



MINISTRY OF DEFENSE
AERONAUTICS COMMAND
PARQUE DE MATERIAL AERONÁUTICO DE SÃO PAULO

TERMO DE AVALIAÇÃO DE MATERIAL N° 67115.003107/2024-79

The following Commission, appointed by Ordinance PAMASP n° 181/DCIN, of June 18, 2024, published in the Bulletin do GAP-SP n° 114, of June 19, 2024, in compliance with the provisions of item 2.15.11, of the Electronic Manual for the Administration of Heritage Assets, Section D, of RCA 12-1 (RADA-e), updated on April 16, 2024, a visit was made on July 10, 2024 to building E-020 of the PAMASP Motorcycle Subdivision to evaluate the engines PT6A-25C S/N: PC-E26130, PT6A-25C S/N: PC-E26324 and PT6A-68C S/N: PCE-RS0008, contained in Material Exame Term No. 67115.003107/2024-79.

Having carried out the necessary examinations and due diligence on the materials below, the Commission hereby records the following for legal purposes:

1) PT6A-25C engine (PN: 3101200-01) S/N: PC-E26130

a) Indication of the Number of the Term of Examination that Examined the Material: According to the Term of Examination of Material No. 67115.003107/2024-79.

b) Material specification: The turboprop aircraft engine model PT6A-25C and S/N PC- E26130 from the manufacturer *PI kitt d IJ*/7/Ene)* Canada was received by the FAB on June 18, 1985. The engine has a total of 8513:30 flight hours, 6871 cycles and 9807 landings since new. Data taken from SILOMS screens CTR0114P and CTR0117P accessed on 11/07/2024 (Figures 01 and 02).

ESTEFANEMELO, PAMASP, SILOMS11G.SILOMS.INTRAER, IA | 11/07/2024 15:45, CTR0114P v.10.39

Identificação do Material

PN 3101200-01 | ENIGNE PT6A-25C

Fabricante 00198 | PRATT & WHITNEY CANADA CIE | NSN 2840 | FA0037981

Identificação do Item

SN PC-E26130 | Altera SN | Remover C/M | Automático

Data Fabricação 18/06/1985 | Calcular Data | Data Recebimento 18/06/1985

Nº Contrato | Data Contrato | Proprietário

Nº Carga Geral | Nº Carga Parcial | Sim Não

Projeto T1 | Modelo PT6A-25C | Status Ativo | Histórico Status

Lote | Data Fabricação | Tempo de Validade

Item sofre calibração? Sim Não | Incluir na consulta Inativos

Observações

Unidade PAMASP | VI Aquisição (US\$) 120.356,96 | VI Aquisição RS 568.084,85

Solicitação 307002611 | NUPAMAAF | Versão Software

Dados Inclusão SO GILBERTO | PAMALS | 21/09/2005 15:09:32

Dados Última Alteração

ESTEFANEMELO, PAMASP, SILOMS11G.SILOMS.INTRAER, [A]
11/07/2024 15:51, CTR0117P v.10.24

Registrar Controles Iniciais

Identificação do Equipamento

PN 3101200-01 CFF 00198
 Nomenclatura ENGINE PT6A-25C NSN 2840 FA0037981
 Matrícula SN PC-E26130 Projeto T1 Modelo PT6A-25C

Controles do Equipamento (Informados)

Controle	TSN Atual	TSN Calculado (TSN Inicial + Qt.Utilização)	TSO	TSN Inicial	Data Inicial
CICLOS	6871	6871	3054	4760	02/08/2012
HORAS DE VOO	8513:30	8513:30	3499:25	6112:35	02/08/2012
MESES DE USO INSTALADO	82	82	82,08	0	02/08/2012
POUSOS	9807	9807	4646	6772	02/08/2012

Figura 02: PT6A-25C S/N: PC-E26130.

- c) Acquisition value: R\$ 568,084.85 (five hundred and sixty-eight thousand, eighty-four reais and eighty-five cents). Data taken from SILOMS screen CTR0114P accessed on 11/07/2024 (Fig. 01).
- d) Current value: The current value of the color engine corresponds to the acquisition value of R\$ 568,084.85 (five hundred and sixty-eight thousand, eighty-four reais and eighty-five cents).
- e) Value evaluated by the appointed Evaluation Commission, in accordance with up-to-date prices practiced in the market:

The purchase price of the engine was R\$ 568,084.85 (five hundred and sixty-eight thousand, eighty-four reais and eighty-five cents) in 1985, and no inflation adjustment index has been applied to this value since then.

The Exaííie Term classified the inotoi combo "NO ESTADO - Aguidando Recupeiação", as prescribed by item 17.4.1.2 of MCA 67-1/2007 (Manual de Stipi iinento) and ANTI ECONOMIC, according to the disci iminaçon contained in letter "c", of Item 2.14.8.1.1, Electronical Manual for the Acquisition of Property, Section D, of RADA-e, RCA 12-1, updated on April 16, 2024.

Since it is a perennial piece of property, it is considered uneconomical and classified according to the account 12311.01.14 of item 7.4.18.2 of the Electronic Manual of Budgetary, Financial and Pati iiuonial Execution (RADA-e). the equivalent of a residual value of 10% (ten percent) was obtained, so a total of R\$ 56,808.48 (fifty-six thousand, eight hundred and eight reais and qualenta e oito cetitavos).

Therefore, the application of the Get al Price Index - Market (IGP-M) was considered for In monetary terms, the current value is R\$6,008,150.02, according to a query made to the citizen's calculation on the Central Bank's website (Figure 0o).

According to the test report, the engine shows signs of corrosion and fungal growth. When by applying the depreciation index of account 12311.01.14 of item 7.4.18.2 of the Electronic Manual of Budgetary, Financial and Patriarchal Execution (RADA-e) to that value, we arrive at a residual value of R\$ 600,815.00.

Therefore, this appraisal commission considers this value to be compatible with the acquisition value and it is concluded that the valuation of the iiiiotor PT6A-25C SN: PC-E26130 is the niesnio of the acquisition value of R\$ 568,084.85 (five hundred and sixty-eight thousand, eighty-four reais and eighty-five cents).

a

Fresult of con-ection by Ice-ea (j=cv)

Dados básicos da correção pelo IGP-M (FGV)	
Dados informados	
Initial date	01/1995
End date	06/2024
Nominal value	R\$ 568.084,00 (REAL)
Correction index for the period	10.57616570
Current percentage value	.616570 %/b
Corrected value on end date	R\$ 6.008.150,52 (REAL)

Figure 03: Citizen's calculator.

I) Other clarifications deemed necessary:

In view of the uneconomical state of repair of the engine, the item will be used as a *core* in the *Fleet Enhancement Program (FEP) of Pratt & Whitney Canada* (engine manufacturer), as stated in letter No. 7/TMOT of June 5, 2024.

2) PT6A-25C motor (PN: 3101200-01) S/N: PC-E26324

a) Indication of the Number of the Examination Term that Examined the Material: According to Material Examination Term No. 67115.003107/2024-79.

b) Material Specification: The turboprop aero engine model PT6A-25C and *SAN* PC- E26324 from the manufacturer *Pratt & Whitney Canada* was received by the FAB on November 19, 1993. The engine has a total of 7148:50 flight hours, 6250 cycles and 8591 landings since new. Data taken from SILOMS screens CTR0114P and CTR0117P accessed on 15/07/2024 (Figures 04 and 05).

ESTEFANEKIELO, PAF&ASP, SLOMS11G.SLOJMS.MTRAER. JAI 15/07/2024 08:21. CTR0114P v.10.39

Ph 012 1 *ECCGE6A

Fabricante 00198 PRATT & WHITNEY CANADA CIE NSN 2840 FA0037981

SN PC-E26324 Altera SN Remove CJM Automático

Date F8bEiCação 11.3 u D Date Received

Nº Contrato Nº Carga Parcial Proprietário

Nº Carga Geral Nº Carga Parcial Sim Não

Projeto T1 laodeb 5 Status Ativo Histórico Status

Lote Data Fabricação Tempo de Validade

Item undergoes calibration? Sim ^ Mia Incluir na consulta Inativos

Unxlude SPDVI Acquisition (US\$) 11 1 2 1 Solicitation VI RS Acquisition | 622,167,14

VersD Software

Dados Inclusão SO ROSALDO 2/3 GAV 17/05/2005 10:22:02

Dados Última Alteração OS FERNANDA BUENO PAMASP 26/05/2023 10:55:27

Figure 04: PT6A-25C S/N: PC-E26324

ESTEFANEMELO, PAMASP, SILOMS11G.SILOMS.INTRAER, [A]
15/07/2024 08:45, CTR0117P v.10.24

Cadastrar Controles Iniciais

Identificação do Equipamento

PN 3101200-01 CFF 00198
 Nomenclatura ENGINE PT6A-25C NSN 2840 FA0037991
 Matrícula N PC-E26324 Projeto T1 Modelo PT6A-25C

Controles do Equipamento (Informados)

Controle	TSN Atual	TSN Calculado (TSN Inicial + Qt Utilização)	TSO	TSN Inicial	Data Inicial
CICLOS	6250	6250	3084	2590	01/01/2004
HORAS DE VÔO	7148.50	7148.50	3484.15	2859.00	01/01/2004
MESES DE USO INSTALADO	95	97	97.39	0	17/05/2012
POUSOS	8591	8591	8591	3174	01/01/2004
	"	"	"	"	"
	"	"	"	"	"
	"	"	"	"	"

Figura 05: PT6A-25C S/N: PC-E26324.

c) Acquisition value: R\$662,167.14 (six hundred and sixty-two thousand, one hundred and sixty-seven dollars and fourteen cents). Data taken from the SILOMS CTROI 14P screen accessed on July 5, 2024 (Figure 04).

d) Current value: The current value of the color engine corresponds to the acquisition value of R\$662,167.14 (six hundred and sixty-two thousand, one hundred and sixty-seven reais and fourteen cents).

e) Value assessed by the appointed Valuation Committee, in accordance with up-to-date prices practiced in the market:

The acquisition value of the motor was R\$662,167.14 (six hundred and sixty-two thousand, one hundred and sixty-seven reais and fourteen cents) in 1993, and no monetary correction index has been applied to this value since that date.

The Term of Examination classified the engine as "IN STANDING - Water giving Recovery", as prescribed by item 17.4.1.2 of MCA 67-1/2007 (Manual de Suprimento) and ANTIECONOMIC, according to the discrimination contained in letter "c", of Item 2.14.8.1.1, Electronic Material for the Administration of Heritage Assets, Section D, of RADA-e, RCA 12-1, updated on April 16, 2024.

If the property is considered uneconomical and classified according to the account 12311.01.14 of item 7.4.18.2 of the Electronic Manual of Budgetary, Financial and Asset Execution (RADA-e), the equivalent of a residual value of 10% (ten percent) was obtained, for a total of R\$ 66,216.71 (sixty-six reais, two hundred and sixteen cents and seventy-one cents).

However, if the application of the General Market Price Index (IGP-M) is taken into account, a Monetary correction, the current value will be R\$ 7,003,189.39 (seven million, three thousand, one hundred and eighty-nine reais and thirty-nine cents), according to a query made on the citizen's calculator on the Central Bank's website (Fig. 06).

According to the test report, the engine shows signs of corrosion and fungal growth. To apply the depreciation index of account 12311.01.14 of item 7.4.18.2 of the Electronic Manual of Budgetary, Financial and Patrimonial Execution (RADA-e) to this value. The residual value is R\$ 700,318.93 (seven hundred thousand, three hundred and eighteen reais and ninety-three cents).

Therefore, this valuation commission considers this value to be compatible with the acquisition value and it is concluded that the valuation of the PT6A-25C SN: PC-E26324 motor is the result of the acquisition value of R\$ 662,167.14 (six hundred and sixty-two thousand, one hundred and sixty-seven reais and fourteen dollars).

[Handwritten signatures and initials]

Result of correction by IGP-ffl (FGV)

Start date End	01/1995
date Nominal	06/2024
value	R\$ 662.167,14 (RCAL)
Index of correction in the period	10,57616570
Corresponding percentage value	957,61ss7o°/m
Value paid on the end date	R\$ 7 .0oa.189,39 (REAL)

Figure 06: Citizen's calculator.

f) Other clarifications deemed necessary:

In view of the uneconomical state of repair of the engine, the item will be used as a *core* in the *Fleet Enhancement Program* (FEP) of *Pratt & Whitney Canada* (engine manufacturer), as set out in letter No. 7/TMOT of June 5, 2024.

3) PT6A-68C motor (PN:3055973-01) SAN: PCE-RS0008

a) Indication of the Number of the Term of Examination that examined the Material: According to the Term of Examination of Material No. 67115.003107/2024-79.

b) Material Specification: The turboprop aero engine model PT6A-68C and SAN PCE- RS0008 from the manufacturer *Pratt & Whitney Canada* was received by the FAB on January 18, 2005. The engine has a total of 4067 flight hours, 3047 cycles and 3674 landings. Data taken from SILOMS screens CTR0114P and CTR01 17P accessed on 15/07/2024 (Figures 07 and 08).

ESTEFANEMELO, PAMASP, 15/07/2024 09:35. CTR0114P v.1ff.39 IG.SLOKIS.MTRAER. fAt

Identificação do Material

PN 3055973-01 ENGINE PT6A-68C

Fabricante 00198 PRATT & WHITNEY CANADA CIE NSN 2840 FA0021376

SN PCE-RS0008 Altera SN Remover CJM Automático

Oata Fabricação 10 I Date received

Nº Contrato Data Contrato Proprietário

Nº Carga Geral Nº Carga Parcial Sim Não

Projeto T2 Modelo PT6A-68C Status Activate Histórico Stay

Data Fabrication Terço de variação

Mem gofre ca#tiração* F \$iti 8 lyig Incluir na consulta Inativos

Unxlude PAMA P VI Aquisição (USS) VI AQB#lgaO RR 1 3 "

So#cA#o 21 0 j v Versão Software

Baccalaureate data LOSSPASS 5 3

Unique data ALera@a R uO PQ / 2 1

Figure 07: PT6A-68C \$7N: PCE-RS0008

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15/07/2024 09:38, CTR0117P v.10.24

Cadastrar Controles Iniciais

Identificação do Equipamento

PN 3055973-01 CFF 00198
 Nomenclatura ENGINE PT6A-68C NSN 2840 FA0021376
 Matrícula SN PCE-RS0008 Projeto T2 Modelo PT6A-68C

Controle do Equipamento (Informados)

Controle	TSN Atual	TSN Calculado (TSN Inicial + Qt.Utilização)	TSO	TSN Inicial	Data Inicial
CICLOS	3047	3047	3047	717	22/11/2006
HORAS DE VOO			4067:00	897:00	22/11/2006
POUSOS			3674	1700	30/09/2014

Figure 08: PT6A-68C S/N: PC E-R 50008

c) Acquisition value: R\$ 2,137,432.37 (two million, one hundred and thirty-seven thousand, four hundred and thirty-two yen and thirty-seven cents). Data extracted from SILOMS screen CTR0114P accessed on 15/07/2024 (Figure 07).

d) Current value: The current value of the engine corresponds to the acquisition value of R\$ 2,137,432.37 (two million, one hundred and thirty-seven thousand, four hundred and thirty-two yen and thirty-seven cents).

c) Value assessed by the appointed Valuation Committee, in accordance with up-to-date market prices:

The purchase price of the engine was R\$2,137,432.37 (two million, one hundred and thirty-seven thousand, four hundred and thirty-two reais and thirty-seven cents) in 2005, and since then no inflation index has been applied to this value.

The Term of Examination classified the iiiotoi' as "IN THE STATE - Awaiting Recovery*", in accordance with item 17.4.1.2 of MCA 67-1/2007 (Siipi'inento Manual) and ANTIECONOMIC, in accordance with the discrimination contained in tetra "c", of Item 2.14.8.1.1, Electronic Manual for the Adininsti'on of Pati'iiiionial Assets, Section D, of RADA-e, RCA 12-1, updated on April 16, 2024.

Pot' is a perennial property considered uneconomical and classified according to the account 12311.01.14 of item 7.4.18.2 of the Manual Eleti'ônico de Execução Orçaiiientária, Financeira e Pati'iuonial (RADA-e), the equivalent of a residual value of 10% (ten percent) was obtained, therefore a total of R\$ 213,74.23 (two hundred and thirteen nails, seven hundred and fourty-three reais and twenty-three cents).

However, if the application of the General Market Price Index (IGP-M) is taken into account, the current value will be R\$ 7,338,249.91 (seven billion, three hundred and eight thousand, two hundred and fifty-nine reais and ninety-one cents), according to the calculation made on the citizen's calculator on the Batico Central website (Fig. 03).

As time passes, the engine shows signs of wear. Applying the depreciation index from account 12311.01.14 in item 7.4.18.2 of the Electronic Manual for Budgetary, Financial and Property Execution (RADA-e) to that value gives a residual value of R\$ 733,824.99 (seven hundred and thirty-three thousand, eight hundred and eighty-four euros and ninety-nine cents).

Therefore, this valuation commission considers this value to be compatible with the values practiced. and it is concluded that the valuation of the PT6A-68C S/iV: PCE-RS0008 engine is R\$ 733,824.99 (seven hundred and thirty-three thousand, eight hundred and twenty-four reais and ninety-nine cents).

[Handwritten signatures and initials]

Result of the Correction (FGV) IGP-M (FGV)	
Dados básicos da correção pelo IGP-M (FGV)	
Start date	End 0t/2005
date Nominal	06/2024
value	R\$ 2.137.432,37 (REAL)
Correction index for the period	3,43320800
Percentage value corresponding	243,320800% Corrected value
on	final date R\$ 7.338.249,91 (
REAL)	

Figure 09: Citizen's calculator.

f) Other clarifications deemed necessary:

In view of the uneconomical state of repair of the engine, the item will be used as a *core* in the *Fleet Enhancement Program (FEP) of Pratt & Whitney* Canada (engine manufacturer), as stated in letter No. 7/TMOT of June 5, 2024.

Order from the Chief Executive:


In view of the conclusion reached by the aforementioned committee, I hereby order that this decision be published in the Internal Bulletin and that the sale process be continued in accordance with the relevant legislation.

I approve:

São Paulo, July 15, 2024.


MARCELO RODRIGUES DOS REIS F
Dirigente Máximo


TÉS CEL AV



MINISTÉRIO DA DEFESA
COMANDO DA AERONÁUTICA

CONTROLE DE ASSINATURAS ELETRÔNICAS DO DOCUMENTO

Documento:	ANNEX V - EVALUATION TERM
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Este documento foi assinado e conferido eletronicamente com fundamento no artigo 6º, do Decreto nº 8.539 de 08/10/2015 da Presidência da República pelos assinantes abaixo:

Assinado via ASSINATURA CADASTRAL por Ten Cel Int RONALD WILLIAM TURQUE DE ARAUJO no dia 08/12/2024 às 17:29:50 no horário oficial de Brasília.

Assinado via ASSINATURA CADASTRAL por Ten Cel Int MICHELE DE SOUZA SIQUEIRA no dia 08/12/2024 às 22:02:39 no horário oficial de Brasília.

Assinado via ASSINATURA CADASTRAL por Cel JANO FERREIRA DOS SANTOS no dia 09/12/2024 às 07:38:18 no horário oficial de Brasília.