

 Crafted in Switzerland

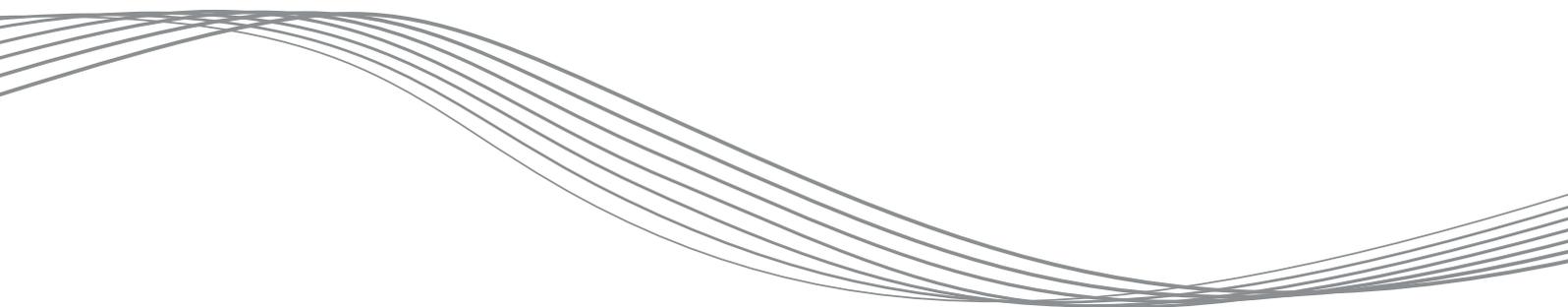
PC-12 NGX

THE WORLD'S GREATEST SINGLE SPECIAL MISSION

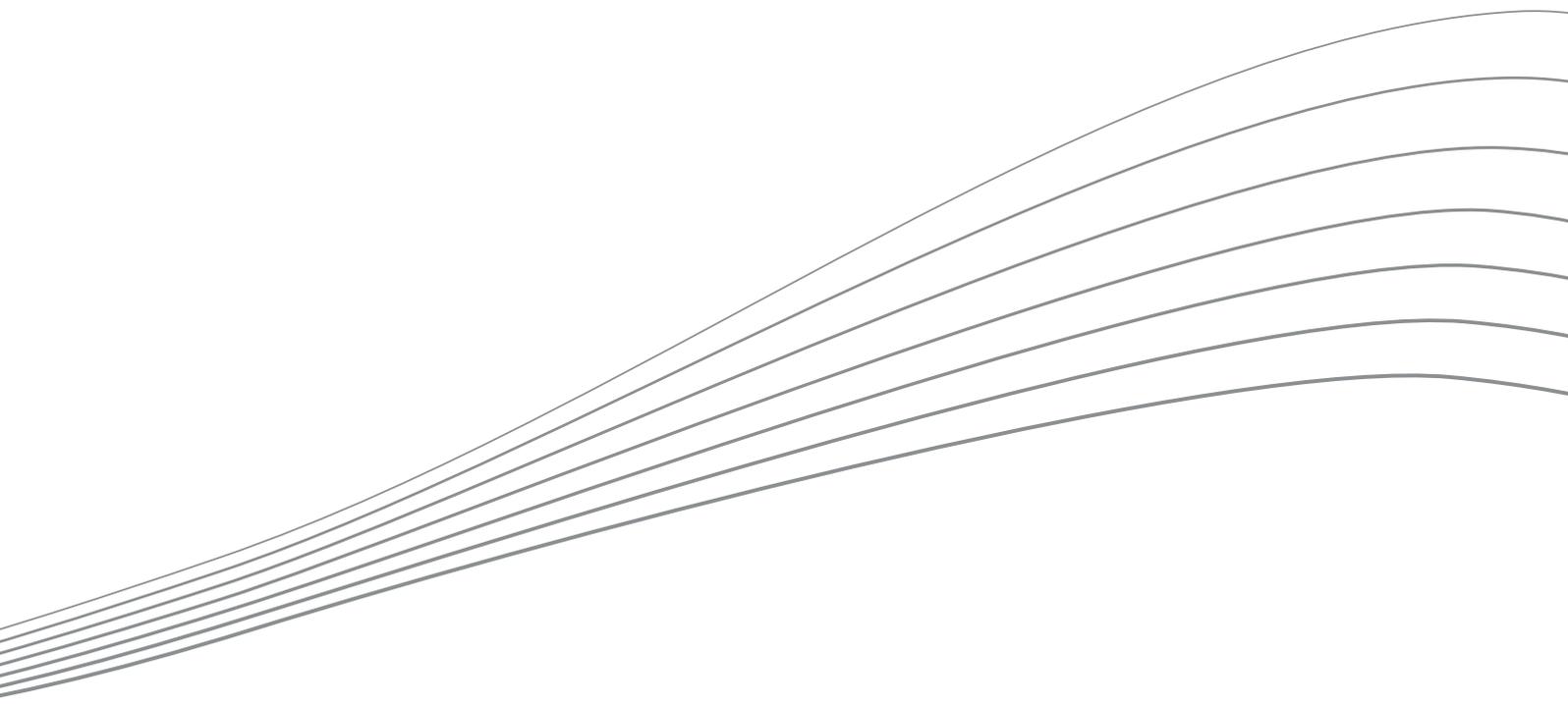


 **PILATUS** 

THE BEST TIME TO FLY THE BEST IS NOW



PC-12 NGX





Port Darwin, Northern Territory, Australia | 12°29'43"S | 130°50'12"E



SUCCESS BREEDS SUCCESS

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SUCCESS BREEDS SUCCESS

LEADERSHIP IS EARNED

Leadership is never self-appointed. It is forged over time by actions, deeds, and respect earned by experience. Leaders are trusted because they've proven over time that they do the right thing in the toughest of situations.

With over 80 years' experience of building rugged, dependable, industrial-grade utility aircraft – starting with the P-2 military trainer in 1942 – Pilatus has earned a solid reputation as the provider of some of the world's most versatile and reliable special mission aircraft.

The Pilatus Porter PC-6 introduced in the early 1960s has been heralded as one of the most extraordinary bush planes ever built.

Today, Pilatus produces the world's best trainer aircraft used by the world's most renowned air forces, and the extremely adaptable PC-12 operated globally by governments, militaries, and humanitarian support organisations in some of the most extreme operating conditions. With the introduction of the PC-24, the world's first Super Versatile Jet, Pilatus is committed to the future innovation of special mission aircraft.

Serving both civilian and military markets, Pilatus continues its reputation as the leader in precision engineering by incorporating the most modern design techniques in every aircraft it produces. Operators of Pilatus aircraft can also rely on the highest level of service and support to ensure that when called into action, the PC-12 is always ready to accomplish the mission.





Namib Desert, Namibia | 24°16'41"S | 15°17'23"E



SUCCESS BREEDS SUCCESS

FOR MULTI MULTI MISSIONS

The Pilatus PC-12 fleet has proven itself in well over eight million flight hours and more than 1,800 aircraft in a wide variety of roles including surveillance, reconnaissance, jump and utility drop, border patrol, command and control, law enforcement, disaster response, cargo, personnel transport and air ambulance.

The combined features of the PC-12 NGX's outstanding range, payload capacity, fuel efficiency, cabin space, and huge cargo door make it uniquely adaptable as a true multi-role platform.

This versatility enables the PC-12 NGX to take on multiple missions for its operators, extending its value beyond that of any other fixed or rotor wing aircraft. While remarkable in its capabilities, the PC-12 NGX allows special mission operators to provide greater mission capability on reduced budgets. The PC-12 NGX is extraordinarily fuel efficient and requires little maintenance. The cost to acquire, operate, and maintain a single PC-12 NGX is one-third less than that of its twin-engine competition, and a fraction of the cost of utilising rotor wing assets for the same missions.



SPECIAL MISSION PROFILES

EVEN MORE VERSATILE THAN OUR FAMOUS KNIVES

The rugged, field-proven PC-12 NGX Special Mission is as versatile as a Swiss Army knife. In just minutes it can be transformed to perform a wide range of special mission roles. In one aircraft, the PC-12 NGX combines high speed, long range, large cabin, fuel efficiency, low maintenance, and short unimproved runway operation to create a unique asset unmatched by anything else in the field. One highly efficient platform, capable of accomplishing many critical missions. Tailor the PC-12 NGX's 330 cubic feet (9.34 cubic metres) of

cabin volume to your unique requirements. Switch quickly from a 9-passenger transport configuration to a full cargo or combination layout. Convert it to an intelligence, surveillance and reconnaissance or search and rescue platform with the stealthy, deployable PC-12 NGX Spectre electro-optical and infrared sensor lift and operator console. There's even an optional utility door for airdrop and jump operations. Or transform it immediately to a medevac format for air ambulance.



SPECIAL MISSION PROFILES

MILITARY

The PC-12 NGX Spectre is actively deployed by special operations insiders in some of the most austere and harsh environments around the globe. Its long loiter time on station with high-speed dash capability and long range combine to create a truly compelling, multi-role, multi-mission aircraft that is the definition of “mission fit”.

Configured with the PC-12 NGX Spectre intelligence, surveillance, and reconnaissance package, the large-volume PC-12 NGX Spectre houses a deployable electro-optical and infrared sensor lift for an in-flight 360 degree view controlled through a mission operator station and tactical flight officer. Combining real-time imaging and ground communication with long loiter capability and high dash speeds results in the most flexible and cost-effective intelligence, surveillance and reconnaissance platform in the air.



An optional integrated utility and jump door increases the number of roles while retaining the standard cargo door functionality

The PC-12 NGX Spectre can be configured with a multitude of optional workstations and communications equipment to tailor the aircraft to the unique needs of each operator. Pilatus maintains strong working relationships with prime systems integrators to develop highly modified solutions unique to each customer’s mission requirements.

The PC-12 NGX Spectre’s innovative utility and jump door (25 × 39 inches/64 × 99 centimetres) is designed as a door within a door. Built directly into the aircraft’s standard cargo door, it can be used to deploy parachute specialists or air-drop supplies and relief goods. What’s more, this added feature does not compromise any of the mission capability of the PC-12 NGX Spectre. When jump or drop operations are completed, the aircraft is easily re-pressurised and may climb back to altitude for high-speed, fuel efficient cruise performance. Back on the ground, the full functionality of the PC-12 NGX Spectre’s cargo door is retained.



When jump or drop operations are completed, the PC-12 NGX is re-pressurised to climb back to altitude for high-speed performance

PC-12 SPECTRE





Thistle Island, South Australia, Australia | 35°1'30"S | 136°10'40"E

SPECIAL MISSION PROFILES

LAW ENFORCEMENT

Many people think of the PC-12 NGX as a business aircraft. What most people don't realise is that the "executive" aircraft sitting on the ramp may actually be carrying sophisticated surveillance and communication equipment in the air.

The PC-12 NGX Spectre has been adopted by leading federal, state, municipal and international law enforcement agencies as the "go-to platform" for surveillance, transport, border protection, and airborne operation control.

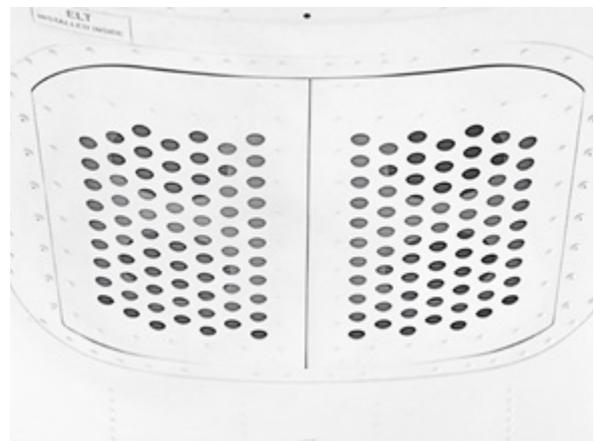
With its pressurised cabin, high-altitude ceiling, and long standoff distance, the PC-12 NGX Spectre is virtually undetectable by subjects under surveillance. The PC-12 NGX's powerful, yet fuel-efficient Pratt & Whitney PT6 turboprop engine enables it to sprint to the target area and remain on station for an extended period of time.

The operator console has provisions for full control of the electro-optical and infrared sensors. The lift mechanism for the sensor is completely integrated into the tailcone of the PC-12 NGX Spectre, yet easily deploys for a full 360 degree hemispheric view of ground activity. Imagery from the sensor can be displayed on both the cockpit multi-function display and the operator's console for complete crew coordination. Evidence may be recorded on ship, or even data linked in real time to ground-based personnel. The PC-12 NGX Spectre is the critical link in law enforcement command and control.

The PC-12 NGX Spectre can be configured with a multitude of optional workstations and communications equipment to tailor the aircraft to the unique needs of each operator. Pilatus maintains strong working relationships with prime systems integrators to develop highly modified solutions unique to each customer's mission requirements.



The retractable electro-optical and infrared sensor deploys quickly in flight



On the ground, it retains a covert profile, looking like a "normal" aircraft

SPECIAL MISSION PROFILES

MAPPING AND CARTOGRAPHY

Two hatches can be installed in the PC-12 NGX's floor. The hatches can be used for large scale survey cameras, multi-spectral scanner, hyper-spectral scanner and light detection and ranging scanner enabling photography and scanning at the same time. Mission profiles include cadastral mapping, cartography, environmental studies, urban planning, as well as oil and gas exploration.

The ability to deploy the PC-12 NGX for different missions is a strength of this aerial surveying modification. The floor windows are part of the pressure vessel so that high altitude scanning missions can be accomplished. A multi-role configuration enables easy installation of floor panels in place of the hatches, enabling your PC-12 NGX to be used for regular cargo or transport purposes. And of course, the PC-12 NGX comes with a cargo door as standard. This means you can easily remove the camera installation.



The two hatches (21 × 21 and 21 × 9 inches/53 × 53 and 53 × 23 centimetres) can be opened in flight enabling scanning and photography



On the ground, it retains a covert profile



SPECIAL MISSION PROFILES

AIR AMBULANCE

Real disasters require rapid response by governments, military personnel, medical staff and relief agencies. The ability to carry large loads and operate from short, unimproved runways or even roads allows the PC-12 NGX to provide aid in a way that no other aircraft can. The PC-12 NGX's large cargo door and flat floor facilitate quick turns reloading pallets of supplies on the ground or air-lifting critically injured patients.

The PC-12 NGX has proven itself dutifully as a first-responder providing support to teams helping people impacted by the earthquake in Haiti, Hurricane Katrina, Covid-19 and in relief efforts throughout the world.

Even more, the reconfigurable cabin can easily transform a single asset into a tool for multiple missions. Intelligence, surveillance and reconnaissance, medevac, personnel transport, cargo hauling – no other aircraft matches the life saving capability, efficiency, and reliability of the PC-12 NGX.



The air ambulance configuration provides room for two patients, medical crew and equipment



The large cargo door and patient loading system provides unparalleled cabin access for medevac operations





Okavango Delta, Botswana | 19°1'28"S | 22°43'57"E

SPECIAL MISSION PROFILES

HUMANITARIAN AID

Ideal for difficult humanitarian missions, the PC-12 NGX enjoys a following of aviators who appreciate the precision Swiss construction and unique characteristics of the 10-seat aircraft. The ability to take off from a short, unpaved field is just one of many attributes that set this aircraft aside from all others.

The PC-12 NGX is also built for efficiency, durability and ease of flying. With a proven and powerful engine to get you out of tight places and smart avionics, the PC-12 NGX is the safest aircraft in its class.

The huge cargo door allows easy access to the cabin for loading and removal of freight. When extra space is needed, the commuter seats can be quickly removed and a stretcher can be installed. A pressurised cabin volume of 330 cubic feet (9.34 cubic metres) and a maximum payload of 2,235 pounds (1,014 kilogrammes) allow unbeaten flexibility.

The PC-12 NGX is comfortable to operate in the harshest environments otherwise only accessible by helicopter, but with speed, range and economy of a fixed-wing aircraft.



Huge cargo door as standard for easy loading



Commuter interior with optional stretcher for patient transport, all seats can be quickly added or removed



SMART AVIONICS

THE FUTURE OF TURBOPROP TECHNOLOGY

Only the Pilatus PC-12 NGX offers the advanced avionics of high-end business jets tailored for the single pilot. Featuring an autopilot optimised for stability and smoothness, and SmartView synthetic vision with performance-based head-up display symbology, the Advanced Cockpit Environment (ACE) sets the bar for ultimate control and situational awareness without a steep learning curve.

Safety of flight is the highest priority of Pilatus, and the new PC-12 NGX includes an array of new technologies like tactile feedback in unusual attitudes, an emergency descent mode, and a crew alerting system that automatically calls up the appropriate electronic checklist on the multi-function display. Powerful. Intuitive. Safe. It's what you expect from Pilatus.





Kuopio, Savo, Finland | 62°53'5"N | 27°54'14"E

WORLDWIDE PROVEN

MADE FOR HARSH CONDITIONS – LIKE BUDGET MEETINGS

The PC-12 NGX, like all aircraft by Pilatus, is precision-engineered and crafted with the purpose of operating day-in and day-out in harsh environments around the globe. Pilatus' experience of building high performance turboprop aircraft for the world's militaries provides a solid foundation for understanding the demands that are placed on aircraft which must be available for duty at a moment's notice.

The PC-12 fleet has racked up over eight million flight hours operating in remote regions of the Arctic, across the deserts of Australia, over the waters of the North Atlantic and in the mountains of Southwest Asia.

The PC-12 NGX's modern, yet simple and intuitive systems make troubleshooting and repair a breeze, especially for units used to working with older twin-turboprops, jets, or turbine helicopters. Consequently, the PC-12 NGX requires far fewer man-hours of maintenance per flight hour than aircraft traditionally used for special mission roles.

PC-12 operators have consistently ranked Pilatus customer service the highest amongst all other turboprop manufacturers. The PC-12 NGX simply gives you more up-time and mission readiness. It is the aircraft you can count on any day, anytime, anywhere.

WORLDWIDE PROVEN

SWEET TO BE SINGLE

Believing the power of the single-engine design lies in the marriage of technology and simplicity, development of the PC-12 called upon Pilatus' long history of building training aircraft for the worlds' 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. The aircraft is equipped with numerous redundant and fail-safe systems and structures, and powered by the Pratt & Whitney Canada PT6, considered to be the most dependable aircraft engine ever built.

The reliability of modern turbine engines is so high that an engine malfunction is rarely the primary contributor to an accident. In fact, according to a National Transportation Safety Board report, an engine failure in a twin turboprop is four times more dangerous than in a single. This is because a single doesn't suffer from asymmetric thrust in the event of powerplant failure, so the pilot can concentrate on landing the aircraft rather than regaining control.

Actual accident statistics show that the PC-12 has a safety record as good or better than its twin-engine counterparts.

Aircraft	Accident Rate* <i>(per 100,000 flight hours)</i>
PC-12	0.60
All Single Engine Turboprop Aircraft	1.85
All Twin Engine Turboprop Aircraft	1.87
U.S. Fleet of All Business Jets 1964-2015	0.87

* Source: Robert E. Breiling Associates, 2015



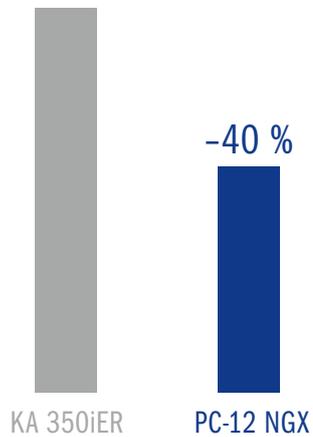
The Pratt & Whitney Canada PT6E-67XP engine combines legendary PT6 performance with the segment's first dual-channel integrated Electronic Propeller and Engine Control System featuring autothrottle. Constant monitoring of performance data yields optimal flight conditions and an increase in Time Between Overhaul intervals.



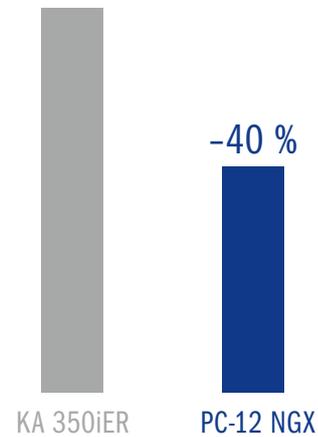


Davis-Monthan Air Force Base, Arizona, USA | 32°10'22"N | 110°51'18"W

ACQUISITION COST



OPERATIONAL COST



WORLDWIDE PROVEN

THE REAL KING OF SPECIAL MISSIONS IN THE AIR

It's the new reality – you are under constant pressure to do more with less. More missions need to be supported with fewer people and less budget to accomplish them. Surveillance, command and control, personnel transport, medevac, cargo movement. Up until now, each mission required its unique set of equipment and specialised personnel to manage and operate the assets. In today's world, it's time to think differently about how you get the job done, and the PC-12 NGX is the solution.

The PC-12 NGX costs around 40 percent less to acquire and operate than its twin-engine turboprop competitor. Whether operating a single aircraft or a fleet, the life-cycle cost savings of operating a PC-12 NGX results in the ability to truly do more with less. Much less.

Typically equipped price as published in Business & Commercial Aviation magazine, 2019. Operating costs calculated with source data from Conklin & de Decker Aircraft Cost Evaluator.



Colorado Springs, Colorado, USA | 38°40'35"N | 104°18'16"W

WHY OWN A PC-12 NGX SPECIAL MISSION?

TEN REASONS

1. SHORT RUNWAYS

The PC-12 NGX can use runways as short as 2,485 feet (758 metres) at its maximum weight. Operate closer to your ultimate destination and save overall transit time.

2. UNPAVED RUNWAYS

Able to operate from runways made of dirt, gravel, and grass, the PC-12 NGX can access places you've never been before in this type of aircraft.

3. CABIN SPACE

With 330 cubic feet (9.34 cubic metres) of cabin volume, you will enjoy more space than other assets costing twice as much. A flat-floor allows ample room for mission specific equipment, crew comfort and the ability to easily load just about any cargo you can fit inside.

4. CARGO DOOR

No other aircraft in this class features a standard cargo door in addition to a main passenger door. Designed to allow a fork-lift to load a standard pallet directly into the cabin for quick turn and efficient loading.

5. VERSATILITY

PC-12 NGXs are used around the world by owner-pilots, corporations, charter and fractional companies, air ambulances, special missions, cargo and law enforcement agencies. This extreme versatility gives operators confidence that their investment in a PC-12 NGX is a sound strategy.

6. PROVEN RELIABILITY

With well over eight million flight hours in some of the most demanding environments on earth, the PC-12 has proven itself where it counts - in the field.

7. QUALITY AND DURABILITY

The extreme attention to detail and exquisite craftsmanship are apparent throughout the aircraft. Robust engineering and meticulous manufacturing excellence contribute to the legendary performance of the PC-12 NGX.

8. BETTER FUEL EFFICIENCY

The PC-12 NGX requires far less fuel and fewer man-hours of maintenance per flight hour than aircraft traditionally used for special mission roles.

9. LOW COST

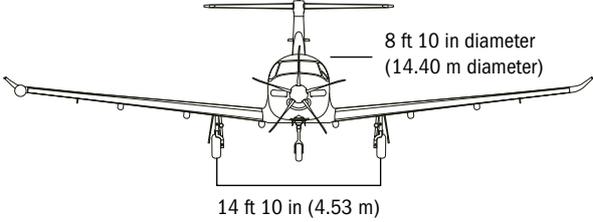
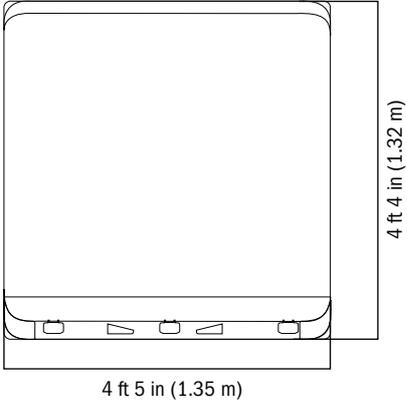
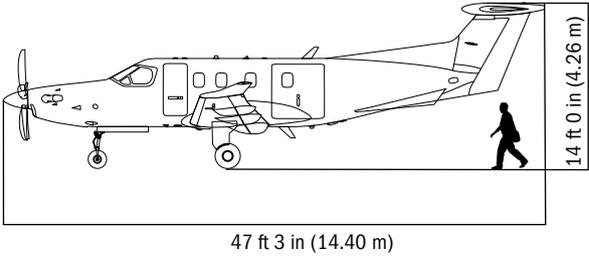
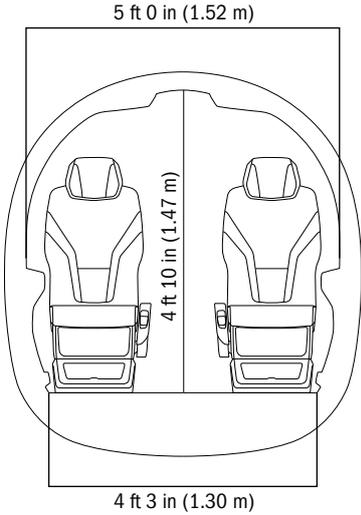
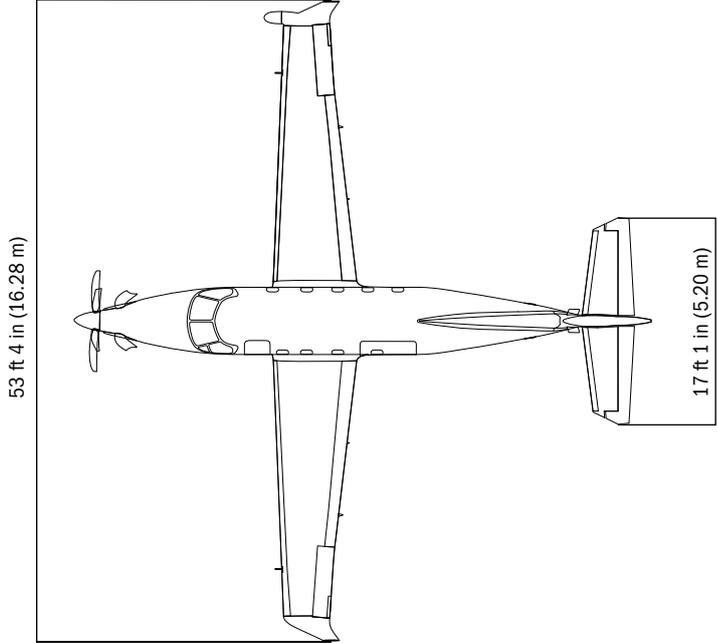
The PC-12 NGX costs one-third less to acquire and operate than its twin-engine turboprop competitors.

10. FIRST-CLASS SUPPORT

At Pilatus, our primary objective is to keep you flying. Our business model is not built on profiting from your down time. For several consecutive years, Pilatus customer support has been rated number 1 in the business turboprop market.

FACTS AND FIGURES

DIMENSIONS AND WEIGHTS



DIMENSIONS (EXTERIOR)

Wing span	53 ft 4 in	16.28 m
Wing area	277.80 ft ²	25.81 m ²
Length	47 ft 3 in	14.40 m
Height	14 ft 0 in	4.26 m
Horizontal tail span	17 ft 1 in	5.20 m

DIMENSIONS (INTERIOR)

Cabin length <i>(cockpit/cabin partition to aft pressure bulkhead)</i>	16 ft 11 in	5.16 m
Cabin width	5 ft 0 in	1.52 m
Cabin floor width	4 ft 3 in	1.30 m
Cabin height <i>(continuous flat floor)</i>	4 ft 10 in	1.47 m
Cabin volume <i>(cockpit/cabin partition to aft pressure bulkhead)</i>	330 ft ³	9.34 m ³
Baggage compartment volume <i>(all baggage internally accessible)</i>	40 ft ³	1.13 m ³
Passenger door height	4 ft 5 in	1.35 m
Passenger door width	2 ft 0 in	0.61 m
Cargo door height	4 ft 4 in	1.32 m
Cargo door usable width	4 ft 5 in	1.35 m

WEIGHTS

Maximum ramp weight	10,495 lb	4,760 kg
Maximum take-off weight	10,450 lb	4,740 kg
Maximum landing weight	9,921 lb	4,500 kg
Maximum zero fuel weight	9,039 lb	4,100 kg
Usable fuel <i>(402 US gallons)</i>	2,704 lb	1,227 kg
Maximum payload	2,650 lb	1,202 kg

POWERPLANT

Manufacturer	Pratt & Whitney Canada
Model	PT6E-67XP
Normal take-off power	1,200 shp
Time between overhaul	5,000 h
Hartzell full-reversing 5-blade composite	
Propeller speed <i>(constant)</i>	1,700 rpm
Propeller speed <i>(low)</i>	1,550 rpm
Time between overhaul	4,000 h

FACTS AND FIGURES

PERFORMANCE

TAKE-OFF DISTANCE

Over 50 ft (15 m) obstacle	2,485 ft	758 m
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(MTOW, ISA, sea level, dry paved runway)

RATE OF CLIMB

MTOW, sea level	1,920 ft/min	9.75 m/s
Time to climb sea level to FL 250		19 min

(direct climb)

CRUISE

Maximum cruise speed (FL 220)	290 KTAS	537 km/h
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LOITER PAYLOAD/RANGE

(NBAA IFR reserves of 100 nm, long range cruise, ISA, FL 300, single pilot operation, 6 seat executive configuration)

VFR reserves (11 h 17 min)	2,132 nm	3,949 km
NBAA/IFR (10 h 4 min)	1,904 nm	3,526 km

ALTITUDE

Maximum certified altitude	30,000 ft	9,144 m
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LANDING DISTANCE

Over 50 ft (15 m) obstacle	2,170 ft	661 m
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(MLW, ISA, sea level, dry paved runway)

STALL SPEED

Landing configuration	67 KIAS	124 km/h
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(MLW, ISA, sea level)

LOADING

Wing	37.6 lb/ft ²	183.7 kg/m ²
Power	8.71 lb/shp	3.95 kg/shp

All data shown valid for PC-12 NGX. Some equipment may be optional. Some elements of the PC-12 and its optional equipment may be strictly regulated by the US Department of State in accordance with the guidelines in the International Traffic in Arms (ITAR) per title 22, Code of Federal Regulations (CFR), Parts 120-130 and/or the United States Bureau of Industry and Security US Department of Commerce. All sales and deliveries are subject to license approval by the respective governing agency. End-User certificates must be supplied. Users must comply with all local, state and federal laws. Descriptions of Pilatus products and systems are published for information purposes only and does not constitute an offer to sell. Some images used in this brochure may depict options and/or equipment not included in the standard aircraft price. Data is subject to change without notice.

FACTS AND FIGURES

AVIONICS AND MISCELLANEOUS

PILATUS ACE AVIONICS SYSTEM

ACE stands for “Advanced Cockpit Environment” system specifically developed for the Pilatus PC-24 and PC-12 NGX.

Key features:

- Four 10-inch LCD displays
- SmartView synthetic vision system with head up display based performance symbology
- Interactive navigation system
- Fully integrated automatic flight control system
- Dual flight management system
- Traffic alert and collision avoidance system I/II
- Graphical flight planning
- Touch screen controller
- Autothrottle
- Cursor control device

ELECTRICAL POWER SYSTEMS

The PC-12 NGX incorporates five independent power generation sources consisting of:

- Generator 1 – 28V, 300A generator
- Generator 2 – 28V, 300A starter/generator
- Battery 1 – 24V, 42Ah
- Battery 2 – 24V, 42Ah
- Emergency Power Supply – 24V, 5Ah lead-acid battery

KINDS OF OPERATIONS

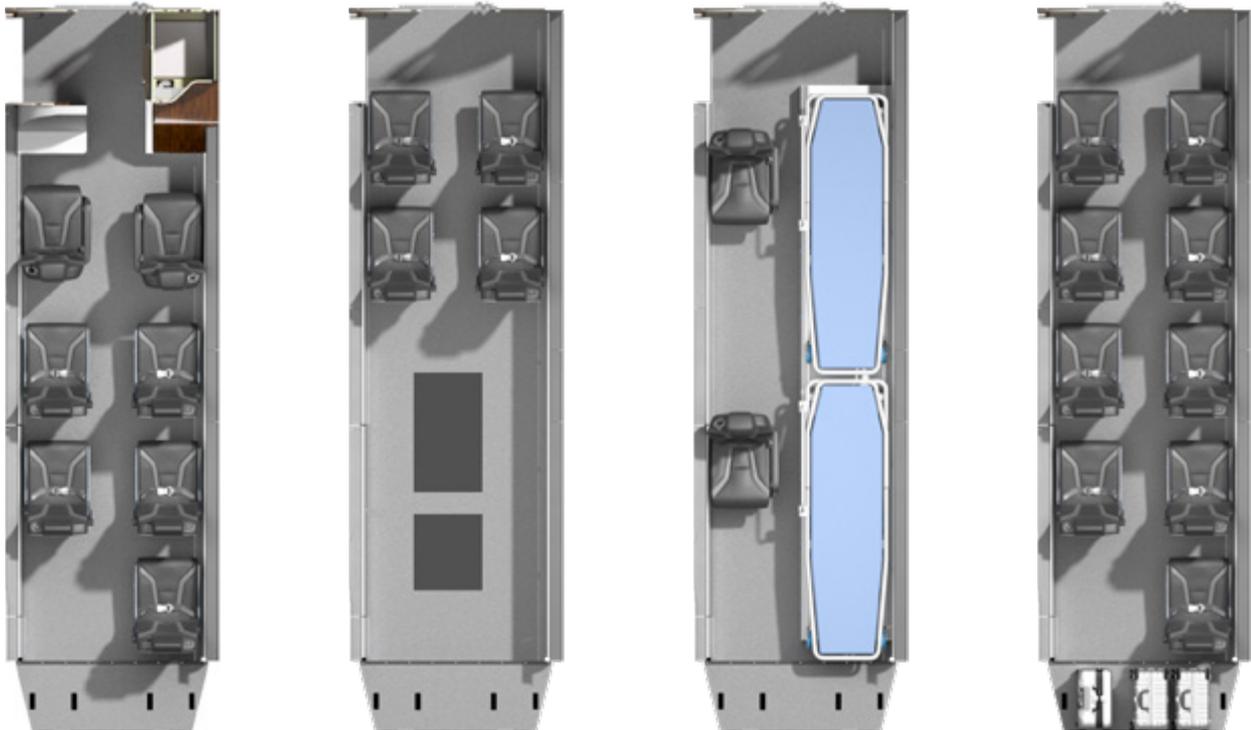
- Visual Flight Rules
- Instrument Flight Rules day and night
- Flight into known icing conditions
- Single- and dual-pilot operations
- Operations from paved and unpaved surfaces

MISCELLANEOUS

Airframe maintenance schedule	600 h/annual
Design service life	30,000 h/30,000 landings
Certification	FAA FAR 23

FACTS AND FIGURES

INTERIOR CONFIGURATIONS



1

2

3

4

1 | SPECTRE

Make the most out of the pressurised PC-12 NGX cabin with ample space for operators, baggage and specialized intelligence, surveillance and reconnaissance equipment.

2 | MAPPING AND CARTOGRAPHY

A multi-role configuration enables easy installation of floor panels in place of the two hatches for sensors, enabling the PC-12 NGX for regular cargo or transport purposes.

3 | AIR AMBULANCE

Air ambulance operations require easy cabin access, comfort and robust functionality from remote locations, all PC-12 NGX specialties.

4 | COMMUTER

A blank slate with so many options: special missions platform or cargo – a modular configuration is key to the PC-12 NGX's cabin versatility.



5



6

5 | COMBI

Whether it's a critical spare part or a complete engine - travel in pressurised comfort and leave nothing behind.

6 | CARGO

A blank slate with so many options: special missions platform or cargo - a modular configuration is key to the PC-12 NGX's cabin versatility.

CONTACT US

FLY PILATUS CLASS

PLEASE CONTACT US FOR
MORE INFORMATION.

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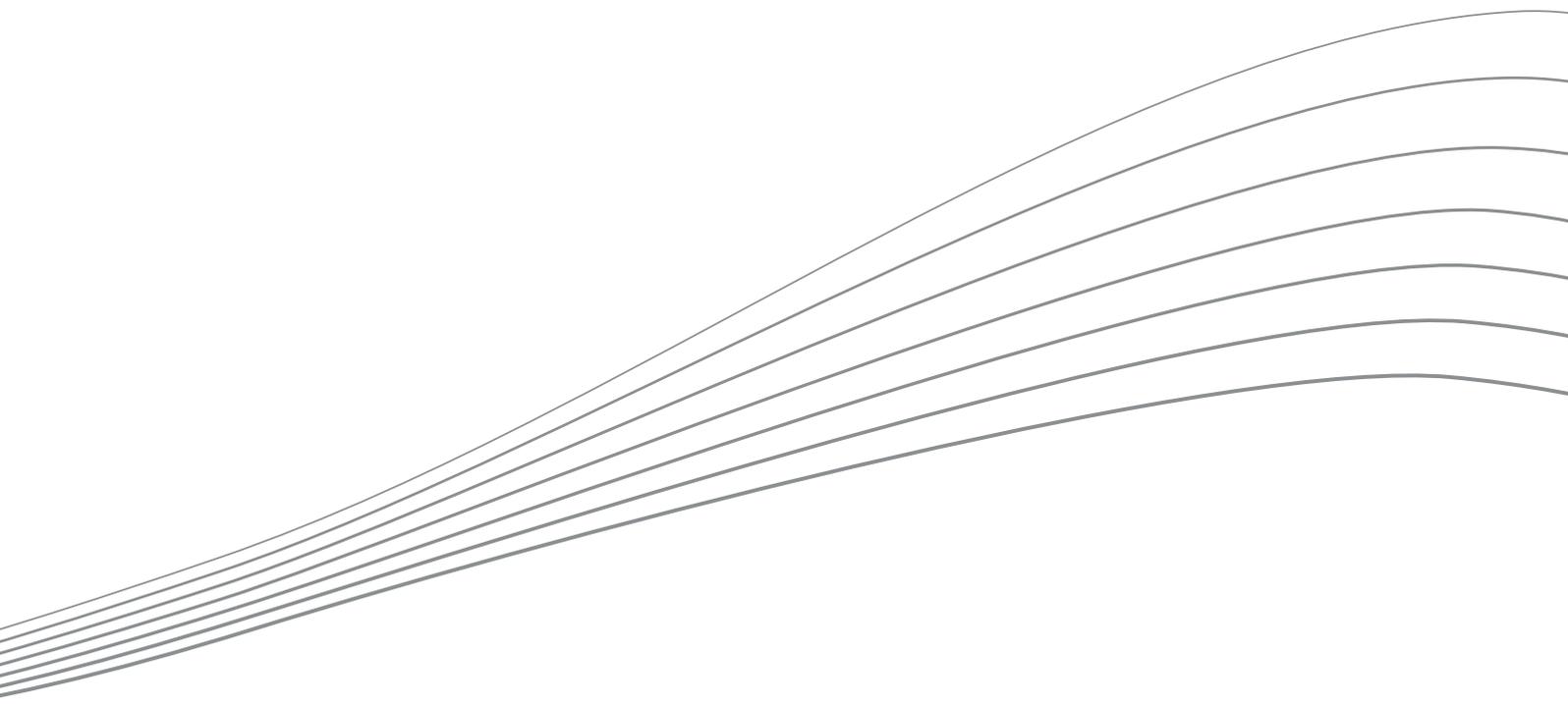
pc-12sales@pilatus-aircraft.com

www.pilatus-aircraft.com/pc-12

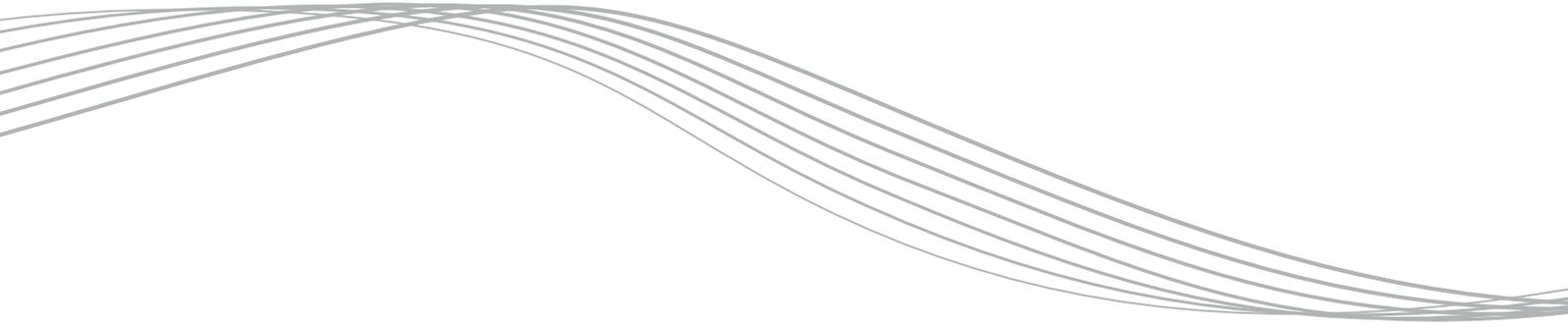
The Pilatus logo consists of the word "PILATUS" in a bold, sans-serif font. The letter "P" is stylized with three horizontal bars extending to the left, and the letter "S" is stylized with three horizontal bars extending to the right.

AUTHORISED CENTRE





Founded in 1939, Pilatus Aircraft Ltd is the only Swiss company to develop, produce and sell aircraft to customers around the world: from the legendary Pilatus Porter PC-6 to the best-selling single-engine turboprop in its class, the PC-12, and the PC-21, the training system of the future. The latest aircraft is the PC-24 – the world's first ever business jet for use on short unprepared runways. Domiciled in Stans, the company is certified to ISO 14001 in recognition of its efforts for the environment. The Pilatus Group includes two independent subsidiaries in Broomfield (Colorado, USA) and Adelaide (Australia). With over 2,000 employees at its headquarters, Pilatus is one of the largest employers in Central Switzerland. Pilatus provides training for about 130 apprentices in 13 different professions – job training for young people has always been a very high priority at Pilatus.

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