



MINISTRY OF DEFENSE
AERONAUTICS COMMAND
SÃO PAULO AERONAUTICAL MATERIAL DEPOT ENGINE SUBDIVISION

MATERIAL EXAMINATION AND EVALUATION REPORT

1 - EXAMINING THE MATERIAL

Material specification: The material examined is two turboprop engines, for C/P-95 aircraft, manufactured by *Pratt & Whitney Canada CIE*, originating in Canada, whose NSN/NEA is 2840-FA-002-1376, PN PT6A-34 and *Serials* PC-E57101 and PC-E56261 according to consultation with SILOMS 11G, screen CTR0114P v.10.39, accessed on July 8, 2024, as shown in Figure 1 and Figure 2.

The screenshot displays the 'Cadastrar Item' (Register Item) form in the SILOMS system. The form is divided into several sections for data entry:

- Identificação do Material:** Includes fields for PN (PT6A-34), Fabricante (PRATT & WHITNEY CANADA CIE), NSN (2840), and FA (FA0122784).
- Identificação do Item:** Includes fields for SN (PC-E57101), Data Fabricação (23/08/1983), Data Recebimento (23/08/1983), N° Contrato, N° Carga Geral, Projeto (A7), Modelo (PT6A-34), Status (Ativo), Lote, Data Fabricação, Tempo de Validade, and Observações.
- Financial and Administrative Data:** Includes Unidade (PAMASP), VI Aquisição (US\$ 104.910,85), VI Aquisição R\$ (545.536,40), Solicitação (3070002219), and Versão Software.
- Operational Data:** Includes Dados Inclusão (SO RAMOS, 1/7 GAV, 05/10/2004 13:29:47) and Dados Última Alteração (2S PAULO CORRÊA, PAMASP, 03/10/2024 08:29:41).

At the bottom, there are three main tabs: 'Cadastros Iniciais', 'Cadastros', and 'Consultas'. Each tab contains several sub-buttons for various actions like 'Info Eletrônico', 'Cont Iniciais', 'Ciclo Inspeção', 'Disponibilidade', 'Garantias', 'Diretivas', 'Histórico SN', 'Config Real', 'Histórico OS', 'Manut Iniciais', 'Inst/Remoções', 'Config Primária', 'Criar Novo SN', 'Criar Múltiplos', 'Grande SVC', 'Localização', 'Alternados', 'Superadores', and 'Troca OM'.

Figure 1. Screenshot of SILOMS CTR0114P v.10.39 with engine data.

Cadastrar Item

Identificação do Material

PN PT6A-34 ENGINE PT6A-34

Fabricante 00198 PRATT & WHITNEY CANADA CIE NSN 2840 FA0122784

Identificação do Item

SN PC-E56261 Altera SN Remover CJM Automático

Data Fabricação 10/10/1970 Calcular Data Data Recebimento 10/10/1970

Nº Contrato Nº Carga Geral Nº Carga Parcial

Projeto A7 Modelo PT6A-34 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\$) 97.766,38 VI Aquisição R\$ 545.536,40

Solicitação Versão Software

Dados Inclusão SO EVILASIO NUPAMA AF 21/02/2003 10:28:24

Dados Última Alteração IS MANFERRARI PAMALS 30/07/2024 11:56:14

Cadastros Iniciais **Cadastros** **Consultas**

Info Eletrônico Cont Iniciais Ciclo Inspeção Disponibilidade Garantias Diretivas Histórico SN Config Real Histórico OS

Manut Iniciais Inst/Remoções Config Primária Criar Novo SN Criar Múltiplos Grande SVC Localização Alternados Superadores

Troca OM

Figure 2 - Screenshot of SILOMS CTR0114P v.10.39 with engine data.

Reason for manufacture: 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* (manufacturer of the engine).

Material Condition: The engines of PN PT6A-34 and *Serials* PC-E57101 and PC-E56261 were condemned by the PAMASP Engine Workshop and are therefore classified as Class C "Scrap" material, in accordance with letter "d" of item 4.4.2.4.3 and item 17.4.1.3 of MCA 67-1/2007 (Supply Manual), which characterizes condemned materials in the Technical Divisions of the Parks.

Acquisition Value: The acquisition value of the items examined, as shown in Figures 1 and 2, was verified on November 6, 2024, through the Integrated Material and Services Logistics System (SILOMS), with a unit and equal value for both of them of R\$ 545,536.40 (five hundred and forty-five thousand, five hundred and thirty-six reais and forty cents).

Solution/Destination to be given to the materials: The assets examined, after the conclusion of this Term of Examination, should be excluded from the Air Force's assets, as they are unserviceable for the respective purposes and irrecoverable, therefore it is recommended that the items, if they have usable raw material, should be demilitarized or decharacterized, and the products of disassembly, which have commercial values, should be disposed of in the form of sale, as prescribed in letter "a" of item 4.1 of DCA 400-77/2014 (Disposal of Aeronautical and War Material).

Other clarifications deemed necessary: No change.

Total Value of the Term: R\$ 1,091,072.8 (one million and ninety-one thousand and seventy-two reais and eighty cents).

2 - EVALUATION

1) PT6A-34 motors (PN: PT6A-34) S/N: PC-E57101 and PC-E56261

a) **Indication of the Number of the Examination Term that Examined the Material:** As per the examination carried out in item 1 of this report.

b) **Material Specification:** The turboprop aero engine model PT6A-34 (PN: PT6A-34) S/N: PC-E57101 from the manufacturer *Pratt & Whitney* Canada was received by the FAB on August 23, 1983. The engine has a total of 14175:40 flight hours and 14067 cycles since new.

The screenshot shows the 'Cadastrar Item' (Register Item) screen in the SILOMS system. The main title is 'Identificação do Material'. The form contains the following fields and values:

- PN: PT6A-34
- Fabricante: PRATT & WHITNEY CANADA CE
- NSN: 2840
- FA0122784
- Identificação do Item: SN: PC-E57101
- Data Fabricação: 23/08/1983
- Data Recebimento: 23/08/1983
- Nº Contrato: [Empty]
- Nº Carga Geral: [Empty]
- Projeto: A7
- Modelo: PT6A-34
- Status: Ativo
- Observações: [Empty]
- Unidade: PAMASP
- VI Aquisição (US\$): 104.910,85
- VI Aquisição R\$: 545.536,40
- Solicitação: 3070002219
- Dados Inclusão: SO RAMOS, 1/7 GAV, 05/10/2004 13:29:47
- Dados Última Alteração: ZS PAULO CORRÊA, PAMASP, 03/10/2024 08:29:41

At the bottom, there are several tabs and buttons for managing the item, including 'Cadastrados Iniciais', 'Cadastrados', and 'Consultas'.

Figure 01: PT6A-34 S/N: PC-E57101. Data taken from SILOMS screen CTR0114P accessed on 06/11/2024.

c) **Acquisition value:** R\$ 545,536.40 (five hundred and forty-five thousand, five hundred and thirty-six reais and forty cents). Data taken from SILOMS screen CTR0114P accessed on 06/11/2024 (Figure 01).

d) **Current value:** R\$ 545,536.40 (five hundred and forty-five thousand, five hundred and thirty-six reais and forty cents)

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

The purchase price of the engine was R\$545,536.40 (five hundred and forty-five thousand, five hundred and thirty-six reais and forty cents) in 1983, and since then no monetary correction index has been applied to this value.

The Term of Examination classified the motor as "IN STATE - Awaiting Recovery", as prescribed by item 17.4.1.2 of MCA 67-1/2007 (Supply Manual) and ANTIECONOMIC, according to the breakdown contained in letter "c", of Item 2.14.8.1.1, Electronic Asset Management Manual, Section D, of RADA-e, RCA 12-1, updated on April 16, 2024.

As this is permanent movable property considered uneconomical and classified according to account 12311.01.14 of item 7.4.18.2 of the Electronic Manual for Budgetary, Financial and Asset Execution (RADA-e), the equivalent of a residual value of 10% (ten percent) is obtained, therefore a total of R\$ 54,553.64 (fifty-four thousand, five hundred and fifty-three reais and sixty-eight dollars).

four cents).

However, if the General Market Price Index (IGP-M) is applied for monetary correction, the current value will be R\$ 6,488,754.61 (six million, four hundred and eighty-eight thousand, seven hundred and fifty-four reais and sixty-one cents), according to a consultation of the citizen's calculator on the Central Bank's website (Figure 02).

According to the examination report, the engine shows signs of corrosion and fungal growth. Applying the depreciation index from account 12311.01.14 in item 7.4.18.2 of the Electronic Manual for Budgetary, Financial and Asset Execution (RADA-e) to that value gives a residual value of R\$648,875.46 (six hundred and forty-eight thousand, eight hundred and seventy-five reais and forty-six cents).

Therefore, this appraisal committee considers this value to be compatible with the acquisition value and concludes that the appraisal of the PT6A-34 engine SN: **PC-E57101** is the same as the acquisition value of R\$ 545,536.40 (five hundred and forty-five thousand, five hundred and thirty-six reais and forty cents).

Resultado da Correção pelo IGP-M (FGV)

Dados básicos da correção pelo IGP-M (FGV)	
Dados informados	
Data inicial	06/1989
Data final	10/2024
Valor nominal	NCz\$ 545.536,40 (CRUZADO NOVO)
Dados calculados	
Índice de correção no período	32.709.229,26083090
Valor percentual correspondente	3.270.922.826,083090 %
Valor corrigido na data final	R\$ 6.488.754,61 (REAL)

**O cálculo da correção de valores pelo IGP-M foi atualizado e está mais preciso. Saiba mais clicando [aqui](#).

Gostou desse serviço? Dê sua opinião.

Figure 02: 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 (the engine's manufacturer).

2) PT6A-34 engine (PN: PT6A-34) S/N: PC-E56261

a) Indication of the Number of the Examination Term that Examined the Material: As per the examination carried out in item 1 of this report.

b) Material Specification: The turboprop aero engine model PT6A-34 and S/N PC-E56261 from the manufacturer *Pratt & Whitney* Canada was received by the FAB on October 10, 1970. The engine has a total of 17018:40 flight hours and 15,161 cycles since new.

Identificação do Material

PN: PT6A-34 ENGINE PT6A-34
 Fabricante: 00198 PRATT & WHITNEY CANADA CIE NSN: 2840 FA0122784

Identificação do Item

SN: PC-E56261 Altera SN Remover CJM Automático
 Data Fabricação: 10/10/1970 Calcular Data Data Recebimento: 10/10/1970 Proprietário
 Nº Contrato Nº Carga Geral Nº Carga Parcial Status: Ativo Histórico Status
 Projeto: A7 Modelo: PT6A-34
 Lote Data Fabricação Tempo de Validade
 Item sofre calibração? Sim Não Incluir na consulta Inativos
 Observações
 Unidade: PAMASP VI Aquisição (US\$): 97.766,38 VI Aquisição R\$: 545.536,40
 Solicitação Versão Software
 Dados Inclusão: SO EVILASIO NUPAMAFA 21/02/2003 10:28:24
 Dados Última Alteração: IS MANFERRARI PAMALS 30/07/2024 11:56:14

Cadastros Iniciais **Cadastros** **Consultas**

Info Eletrônico Cont Iniciais Ciclo Inspeção Disponibilidade Garantias Diretivas Histórico SN Config Real Histórico OS
 Manut Iniciais Inst/Remoções Config Primária Criar Novo SN Criar Múltiplos Grande SVC Localização Alternados Superadores
 Troca OM

Figure 03: PT6A-34 S/N: PC-E56261. Data taken from SILOMS screen CTR0114P accessed on 06/11/2024.

c) Acquisition value: R\$ 545,536.40 (five hundred and forty-five thousand, five hundred and thirty-six reais and forty cents). Data taken from SILOMS screen CTR0114P accessed on 06/11/2024 (Figure 03).

d) Current value: R\$ 545,536.40 (five hundred and forty-five thousand, five hundred and thirty-six reais and forty cents)

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

The purchase price of the engine was R\$ 545,536.40 (five hundred and forty-five thousand, five hundred and thirty-six reais and forty cents) in 1983, and since then no monetary correction index has been applied to this value.

The Term of Examination classified the motor as "IN STATE - Awaiting Recovery", as prescribed by item 17.4.1.2 of MCA 67-1/2007 (Supply Manual) and ANTIECONOMIC, according to the breakdown contained in letter "c", of Item 2.14.8.1.1, Electronic Asset Management Manual, Section D, of RADA-e, RCA 12-1, updated on April 16, 2024.

As this is permanent movable property considered uneconomical and classified according to account 12311.01.14 of item 7.4.18.2 of the Electronic Manual for Budgetary, Financial and Asset Execution (RADA-e), the equivalent of a residual value of 10% (ten percent) is obtained, therefore a total of R\$ 54,553.64 (fifty-four thousand, five hundred and fifty-three reais and sixty-four cents).

However, if the General Market Price Index (IGP-M) is applied for monetary correction, the current value will be R\$ 6,488,754.61 (six million, four hundred and eighty-eight thousand, seven hundred and fifty-four reais and sixty-one cents), according to a consultation of the citizen's calculator on the Central Bank's website (Figure 02).

According to the examination report, the engine shows signs of corrosion and fungal growth. When applying the depreciation index in account 12311.01.14 of item 7.4.18.2 of the Electronic Manual of

Budgetary, Financial and Asset Execution (RADA-e) to that amount, we arrive at the residual amount of R\$ 648,875.46 (six hundred and forty-eight thousand, eight hundred and seventy-five reais and forty-six cents).

Therefore, this appraisal committee considers this value to be compatible with the acquisition value and concludes that the appraisal of the PT6A-34 engine SN: PC-E56261 is the same as the acquisition value of R\$ 545,536.40 (five hundred and forty-five thousand, five hundred and thirty-six reais and forty cents).

Resultado da Correção pelo IGP-M (FGV)

Dados básicos da correção pelo IGP-M (FGV)	
Dados informados	
Data inicial	06/1989
Data final	10/2024
Valor nominal	NCz\$ 545.536,40 (CRUZADO NOVO)
Dados calculados	
Índice de correção no período	32.709.229,26083090
Valor percentual correspondente	3.270.922.826,083090 %
Valor corrigido na data final	R\$ 6.488.754,61 (REAL)

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*O cálculo da correção de valores pelo IGP-M foi atualizado e está mais preciso. Saiba mais clicando [aqui](#).

Gostou desse serviço? Dê sua opinião.

Figure 04: 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 (the engine's manufacturer).

São Paulo, November 6, 2024.

digitally signed
CARLOS CÉSAR MINORU IMANICHE TC QOENG MEC
Head of TMOT

digitally signed
CARLOS AUGUSTO JUNIOR Col R1 INT
Internal Control Agent

digitally signed
MARCELO RODRIGUES DOS REIS PONTES CEL AV
Director of PAMA-SP



MINISTÉRIO DA DEFESA
COMANDO DA AERONÁUTICA

CONTROLE DE ASSINATURAS ELETRÔNICAS DO DOCUMENTO

Documento:	ANNEX V - EVALUATION TERM
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Páginas do Documento:	6
Páginas Totais (Doc. + Ass.)	7
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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 21:05:26 no horário oficial de Brasília.

Assinado via ASSINATURA CADASTRAL por Ten Cel Int MICHELE DE SOUZA SIQUEIRA no dia 08/12/2024 às 21:56:11 no horário oficial de Brasília.

Assinado via ASSINATURA CADASTRAL por Cel JANO FERREIRA DOS SANTOS no dia 09/12/2024 às 07:36:06 no horário oficial de Brasília.