

PC-12 NG JUST THE FACTS

 Crafted in Switzerland



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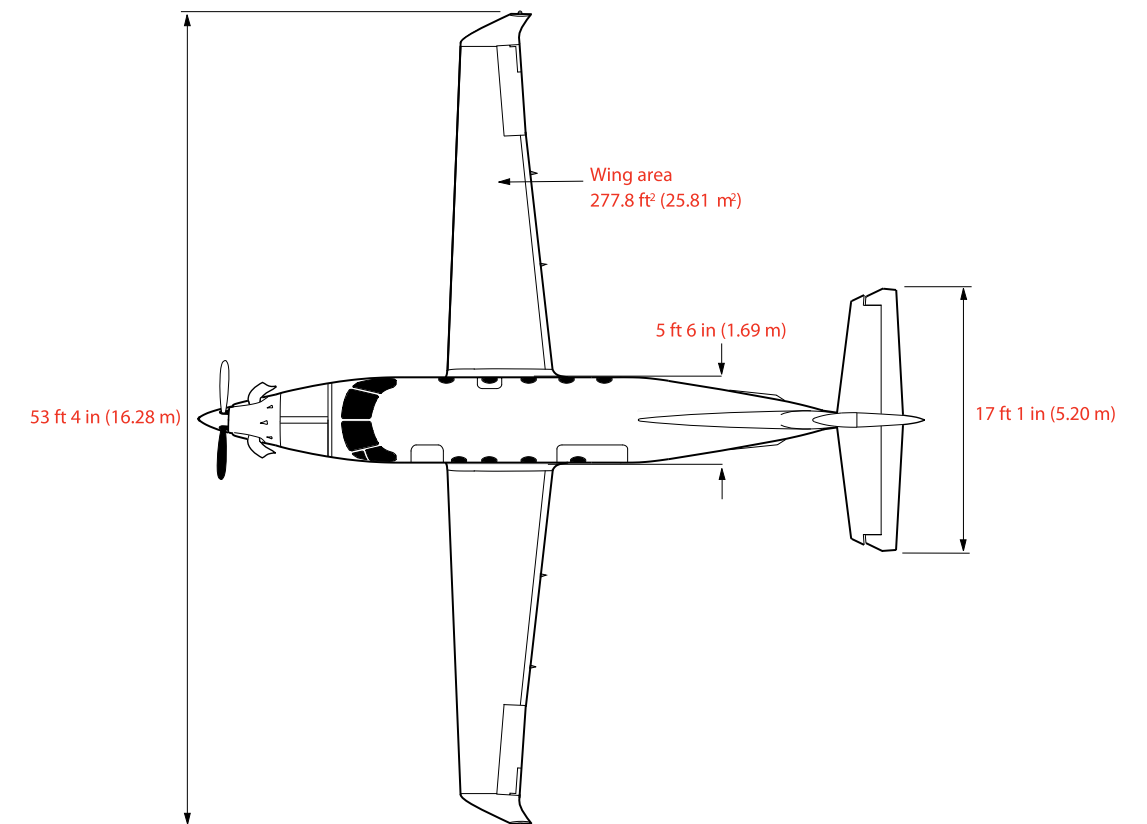
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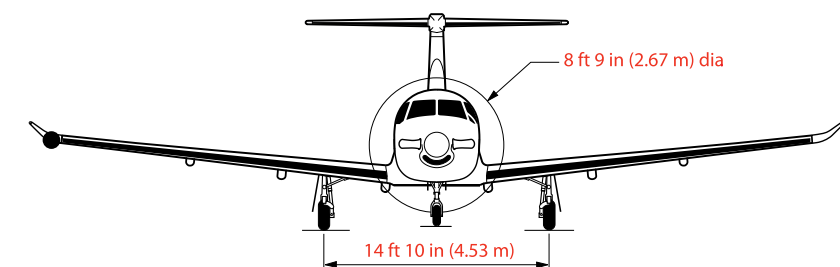
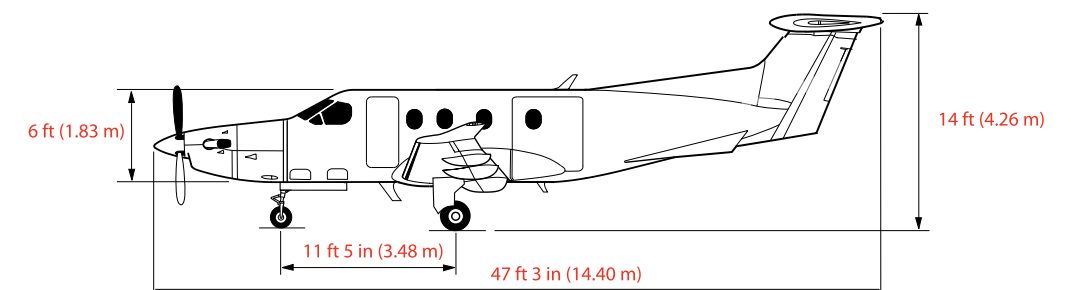


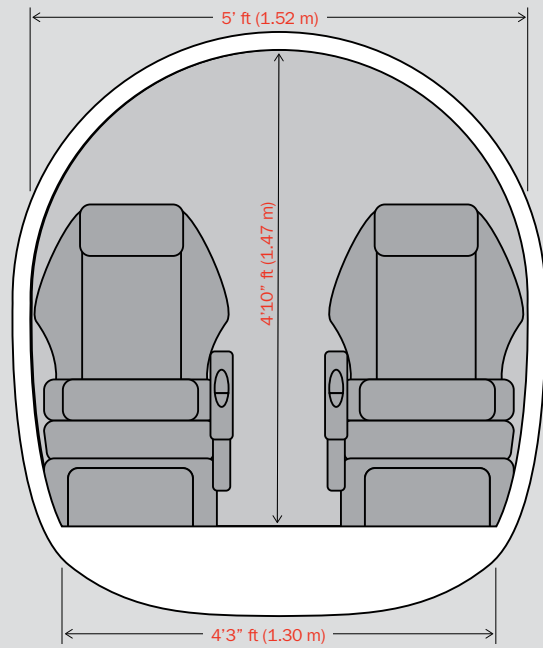
Based in Stans, Switzerland, Pilatus Aircraft Ltd has been building single-engine aircraft since 1939. With more than 2,000 aircraft in service throughout the world, Pilatus aircraft are renowned for their versatility, dependability and quality, combined with industry-leading customer service.



The PC-12 NG is a large, powerful, efficient, and versatile business and utility aircraft that delivers benefits across the board by drawing on a long list of strengths:

- A Pratt & Whitney Canada PT6A-67P engine, flat-rated to 1,200 SHP
- A 330 cubic foot pressurized passenger cabin with seating for up to 9 passengers
- A maximum range of over 1,800 nautical miles
- Maximum cruise speed of 280 KTAS/322 mph
- A high-lift wing for exceptional short-field takeoff and landing performance
- Standard forward passenger door and a huge 53" x 52" aft door for loading bulky objects, cargo, and luggage
- Retractable trailing-link landing gear capable of operation from grass, gravel, dirt, or paved runways
- Certification for flight into known icing conditions
- State-of-the-art Honeywell Primus Apex avionics suite for ease of pilot workload and outstanding situational awareness
- Fully enclosed flushing lavatory with hard doors to provide privacy
- Certified to be flown by a single pilot with no type certification required
- Operating costs 30% to 60% lower as compared to twin-engine jets and turboprops



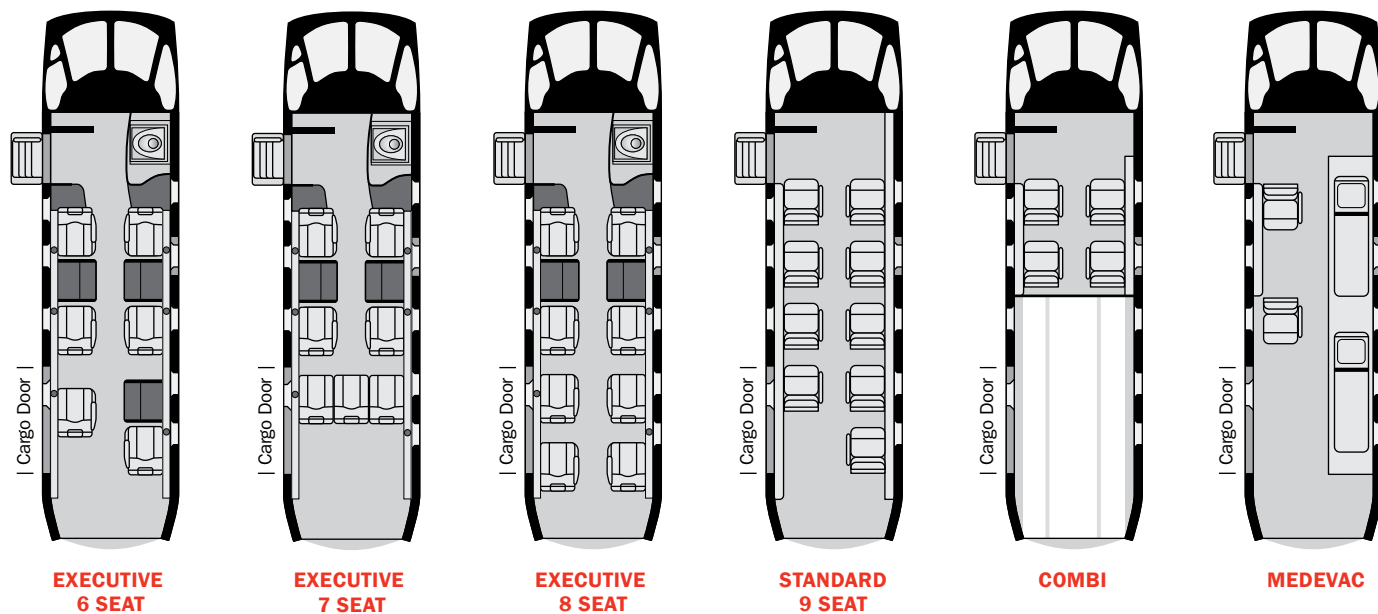


The Standard configuration consists of two crew seats plus seating for up to nine passengers with an in-flight accessible baggage area. This can easily be converted to a combination passenger/cargo role by removing aft passenger seats.

The Executive interior also includes an enclosed, private, flushing lavatory and various arrangements of storage compartments, stowable work tables, and refreshment cabinets.

The Executive configuration option includes two crew seats plus seating for six, seven or eight passengers.

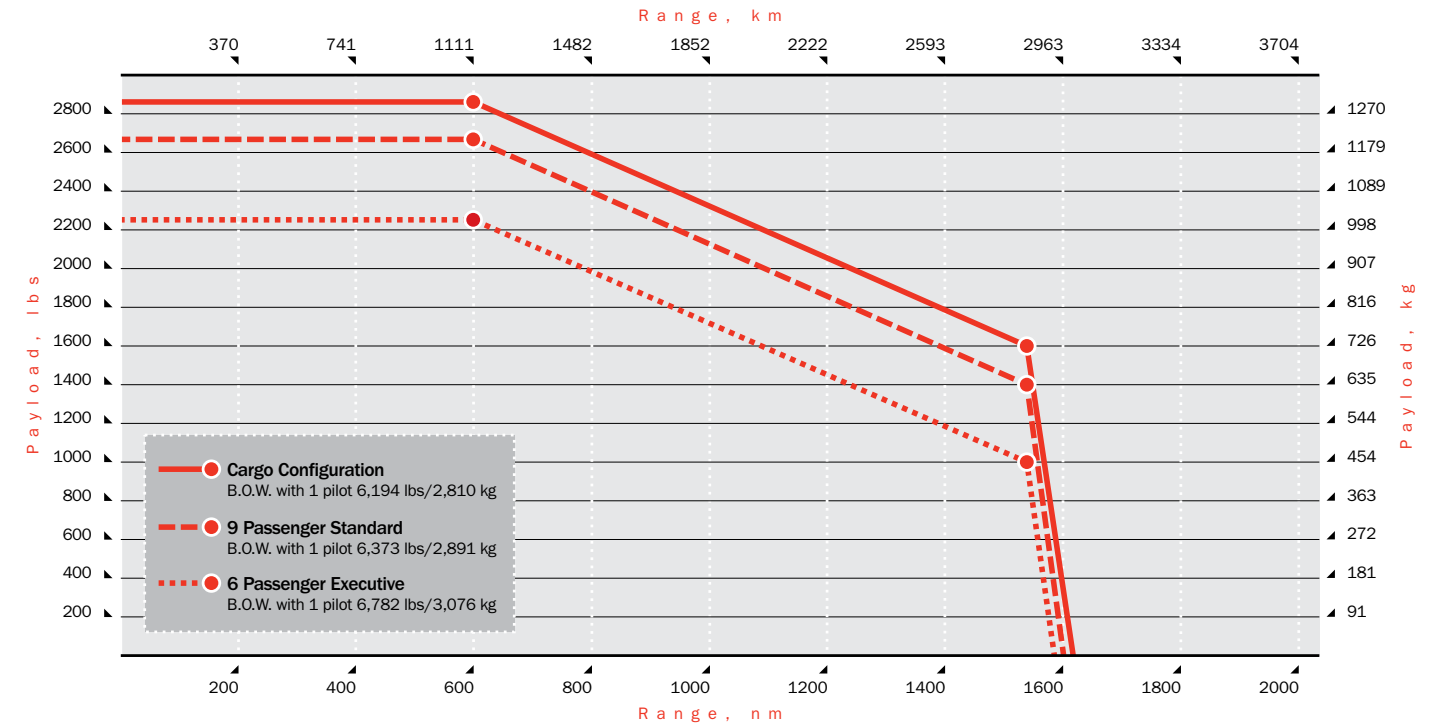
All configurations feature a flat floor and 330 cubic feet of cabin volume, providing more comfort and versatility than any aircraft in its class.



(Other configurations also available)

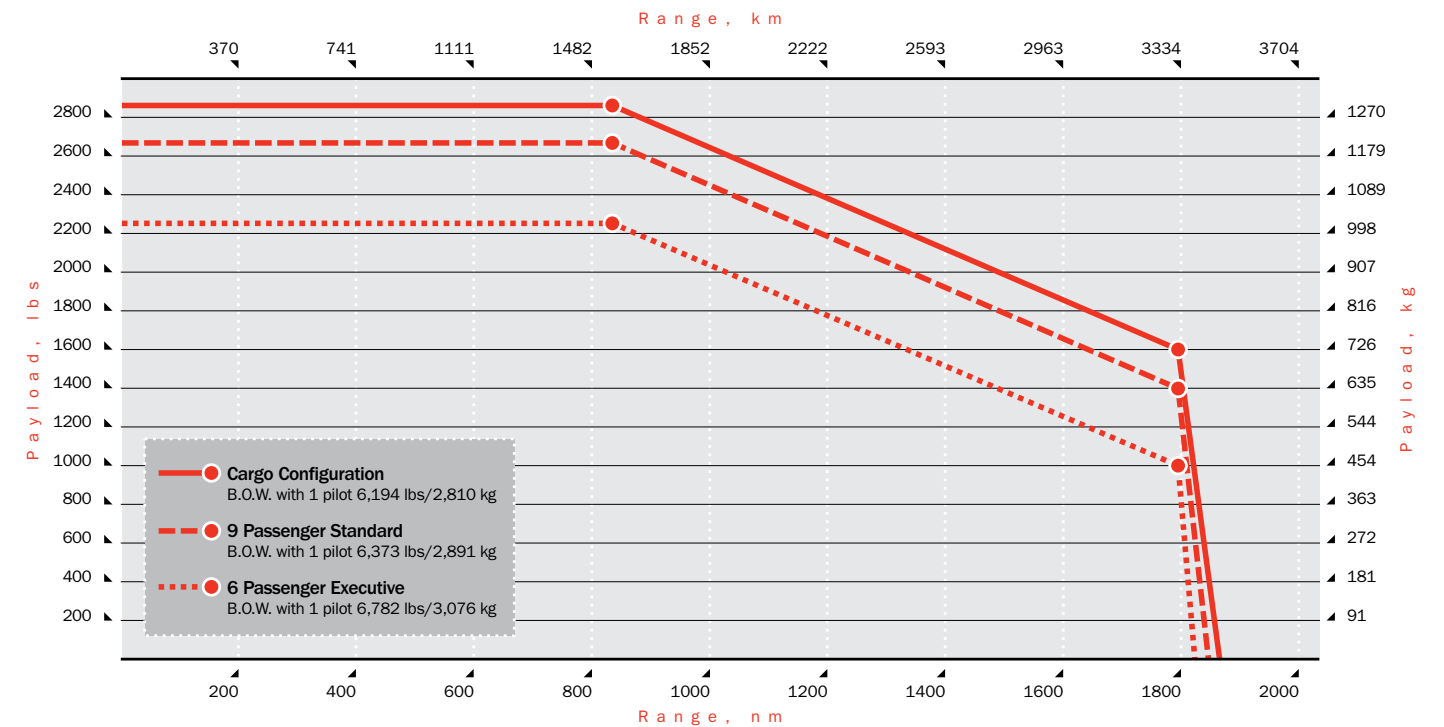
Range & Payload | NBAA IFR Reserve 100 nm Alternate | Standard & Metric Units

High Speed Cruise | ISA, FL300

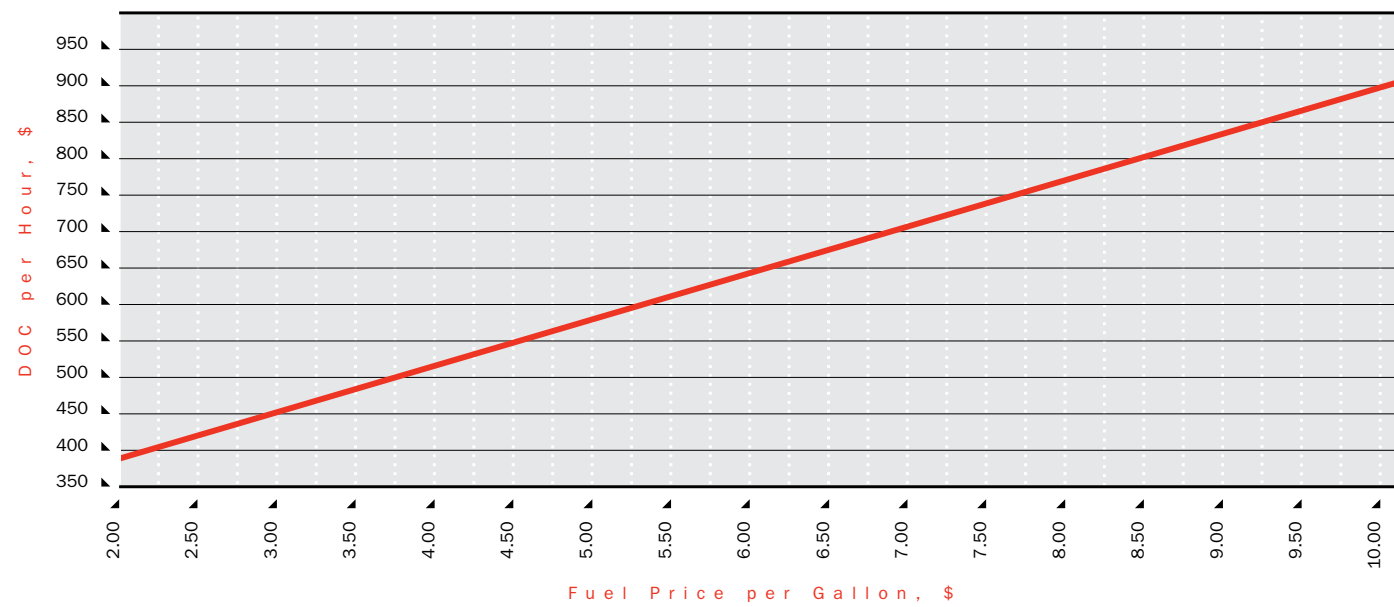


Range & Payload | VFR Reserve 45 Minutes | Standard & Metric Units

High Speed Cruise | ISA, FL300



Direct Operating Cost per hour as a function of fuel cost



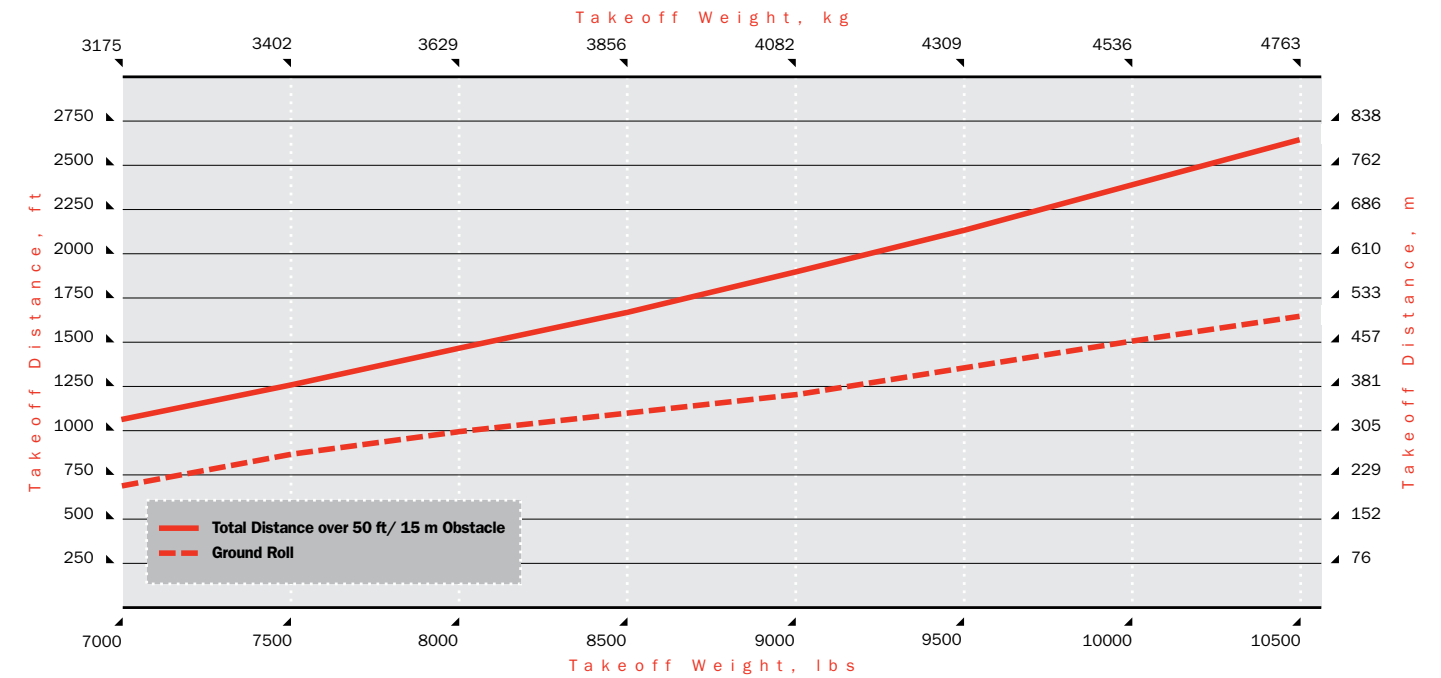
DOC Substantiation

- FUEL:**
Based on 66.0 gph on 500 nm trip segments. Includes climb, cruise and descent fuel.
- ENGINE RESTORATION:**
Based on typical overhaul and hot section inspection costs \$110.51/flight hr
- MAINTENANCE LABOR:**
Based on 0.68 man-hours per flight hour at labor rate of \$90.00 per man-hour. Includes routine scheduled, unscheduled and on-condition maintenance labor for airframe and avionics. \$61.20/flight hr
- TOTAL:** Maintenance labor, parts, propeller and engine accrual **\$253.02/flight hr.**
- MAINTENANCE PARTS:**
Includes airframe, avionics and minor engine consumable parts required for routine scheduled, unscheduled and on-condition maintenance. \$78.68/flight hr
- AVERAGE BLOCK SPEED:** 260 kts on 500 nm trip
- PROPELLER OVERHAUL:**
Includes both parts and labor required for overhaul, including the cost of any life-limited parts. \$2.63/flight hr
- Cost per nautical mile may be calculated by dividing the cost per hour by 260

Note: Maintenance labor and parts costs assume the aircraft is out of warranty. Actual labor and parts expense will be lower while the aircraft is under warranty. Fuel consumption based on a typical 500 nm trip with single pilot, executive interior, four passengers, IFR fuel reserves, and an average block speed of 260 kts. All data presented are based on an average of actual field-reported costs and approved flight manual data. In the absence of actual field data, operating costs are adapted from Conklin & de Decker Associates, Inc. Aircraft Cost Evaluator, online, February 2013. Operating costs shown represent a typical average operation of the PC-12 NG, and do not represent a fixed offer or guarantee. Actual operating costs will vary based on aircraft configuration and options, trip stage length, fuel price, operating conditions and procedures, local labor rates, and variances in individual aircraft.

Takeoff Distance | Standard & Metric Units

SL, ISA, Flaps 30°



▼ **PERFORMANCE AND CONFIGURATION DATA**

PERFORMANCE

| | Standard | Metric |
|--|--------------|---------------|
| Max cruise speed | 280 KTAS | 519 km/hr 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 (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/hr IAS |

CABIN DIMENSIONS

| | Standard | Metric |
|----------------------------------|--------------------|---------------------|
| 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 ft ³ | 1.13 m ³ |

WEIGHTS

| | Standard | Metric |
|---|---------------------|----------|
| 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 config., incl. pilot) | 6,782 lbs | 3,076 kg |
| Usable fuel | 2,704 lbs (402 gal) | 1,226 kg |
| Payload with full fuel (Executive config., incl. 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

| | Standard | Metric |
|--------------------------------|-----------------------|----------------------|
| Propeller ground clearance | 12.5 in | 0.32 m |
| Propeller diameter | 8 ft 9 in | 2.67 m |
| Wing area | 277.8 ft ² | 25.81 m ² |
| 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 |
|-----------------------------------|

▽ PC-12 NG
COCKPIT





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