up to the implementation of its recommendations and conclusions. Training of ATS personnel and supervisors, and review of ATS/FPL procedures and manuals for the ACC sectors involved in LHD generation.</p>	<p>ATS LOAs implemented for the preliminary investigation within 48 hours of LHD events, involving the two ACCs, to provide for immediate mitigation if applicable. All connections of the AIDC systems in the ACCs, implemented. Full coverage of VHF communications and ATS surveillance at all air traffic transfer points between ACCs</p>	<p>SAM/IG/33</p>	<p>STATES</p>	<p>RO/ATM</p>	<p><b>VALID</b></p>

No.	Tasks to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<p><b>Conclusion SAM/IG/31-01 Implementation of SMS in ATS services and monitoring of the implementation of building blocks (BBBs) in air navigation services</b></p> <p>The States promote actions by the Air Navigation Directorates/Managements/Headquarters, in coordination with the bodies responsible for the Operational Safety Program (SSP), with a view to:</p> <ul style="list-style-type: none"> <li>a) Strengthen, complete and maintain the SMS in the ATS;</li> <li>b) Monitor the status of BBBs in terms of the effective implementation of critical elements 6 and 7 according to the questionnaire available on the GANP portal;</li> <li>c) Support, if applicable, the development and compliance with the State's Corrective Action Plan, derived from the USOAP Audits; and</li> <li>d) Support the activities of the Continuous Improvement Program (PMC), when received by the State, in accordance with the provisions of the RAAC/17 meeting.</li> </ul>	<p>Support SMS implementation in the ATS</p> <p>Monitor BBB status</p> <p>Support corrective action plans for USOAP</p>	<p>SMS of the ATS implemented in the United States</p> <p>BBB Implementation Reports</p> <p>Corrective Action Plans, Completed for USOAP</p>	<p>Presenting Progress for SAM/IG/34</p>	<p>Air Navigation Directors</p> <p>STATES</p>	<p>RO/CNS y RO/ATM</p>	<p><b>Approved in SAM/IG/31</b></p>
<b>5. Operational implementation of new automated ATM systems and integration of the existing systems</b>							
	<p><b>Conclusion SAM/IG/25-06 Approval of the ATM/FPL Roadmap and of the format for flight plan acknowledgment (ACK) and rejection (REJ) messages and associated messages</b></p> <p>That States:</p> <ul style="list-style-type: none"> <li>a) Approve the ATM/FPL Roadmap and the format for flight plan acknowledgment (ACK) and rejection (REJ) messages and associated messages; and</li> <li>b) Adopt the guidelines and procedures of the ATM/FPL Roadmap.</li> </ul>	<p>Adoption of the ATM/FPL Roadmap by States.</p>	<p>- Roadmap implemented</p> <p>- Mitigate the occurrence of errors and duplication /multiplicity of flight plans, also providing feedback to the originators of FPLs and associated messages.</p>	<p>SAM/IG/27</p>	<p>STATES</p>	<p>RO/CNS and RO/ATM</p> <p>Interop TF</p>	<p><b>VALID</b></p>
	<p><b>Conclusion SAM/IG/21-03: Activities required in the AIDC pre-operational phase to reduce migration times to the operational phase</b></p> <p><b>That:</b> SAM States currently in the AIDC pre-operational phase, in order to reduce time in this phase and migrate to the operational phase:</p>	<p>Follow-up and coordination via teleconferences and meetings</p>	<p>AIDC operational connection achieved</p>	<p>December 2019</p>	<p>STATES</p>	<p>RO/CNS and RO/ATM</p>	<p><b>VALID</b></p>

No.	Tasks to be developed	Specific tasks	Deliverables	Completion date	Responsible party	Members supporting the task	Status of implementation
	<ul style="list-style-type: none"> <li>a) operate AIDC for the period of time required to acquire the skills for its operation;</li> <li>b) monitor AIDC operation, recording errors made during the reporting, coordination and transfer stages;</li> <li>c) conduct statistical measurements based on the results of b), in order to identify the most frequent errors;</li> <li>d) based on the results of c), take the necessary action to mitigate errors; and</li> <li>e) report the results obtained in c) and d) and disseminate the lessons learned at events, teleconferences and AIDC implementation meetings of the SAM Region, so that they may serve as a reference for other AIDC implementations.</li> </ul>						
	<p><b>Conclusion SAM/IG/23-03: Adaptation of AMHS terminals of aeronautical meteorology users</b></p> <p>That, pursuant to the requirement to implement the exchange of OPMET messages in IWXXM GML format by 5 November, States:</p> <ul style="list-style-type: none"> <li>a). Adapt AMHS terminals of aeronautical meteorology users so that they may transmit and receive OPMET messages in IWXXM GML format</li> <li>b). Implement the necessary AMHS interconnections in order to facilitate the transmission and reception of OPMET messages in IWXXM GML format</li> <li>c). If in a position to do so, conduct OPMET message exchange trials in IWXXM GML format</li> </ul>	<p>To comply with the provisions of Amendment 78 to ICAO Annex 3.</p>	<p>Conduct tests and share results</p>	<p>SAM/IG/26</p>	<p>SAM STATES</p>	<p>ICAO SAM OFFICE</p>	<p><b>VALID</b></p>
	<p><b>Conclusion SAM/IG/26-03 Revision of CNS tables of Vol. II of the CAR/SAM Air Navigation Plan and support in the drafting of Vol. III of the CAR/SAM ANP on CNS topics</b></p> <ul style="list-style-type: none"> <li>a) That the CNS/ANP Subgroup, activated at the SAM/IG/26 meeting, review the CNS tables contained in Vol. II of the CAR/SAM Air Navigation Plan regarding information of SAM States, and provide support in the drafting of Vol. III of the CAR/SAM ANP on CNS topics;</li> <li>b) The Secretariat send a letter to SAM States for the nomination of participants in the CNS/ANP Subgroup; and</li> <li>c) SAM States nominate representatives in sufficient numbers to perform the tasks assigned to the CNS/ANP Subgroup.</li> </ul>	<p>Update the information in Vol. II of the CAR/SAM Air Navigation Plan and support the drafting of Vol. III of the CAR/SAM ANP concerning CNS planning aspects.</p>	<p>CAR /SAM ANP</p> <p>Vol. II updated, and Vol. III developed</p>	<p>SAM/IG/29</p>	<p>STATES</p>	<p>RO/ATM</p>	<p><b>VALID</b></p>

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