

PC-12 NG

THE OTHER SWISS MOVEMENT

 Crafted in Switzerland



 **PILATUS** 

Swiss timepieces are renowned for their inherent quality, exquisite detail, and careful craftsmanship. Their makers invest immense thought and countless hours thoroughly analyzing every aspect of the instrument as they pursue ever higher levels of perfection.

At Pilatus, we bring the same attitude to the aircraft we build. It's in our nature to have an unwavering commitment to precision, to challenge perceived limitations, and to defy convention. We have applied this approach to building extraordinary aircraft for discerning customers for seventy-five years.

This is the story of the other Swiss movement.





The beauty of Stans is inspiration for our aircraft.

In a small town in Switzerland, the perfect melding of meticulous craftsmanship and astute engineering lives on.

Since our founding in 1939, Pilatus has designed and constructed aircraft at the base of Mount Pilatus in Stans, Switzerland. Surrounded by the Swiss Alps, the rugged terrain dictated that we would create unique aircraft equal to its demands. Durable, powerful airplanes that could climb rapidly, clear ragged ridges, take off and land from rough postage stamp strips, and provide superior performance in high, thin air. Our earliest aircraft were trainers, and today we still build the most advanced high-performance training aircraft for the world's air forces. The PC-7 MkII, PC-9 M, and PC-21 turned many fledgling aviators into highly skilled pilots. The Pilatus Porter PC-6, launched in 1959, was our first utility aircraft, and it garnered a global reputation for its rugged versatility and short takeoff and landing capabilities. The utilitarian design and quality of the Porter has proved timeless. In fact, it's still being built today.

Pilatus' success can be attributed to the clear-eyed pragmatism of our engineers. They possess the unique ability to look at every problem fresh, challenge conventional thinking and meet specific operational challenges with uncompromisingly innovative solutions. This philosophy is matched in its execution by master craftsmen. Fastidious and dedicated, many second and third-generation Pilatus employees focus on building the very best aircraft through a merging of state-of-the-art technology and traditional Swiss craftsmanship. We call it the Pilatus way and it is simply a higher standard for precision and quality. A standard we will continue to uphold throughout our next generation of aircraft, including our latest endeavor, the Pilatus PC-24 Super Versatile Jet.

This combination of original Swiss engineering and dedicated craftsmanship honed by decades of experience has made Pilatus the world's leading manufacturer of single-engine turboprop aircraft.



The culmination of 75 years of building the world's finest aircraft.

Seven decades spent engineering, building and maintaining aircraft, along with what we've learned from those who operate our aircraft, has led us to one of our greatest achievements: the PC-12 NG single-engine turboprop. This aircraft embodies all the knowledge, skill, and practical insight we've gained over the years. It combines the performance, durability, and reliability of our trainers, like the PC-21, with the utilitarian implacability of the Pilatus Porter PC-6, while providing superior pilot confidence and passenger comfort.

The PC-12 NG offers C-suite elegance and amenities, along with the capability of delivering aid to the most rugged locations, such as the Australian outback. The exceptional versatility of the PC-12 NG creates an entirely new category for turbine aircraft. Simply put, the PC-12 NG operates in a class of its own.



PC-21



Pilatus Porter PC-6

Anything less than excellence simply doesn't fly.

The Swiss have always taken an independent path, and the Pilatus approach to engineering is no different. We look at every design challenge with a fresh perspective. We strive to achieve excellence through shrewd practicality. We scrutinize every detail in search of answers so rationally obvious that they are regularly missed by others. We think things through from scratch, and believe in doing things right the first time. We can offer no greater testament to our principles than our aircraft and their legendary performance.

To achieve the meticulous standards that we set for ourselves, our engineers and craftsmen oversee every aspect of the PC-12 NG's production. This facilitates coordination and collaboration among our design, engineering, and manufacturing teams, and helps ensure that every component of our aircraft is as flawless as humanly possible. In fact, our quality management system exceeds the most stringent certification in the industry, EN 9100:2009. The standard of our manufacturing has also made us a preferred supplier to global aviation companies, including Airbus and Eurocopter. Sometimes, inspiration for staying at the leading edge of technology in the air can be found on the ground. Pilatus maintains a close relationship with the Sauber Formula 1 team and even supplies carbon fiber aerodynamic structures for their race cars.



No stone goes unturned in our pursuit of perfection.

Spend any time in the company of the PC-12 NG and it quickly becomes apparent that every inch has been carefully over-engineered as a point of pride. The main wing spar is a single 80 lb. piece of aluminum milled from a solid 2,000 lb. billet, rather than the structurally weaker alternative of riveting multiple pieces of aluminum together. The leftover aluminum is then recycled to support our sustainability efforts. The engine mount truss structure is expertly hand welded and takes a full week to fabricate. Inside the PC-12 NG, hand-sewn stitching and premium European leather further exemplify our commitment to elegant craftsmanship. Just as the Swiss watchmakers do, we attend to small details that most would simply overlook. Equipment bays, access panels, and internal systems typically hidden from view are neatly arranged, labeled, and clearly painted. We do this not because we have to, but because it is the Pilatus way. From nose to tail, the level of precision and attention to every detail in the PC-12 NG is nothing short of painstaking.



Precision hand welding is elevated to an art form in this engine mount truss structure.



Careful attention to detail is evident in every area of the PC-12 NG, even in locations you may never see.



People often tell us that our new assembly hall is as environmentally friendly as it is beautiful.

Keeping the scenic route scenic.

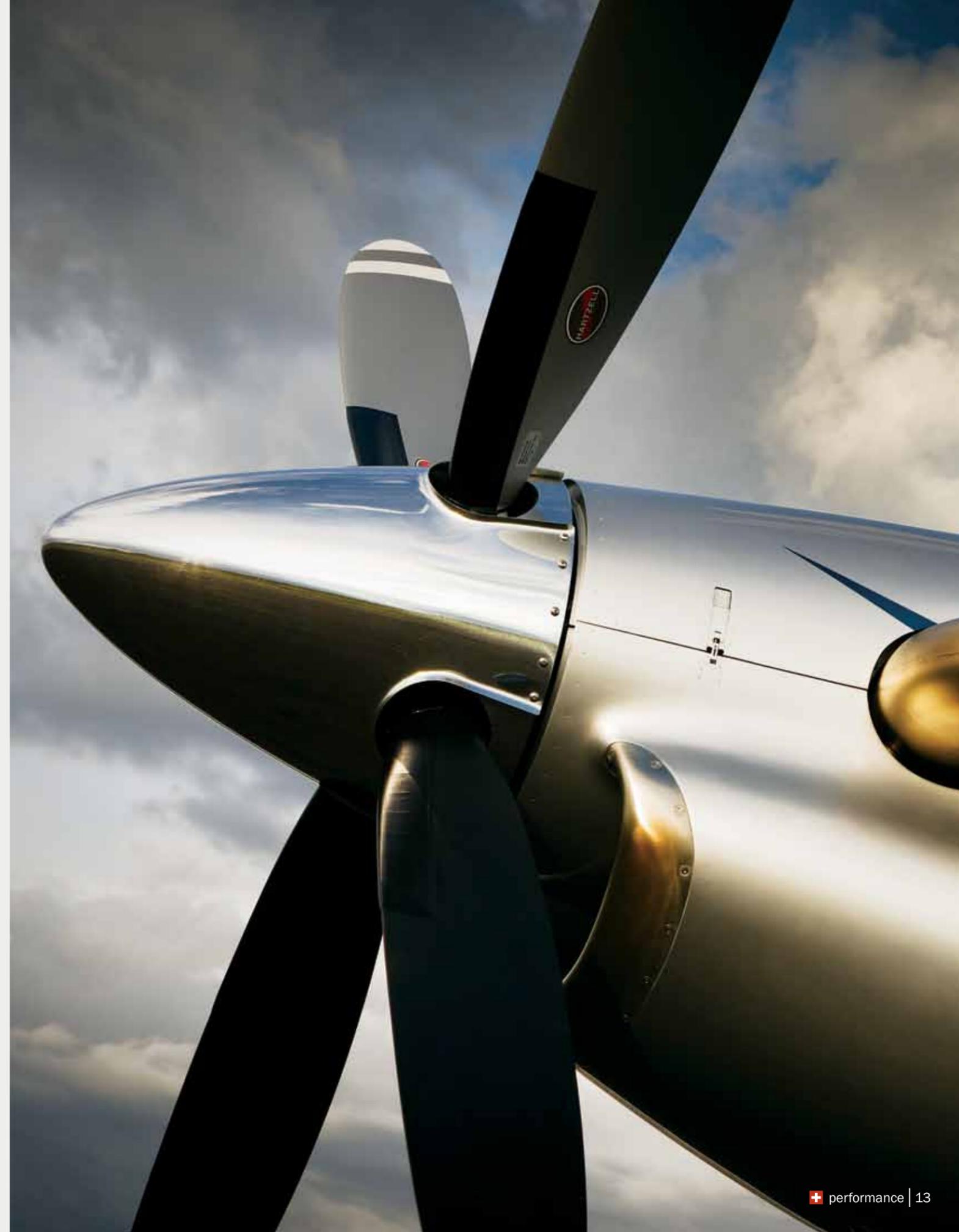
Perhaps it's the pristine beauty of nearby Lake Lucerne and the surrounding Swiss Alps that inspires us to take environmental responsibility so seriously. Our new assembly hall is an eloquent and enduring expression of our commitment to environmental stewardship, and is one of the largest self-supporting wooden structures in Europe. It's comprised entirely of locally sourced timber, which saved 357 tons of CO₂ from entering the atmosphere had non-renewable resources been used. Our buildings are heated mostly with renewable energy supplied by a combination of locally grown and waste timber. For all of our efforts in sustainability, Pilatus has been awarded ISO 14001 certification for an environmentally friendly management system.

Our commitment to environmentalism is also evident in the PC-12 NG itself. As a single-engine turboprop, it is more fuel-efficient than comparable size jets or twin-engine turboprops. A PC-12 NG with six executives aboard burns less than half the fuel of a midsize jet with the same payload. This makes the PC-12 NG the better choice both financially and environmentally.

Bigger is better. In this case, it's also smarter.

The PC-12 NG offers the broadest performance envelope of any aircraft in its class. Powered by the venerable Pratt & Whitney PT6A-67P turbine, an engine of legendary dependability, it is flat-rated to 1,200 continuous shaft horsepower for exceptional takeoff and climb performance. The PC-12 NG climbs to an altitude of 30,000 feet at 1,920 feet per minute, and cruises at speeds up to 280 knots (322 mph). Since the engine is flat-rated at only 70% of its maximum power, it's able to perform at high altitudes and in hot climates with minimal stress. The efficiency of engine and airframe provide a phenomenal class-leading range of more than 1,800 nautical miles. Not having to stop to refuel means the PC-12 NG can often reach destinations as quickly as traditional jets.

Perhaps best of all, the PC-12 NG delivers this performance with outstanding fuel-efficiency. The genius of a single-engine turboprop is that it costs far less to own, maintain, and operate than a comparable twin. Yet its performance and safety either matches or exceeds twins.



Undaunted by any mission.

It's rare that one would ever use the word "can't" when describing the PC-12 NG. Frankly, we engineer it to excel in every mission. How many other pressurized, turbine-powered business aircraft have the capability of operating from grass, dirt, or gravel runways? The PC-12 NG gives its operators the ability to safely access thousands of locations around the world that competing jet and turboprop aircraft can only fly over from a distance. The PC-12 NG's trailing-link landing gear with 14" (35.6 cm) of travel is designed to provide pilots and passengers with smooth, soft landings on even the roughest surfaces. Another key to its versatility is the massive (53" x 52") cargo door and 2,850 lbs (1,292 kg) payload capacity, allowing the PC-12 NG to be loaded with anything from standard-sized pallets of cargo, to medical stretchers, or even a motorcycle for a personal off-road journey. Given its astounding versatility, it's no wonder that the PC-12 NG is the world's best-selling turbine-powered business aircraft.





To own it is to love it.

The PC-12 NG is the aircraft that pilots see when they dream. From aviation enthusiasts to seasoned professional aviators, the PC-12 NG is widely considered the most desirable personal aircraft. The PC-12 NG provides a sophisticated combination of performance, utility, safety, and ergonomics that make it the ultimate owner-flown aircraft.

To guide pilots through that transition to flying the PC-12 NG with confidence, initial training is included with each new aircraft, and is conducted in simulators located around the world. Pilots new to the performance level of the PC-12 NG may even elect to continue to hone their proficiency during their first months of ownership with the aircraft by flying with a qualified mentor pilot.

The PC-12 NG is an airplane that is a delight to fly, an indulgence for passengers, and a privilege to own. It offers an unprecedented mix of luxury and versatility, equally suited for business flying during the week and family trips to remote locations on the weekend. For pilots, to own and fly a Pilatus PC-12 NG is a reward for the success they have earned.

Avionics meet ergonomics.

Emblematic of the PC-12 NG's high-level sophistication is the cockpit environment, featuring a flight deck equipped with Honeywell's cutting-edge Primus Apex avionics system. It consists of four 10-inch, high-resolution LCD displays: two multi-function displays stacked vertically in the center, and a primary flight display in front of each pilot. The APEX avionics system is similar to that found on "Big Iron" business jets, but have been specially engineered to reduce pilot workload and improve safety for single-pilot operations. Pilots are quick to appreciate the user-friendliness of the APEX system, its tremendous capabilities, and how easy it is to transition to flying the PC-12 NG proficiently.

Honeywell's exclusive SmartView™ is the most advanced synthetic vision system in business aviation. It brings to IFR flying some of the ease of VFR, and provides a new level of safety and situational awareness through features such as the dynamic speed cue to help pilots maintain stable approach speeds, flight path symbolism to make it easier to control the aircraft's true direction, and runway markings to present a realistic airport environment. The APEX system in the PC-12 NG offers additional safety benefits by organizing the cockpit in a sleek, streamlined manner, while presenting weather data, charts, aircraft system information, and trip planning functions at your fingertips.

In addition to the premier avionics suite in the PC-12 NG, Pilatus tasked BMW Designworks with optimizing the cockpit to create a striking, elegant, ergonomically pleasing environment for the pilot. Pilatus' philosophy was to differentiate the PC-12 NG from all other business aircraft by providing pilots with the same level of comfort, style, and sophistication as the passengers. The more time pilots spend in the left seat of the PC-12 NG, the more they find to love about it.







Fortify your fleet. Introduce some new DNA.

Continuously evaluating your business' travel needs and looking for efficient solutions is the hallmark of every good chief pilot. Managing your fleet composition with a balance of the right aircraft can allow you to fulfill a broader range of missions and save money for your company. Including a PC-12 NG in your fleet is an easy way for any flight department to add instant value to the company's bottom line.

Jets do have advantages when it comes to speed over long distances, but a jet isn't always the right tool for the job. For missions around 500 nm, deploying a midsize or large jet can be unnecessarily expensive. That's where the PC-12 NG is an ideal stablemate. The PC-12 NG can handle shorter distances at a substantially lower cost than similar-sized jets. Its large cargo door and ability to utilize unimproved runways give you access to airports much closer to your ultimate destination.

Vastly trumps the corner office.

The Pilatus PC-12 NG adds immense flexibility and versatility to any corporate fleet. The aircraft is outfitted with rugged trailing-link landing gear, enabling it to provide safe access to thousands of airfields that jets (except for the PC-24) are not permitted to use. Additionally, the PC-12 NG boasts an unusually large cargo door, which can accommodate anything from supplies for a corporate retreat to displays for a tradeshow.

The cabin's spacious interior ensures that the PC-12 NG projects the corporate image befitting your company, and passengers are quick to notice it when they first step on board. It's much larger in size than other light jets in its price range and big enough to accommodate nine executives in sumptuous comfort. The cabin features a refreshment center and a baggage area that can be accessed in flight, a flat floor, and a spacious, fully enclosed private lavatory.

The interior of the PC-12 NG is designed to be as luxurious as a high-end automobile. In fact, Pilatus teamed with BMW Designworks to design the multitude of interior finish options. Soft European leathers, rare hardwood cabinetry with exquisite details, and world-class textiles coalesce to create a welcoming atmosphere. Even the most discriminating business traveler will be impressed.



Own a piece of the sky.

There's no question that private aviation is a better choice for business travel than the airlines. It allows you to fly on your own schedule, avoid the heavy traffic and long lines of airline terminals, land closer to your destination, and gives your business a strong corporate image. It saves you time and allows you the privacy and security to conduct business en route. The only challenge is deciding which type of business aviation is right for you.

Full ownership has numerous advantages over chartering, fractional ownership, and jet cards. It gives you the most control over your aircraft and the greatest potential for realizing financial benefits. The initial purchase price of the airplane is fully depreciable as a capital investment for business use, even the operational costs are tax deductible. You can fly where you want, when you want, and as often as you want. You can defray expenses and earn income by leasing the plane out for charter. Plus, you can have the knowledge of your aircraft's true condition and maintenance history. Having your own aircraft also allows you to control the most critical safety factor on any flight: the skills, training, and expertise of the pilots flying your aircraft.



Waiting in line at an international airport is the last place you want to be when you're pressed for time.



Independent reading lights, worktables, and easily accessible power outlets make this cabin every bit as productive as the office.



We hereby suggest you fly this by your CFO.

The PC-12 NG is a high-performance business aircraft with the speed, range, comfort, and efficiency to make it the preferred choice in business aviation today. It's surprisingly bigger than most turboprop twins, so you can carry passengers in cabin-class comfort. It can climb to altitudes above most turbulent weather, cruise at high speeds, and fly 1,800 nautical miles non-stop, while enjoying efficient fuel consumption. The unique characteristics of the PC-12 NG allow it to operate from thousands of airports beyond the capability of jets (except for Pilatus' own PC-24 Super Versatile Jet) and twin turboprops.

You simply won't find a business aircraft that delivers as much for the investment as the PC-12 NG. In fact, you can own and operate an entire PC-12 NG for less than what it costs for a quarter share of most fractional jets. What's more, like an investment-grade Swiss timepiece, the Pilatus PC-12 has historically held a much higher resale value than other aircraft in its class.

Our planes proudly work for a living.

If special missions is your business, we know you are under constant pressure to do more with less. The PC-12 NG represents the ultimate cost-effective, multi-mission platform. It provides the flexibility to adjust its 330 cubic feet (9.34 cubic meters) of cabin volume to your unique requirements. It combines long loiter time on station with high-speed dash capability and long range. It is one of the most capable day, night and all-weather aircraft available, and it has been consistently deployed in some of the harshest environments around the globe.

Pilatus has been supplying governments and special missions organizations with high-quality, rugged, versatile, and efficient aircraft since the 1940s. Today, the PC-12 is used by a variety of institutions, including the Red Cross, the Royal Flying Doctor Service of Australia, the Royal Canadian Mounted Police, the US Air Force, and numerous others around the world.





Is there anything the PC-12 NG can't do?

Surveillance

The PC-12 NG makes for an excellent surveillance aircraft. It can stand off at distances the subjects under surveillance cannot detect. Its fuel efficiency allows it to stay on station for more than 8 hours with standard fuel capacity. What's more, the PC-12 Spectre option features a retractable EO/IR sensor lift in the tail of the aircraft, and a full-featured operator console in the pressurized cabin.

Air Ambulance

The PC-12 NG is an ideal ambulance aircraft due to its low operating cost, pressurized cabin, and unique ability to operate in and out of unimproved runways. It offers space for up to three patients plus medical systems, and the cargo door makes loading and unloading stretchers simple. To date, over 75 PC-12s operate in dedicated air ambulance roles around the world.

Cargo Transport

The T-tail design and straight wing trailing edge allow a forklift to directly load pallets into the PC-12 NG's standard cargo door, so you can make the most of the 2,845 lb. (1,290 kg.) payload capacity. And a wide CG envelope adds tremendous flexibility to your loading options. You'll find there's not much the PC-12 NG can't carry.

At 30,000 feet, there is no room for error.

Pilatus has been designing, building, and supporting single-engine aircraft for 75 years. We believe the power of the single-engine design lies in the marriage of technology and simplicity. With our long history of building training aircraft for the world's air forces, it should come as no surprise that safety and reliability were at the top of the list of design goals for the PC-12 NG. We equipped the aircraft with numerous redundant and fail-safe systems and structures, and powered it with the Pratt & Whitney PT6, considered to be the most dependable aircraft engine ever built.

Many people harbor an irrational fear of single-engine aircraft based on the notion that airplanes with two or more engines are safer. While that may have once been true, it is simply no longer the case. In the early days of aviation, aircraft engines lacked both power and reliability, and multiple engines were needed to lift high payloads and deliver them dependably to their destinations. Since the failure rate of engines was high compared with those on modern aircraft, adopting a multi-engine mindset was once appropriate for the sake of self-preservation. Today, the reliability of modern turbine engines is so high that an engine malfunction is rarely the primary contributor to an accident. Ironically, according to an NTSB report, an engine failure in a twin is four times more dangerous than in a single.

More than 4 million flight hours have proven that Pilatus' single-engine design concept is sound. According to the independent aircraft safety analysis firm Robert E. Breiling Associates, Inc., the Pilatus PC-12's safety record actually surpasses that of twin-engine turboprop aircraft, and is equivalent to that of modern business jets.





- ★ Pilatus Headquarters
- ★ Pilatus Subsidiaries
- Sales & Service Centers
- Satellite Service Centers

Suddenly, the world revolves around you.

At Pilatus, we would rather see your aircraft in the sky than sitting in a maintenance facility. So, we design our aircraft to be exceptionally reliable and easy to maintain, and we back them up with the best support in the industry. In short, we do everything in our power to ensure your aircraft is ready to fly whenever you are.

When it comes to customer support, we make ourselves available 24/7/365, around the world, in order to keep you flying. We continue to believe in the value of personal relationships with our customers and our service is evidence of that. This is also part of the Pilatus way. We listen attentively to your feedback and take your input into consideration when we are evolving new features and designing new models. We maintain a global network of service centers, each staffed with expert technicians trained by Pilatus.

After more than 75 years of building aircraft, Pilatus has developed a reputation for excellence in quality and customer service. In fact, our customers have ranked us #1 in customer service in an annual survey conducted by Professional Pilot magazine for 11 years in a row. Our goal is to ensure your complete satisfaction with the operation and support of your PC-12 NG, and to keep earning your trust and loyalty.

Looking for the Achilles' heel? There isn't one.

Performance

| | | |
|--|--------------------|--------------|
| Max cruise speed | 280 ktas (322 mph) | 519 km/h TAS |
| Max range (HSC, VFR reserves) | 1,830 nm | 3,389 km |
| Max operating altitude | 30,000 ft | 9,144 m |
| Cabin altitude at 26,000 ft | 8,000 ft | 2,438 m |
| Takeoff distance over 50 ft obstacle (SL, ISA, MTOW) | 2,650 ft | 808 m |
| Rate of climb (MTOW) | 1,920 ft/min | 585 m/min |
| Landing distance over 50 ft obstacle (MLW/reverse) | 1,830 ft | 558 m |
| Stall speed (MTOW) | 67 KIAS | 124 km/h IAS |

Cabin Dimensions

| | | |
|----------------------------------|---------------|-----------------|
| Cabin volume (excluding cockpit) | 330 cu ft | 9.34 cu m |
| Cabin length (excluding cockpit) | 16 ft 11 in | 5.16 m |
| Cabin width | 5 ft 0 in | 1.52 m |
| Cabin height | 4 ft 10 in | 1.47 m |
| Cabin width (at floor) | 4 ft 3 in | 1.30 m |
| Passenger door dimensions | 24 in x 53 in | 0.61 m x 1.35 m |
| Cargo door dimensions | 53 in x 52 in | 1.35 m x 1.32 m |
| Internal baggage volume | 40 cu ft | 1.13 cu m |

Weights

| | | |
|---|---------------------|----------|
| Max ramp weight | 10,495 lbs | 4,760 kg |
| Max takeoff weight | 10,450 lbs | 4,740 kg |
| Max landing weight | 9,921 lbs | 4,500 kg |
| Max zero fuel weight | 9,039 lbs | 4,100 kg |
| Basic operating weight (Executive configuration, including pilot) | 6,782 lbs | 3,076 kg |
| Usable fuel | 2,704 lbs (402 gal) | 1,226 kg |
| Payload with full fuel (Executive configuration, including pilot) | 1,009 lbs | 458 kg |

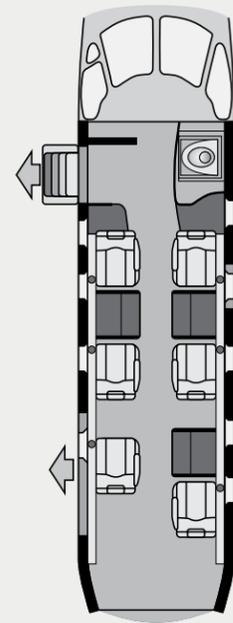
Powerplant

| | |
|---|-----------------------------|
| Pratt & Whitney Canada | PT6A-67P |
| Takeoff power (flat-rated) | 1,200 shp |
| Takeoff thermodynamic power | 1,744 shp |
| Climb/cruise flat-rating | 1,200 shp |
| Propeller, constant speed, full-reversing | 4 blade Hartzell (Aluminum) |
| Propeller speed | 1,700 rpm |
| Time between overhaul | 3,500 hrs |

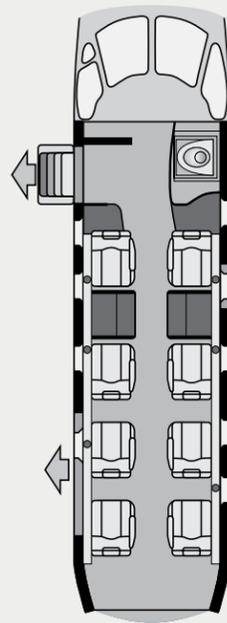
Miscellaneous

| | | |
|--------------------------------|-----------------------------------|------------|
| Propeller ground clearance | 12.5 in | 32.0 cm |
| Propeller diameter | 8 ft 9 in | 2.67 m |
| Wing area | 277.8 sq ft | 25.81 sq m |
| Horizontal tail span | 17 ft 1 in | 5.20 m |
| Wheelbase | 11 ft 5 in | 3.48 m |
| Wheeltrack | 14 ft 10 in | 4.53 m |
| Turn radius, wing tip | 32 ft 2 in | 9.80 m |
| Turn radius, outside main gear | 14 ft 10 in | 4.53 m |
| Certification | FAR 23 through Amendment 42, 1994 | |

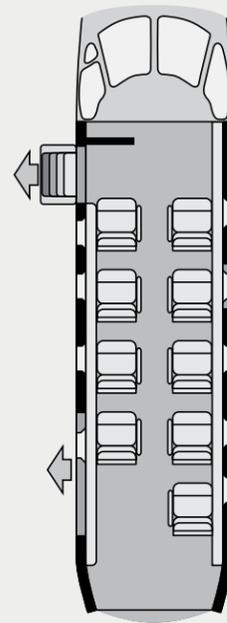
Precisely how many planes can the PC-12 NG be?



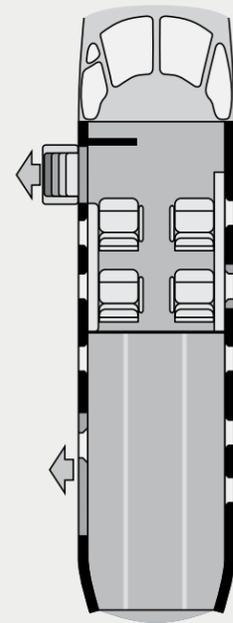
Executive
6 seat



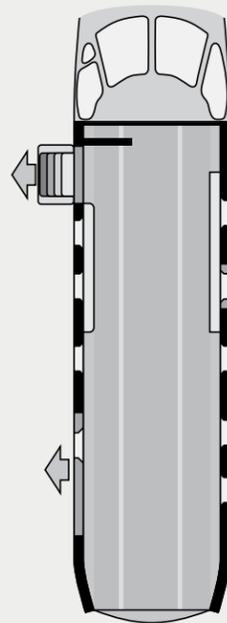
Executive
8 seat



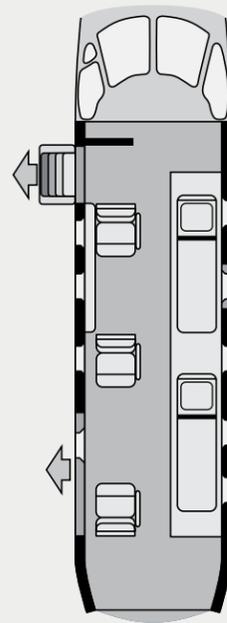
Commuter
9 seat



Combi



Cargo



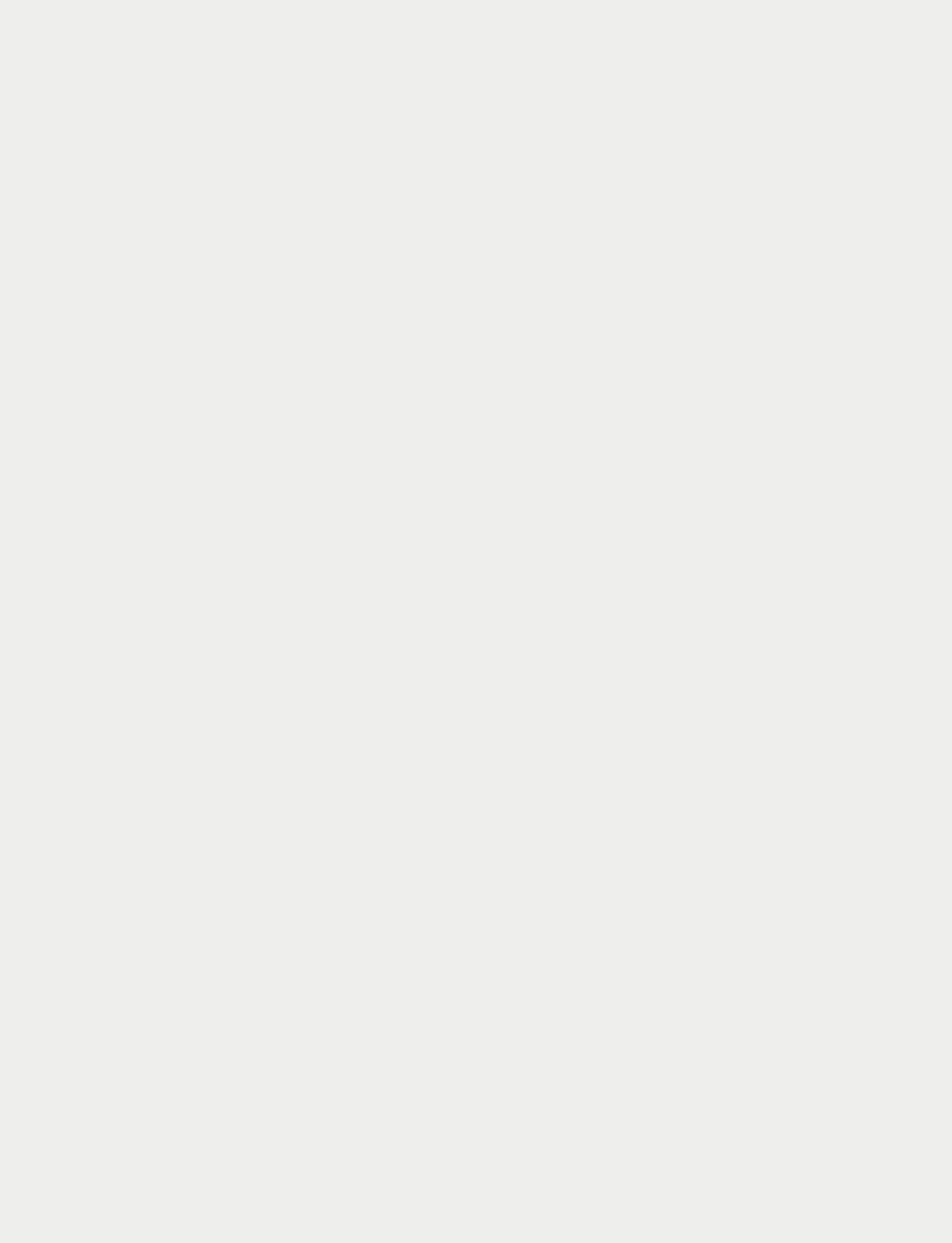
Air Ambulance

Crafted in every sense of the word.

At Pilatus, we over-engineer our aircraft as a point of pride and confidently set trends instead of following them. We pioneer new models and push the limits of possibility. That's what makes Pilatus a global leader in producing aircraft with world-class quality, capability, versatility, and efficiency.

We are the other Swiss movement. Innovative. Uncompromising. Passionate.

We stand ready to build your next aircraft.



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