

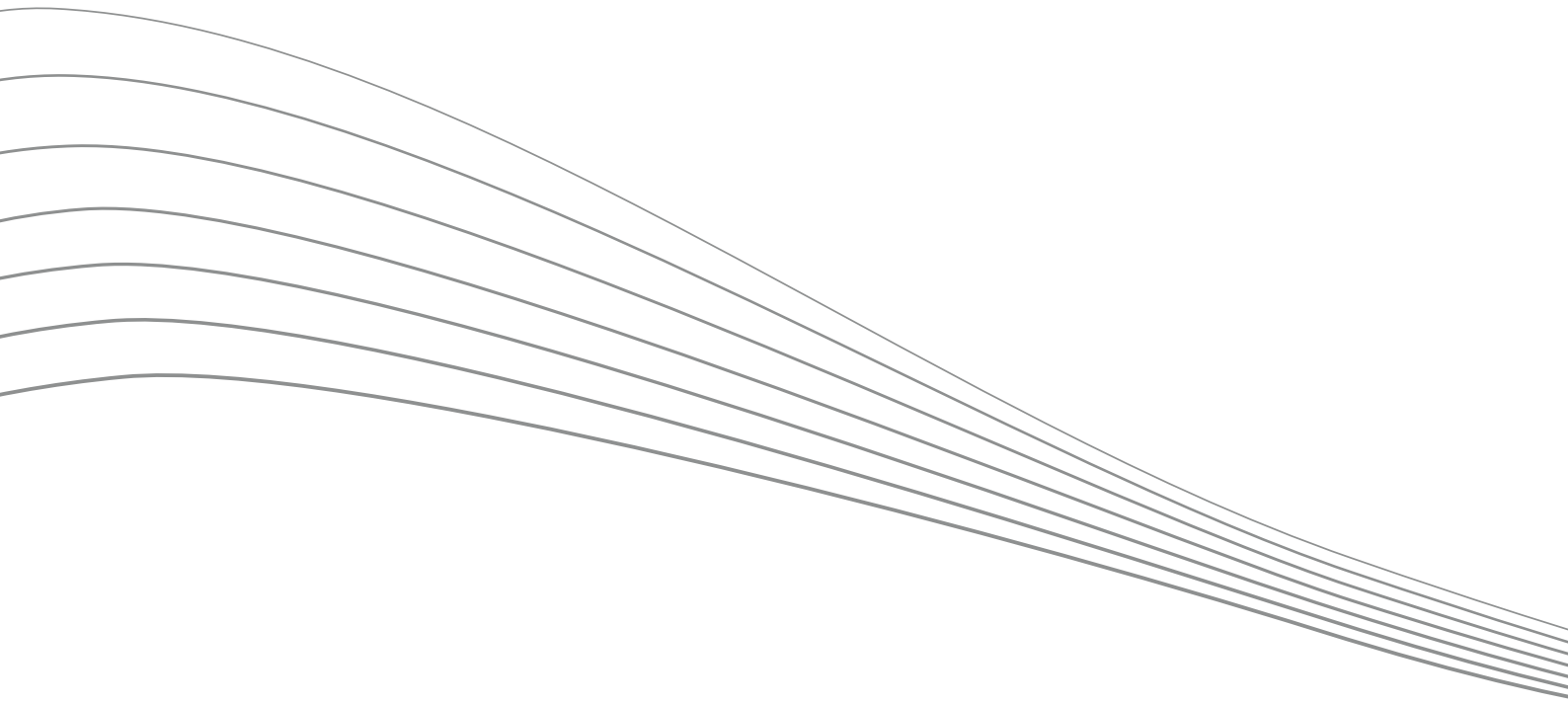
PC-12 NG
SPECTRE

THE WORLD'S MOST VERSATILE
AND EFFICIENT SPECIAL MISSION PLATFORM

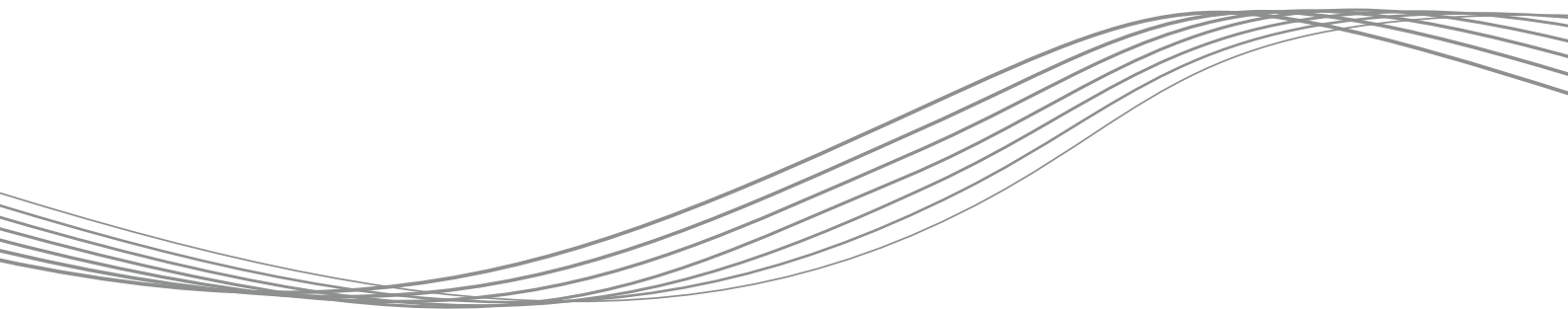


PILATUS

SPECIAL MISSION PLATFORM



PC-12 NG
SPECTRE







A VERY SPECIAL PLATFORM

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A VERY SPECIAL PLATFORM

PILATUS SPECIAL MISSIONS

With 75 years of experience building rugged, dependable, industrial-grade, precision-crafted utility aircraft, Pilatus has earned a solid reputation as the provider of some of the most versatile and reliable special mission aircraft in the world.

Pilatus began crafting special mission and military aircraft with the P-2 Swiss military trainer in 1942. Today, Pilatus produces the legendary PC-6, the high performance PC-21 next generation trainer, and the extremely adaptable PC-12 operated globally by governments, militaries, and humanitarian support organizations in some of the most extreme operating conditions. With the introduction of the new 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 aircraft is always ready to accomplish the mission.

The PC-12 NG Spectre™ extends the remarkable Pilatus legacy one step further.

A VERY SPECIAL PLATFORM

AN AIRCRAFT LIKE NO OTHER

The PC-12 NG Spectre™, a derivative of the civilian market PC-12 NG, is modified to serve as a highly versatile special missions platform for both military and law enforcement operations. The Pilatus PC-12 fleet has proven itself in well over 6 million flight hours and more than 1,500 aircraft in a wide variety of roles including surveillance, reconnaissance, medevac, 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 NG'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 NG 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 NG Spectre™ allows special mission operators to provide greater mission capability on reduced budgets. The PC-12 NG is extraordinarily fuel efficient and requires little maintenance. The cost to acquire, operate, and maintain a single PC-12 NG Spectre™ is one-third less than that of its twin-engine competition, and a fraction of the cost of utilizing rotor wing assets for the same missions.



Advanced, yet simple and dependable aircraft systems allow for operation and maintenance in remote locations with minimal support.





SUPREME VERSATILITY

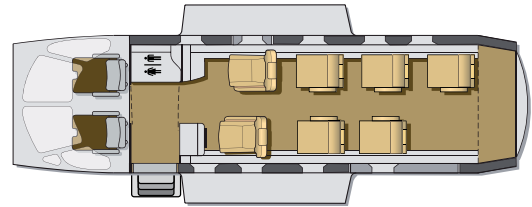
INTERIOR CONFIGURATIONS

The rugged, field-proven PC-12 NG is as versatile as a Swiss Army knife. In just minutes the PC-12 NG can be transformed to perform a wide range of special mission roles. In one aircraft, the PC-12 NG 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 NG's 330 cubic feet (9.34 m³) of cabin volume to your unique requirements. Switch quickly from a nine-passenger transport configuration to a full cargo or combination layout. Convert it to an ISR or SAR platform with the stealthy, deployable PC-12 NG Spectre™ EO/IR sensor lift and operator console. Transform it to a medevac format or air ambulance. There's even an optional utility door for airdrop and jump operations.

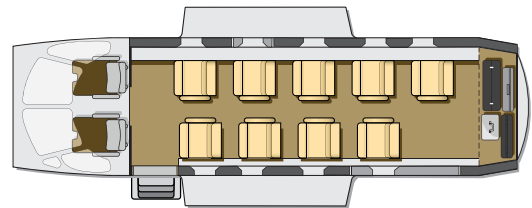
1 SPECTRE™

Make the most out of the pressurized PC-12 NG cabin with ample space for operators, baggage and specialized equipment.



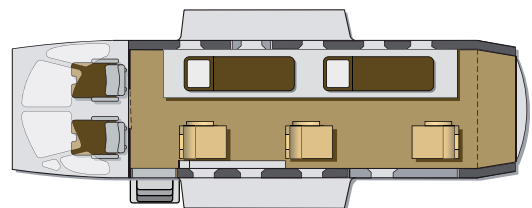
2 TRANSPORT

A true workhorse, it will transport passengers and their gear to the most remote locations – quickly and safely.



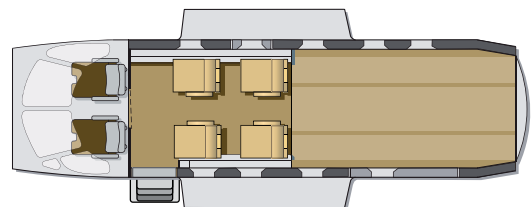
3 AIR AMBULANCE

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



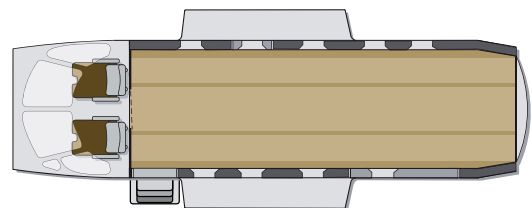
4 COMBI

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



5 CARGO

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



SUPREME VERSATILITY

PC-12 NG SPECTRE™ FOR MILITARY

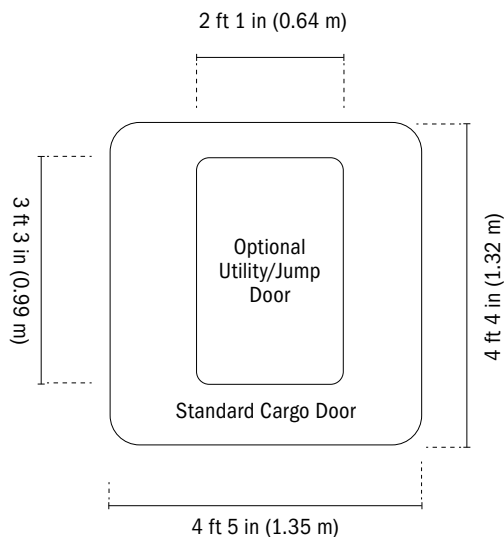
The PC-12 NG is actively deployed by special operations insiders in some of the most austere and harsh environments around the globe. Its long loiter time on station with high-speed dash capability and long range combine to create a truly compelling, multi-role, multi-mission aircraft that is the definition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

Configured with the PC-12 NG Spectre™ Intelligence, Surveillance, and Reconnaissance package, the large-volume PC-12 NG houses a deployable EO/IR 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 ISR platform in the air.

The PC-12 NG 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 NG’s 25” × 39” (0.64 m × 0.99 m) innovative utility/jump door 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 NG. When jump or drop operations are completed, the aircraft is easily re-pressurized and may climb back to altitude for high-speed, fuel efficient cruise performance. Back on the ground, the full functionality of the PC-12 NG’s cargo door is retained.



An optional integrated utility/jump door increases the number of roles the Spectre™ can accomplish while retaining the standard cargo door functionality.





The deployable EO/IR sensor provides the ability to be a stealthy observer of unlawful activity.

SUPREME VERSATILITY

PC-12 NG SPECTRE™ FOR LAW ENFORCEMENT

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

The Pilatus PC-12 NG 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 pressurized cabin, high-altitude ceiling, and long standoff distance, the PC-12 NG is virtually undetectable by subjects under surveillance. The PC-12 NG's powerful, yet fuel-efficient Pratt & Whitney PT6A-67P turboprop engine enables it to sprint to the target area and remain on station for an extended period of time.

The sensor operator console has provisions for full control of the EO/IR sensor. The lift mechanism for the sensor is completely integrated into the tailcone of the PC-12 NG, 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 (MFD) 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 Pilatus PC-12 NG Spectre™ is the critical link in law enforcement command and control.



The retractable EO/IR sensor deploys quickly in flight, and retains a covert profile on the ground.

SUPREME VERSATILITY

PC-12 NG SPECTRE™ FOR MEDEVAC

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 NG to provide aid in a way that no other aircraft is capable. The PC-12 NG's large cargo door and flat floor makes it easy to make quick turns reloading pallets of supplies on the ground or air-lifting critically injured patients.

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

Even more, the reconfigurable cabin can easily transform a single asset into a tool which can be used 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 NG Spectre™.



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



The medevac configuration provides room for two patients, attendants, and equipment.





PROVEN CAPABILITIES

PROVEN IN THE FIELD

The PC-12 NG, like all Pilatus aircraft, is precision-engineered and crafted with the purpose of operating day-in and day-out in harsh environments around the globe. Pilatus' experience 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.

With more than 1,500 aircraft in the field, the PC-12 fleet has racked up over 6 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 NG'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 NG requires far fewer man-hours of maintenance per flight hour than aircraft traditionally used for special mission roles.

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

PROVEN CAPABILITIES

PROVEN IN THE AIR

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 NG. 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 an 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*.

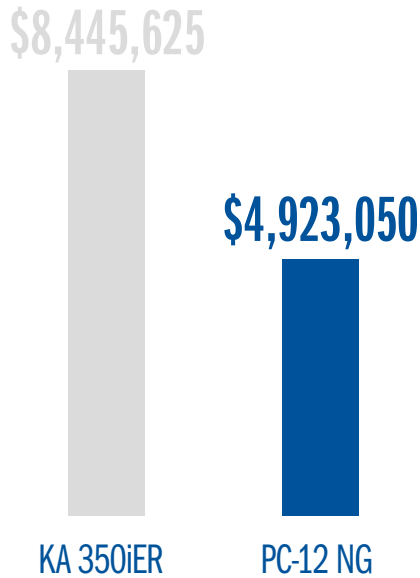
* Source: Robert E. Breiling Associates, 2015

Aircraft	Accident Rate (per 100,000 flight hours)
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

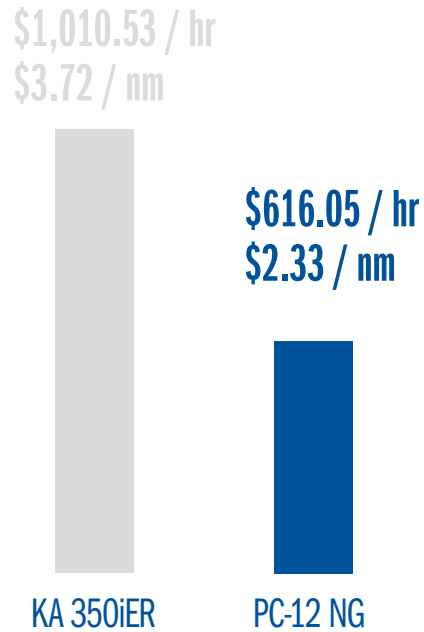




ACQUISITION COST



OPERATIONAL COST



PROVEN CAPABILITIES

PROVEN ON THE BOTTOM LINE

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 specialized 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 NG is the solution.

The Pilatus PC-12 NG costs one-third 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 NG results in the ability to truly do more with less. Much less.

*Typically equipped price as published in *Business & Commercial Aviation* magazine, May 2017. Operating costs calculated with source data from Conklin & deDecker Aircraft Cost Evaluator, V17.1, using \$105/hour labor rate, \$5.00/gallon fuel cost.



Provides standoff continuous surveillance for an extended period of time at distances undetectable by subjects on the ground.

WHY THE PC-12 NG SPECTRE™?

TEN REASONS

1. SHORT RUNWAYS

The PC-12 NG can utilize runways as short as 2,600 feet (792 m) 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 NG can access places you've never been before in this type of aircraft.

3. CABIN SPACE

With 330 ft³ (9.34 m³) 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 within.

4. CARGO DOOR

Other than Pilatus' own PC-24 Super Versatile Jet, no other aircraft in this class features a standard cargo door in addition to a main passenger entry 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-12s are in use around the world with 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 NG is a sound strategy.

6. PROVEN RELIABILITY

With well over 6 million flight hours in some of the most demanding environments on earth, the PC-12 NG 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 NG.

8. OPERATING COST

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

9. ACQUISITION COST

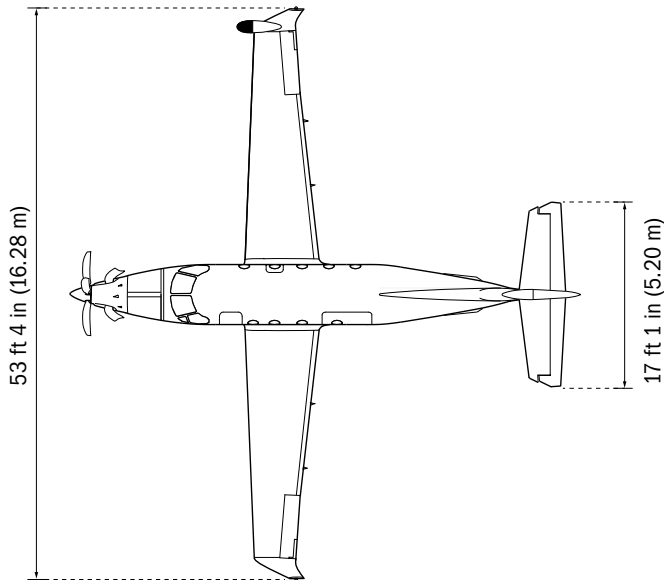
The PC-12 NG costs one-third less to acquire and operate than its twin-engine turboprop competitor.

10. SERVICE

Operators of PC-12 aircraft have consistently ranked Pilatus customer service the highest amongst all other turboprop aircraft manufacturers. Pilatus Class service gives you more up-time and mission readiness.

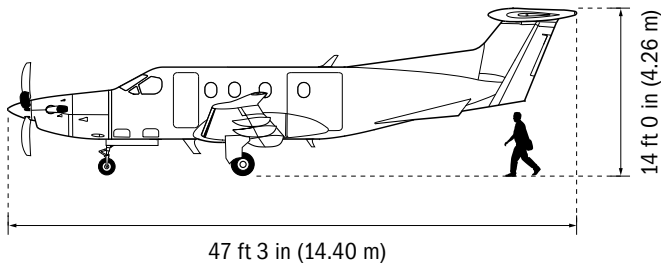
FACTS AND FIGURES

DIMENSIONS AND WEIGHTS



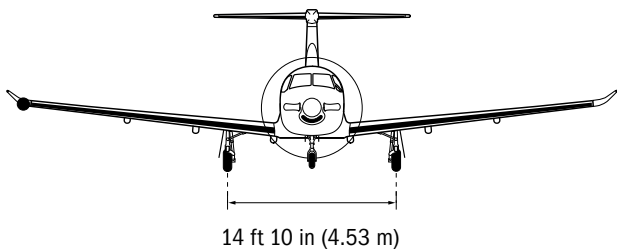
DIMENSIONS (EXTERIOR)

Wing Span	53 ft 4 in	16.28 m
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
Wheeltrack	14 ft 10 in	4.53 m
Wheelbase	11 ft 5 in	3.48 m
Propeller Diameter	8 ft 9 in	2.67 m
Propeller Ground Clearance	12.5 in	0.32 m
Turn Radius, Wing Tip	32 ft 2 in	9.80 m
Turn Radius, Outside Main Gear	14 ft 10 in	4.53 m
Wing Area	277.8 ft ²	25.81 m ²



DIMENSIONS (INTERIOR)

Cabin Length (excluding cockpit)	16 ft 11 in	5.16 m
Cabin Width	5 ft 0 in	1.52 m
Cabin Width at Floor	4 ft 3 in	1.30 m
Cabin Height (continuous flat floor)	4 ft 10 in	1.47 m
Cabin Volume (excluding cockpit)	330 ft ³	9.34 m ³
Baggage Compartment Volume	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 Width	4 ft 5 in	1.35 m



WEIGHTS

Maximum Ramp	10,495 lb	4,760 kg
Maximum Takeoff	10,450 lb	4,740 kg
Maximum Landing	9,921 lb	4,500 kg
Maximum Zero Fuel	9,039 lb	4,100 kg
Usable Fuel (402 U.S. gal)	2,704 lb	1,226 kg
Maximum Payload*	2,666 lb	1,209 kg
Maximum Payload With Full Fuel*	1,418 lb	643 kg
Basic Operating Weight*	6,373 lbs	2,891 kg

**(standard nine passenger configuration, including pilot)*

POWERPLANT

Manufacturer	Pratt & Whitney Canada
Model	PT6A-67P
Time Between Overhaul	3,500 hrs
Takeoff Power (flat-rated)	1,200 shp
Takeoff Thermodynamic Power	1,845 shp
Climb/Cruise (flat-rating)	1,200 shp

Propeller, full-reversing 5 blade Hartzell (composite)

Propeller Speed (constant)	1,700 rpm
Time Between Overhaul	4,000 hrs

FACTS AND FIGURES

PERFORMANCE

TAKE-OFF DISTANCE

Over 50 ft Obstacle (MTOW) 2,600 ft 792 m

ALTITUDE

Max Certified Altitude 30,000 ft 9,144 m

RATE OF CLIMB

Sea Level (MTOW) 1,920 fpm 585 m/min

Time To Climb Sea Level To FL 250 (MTOW) 20 min

LANDING DISTANCE

Over 50 ft Obstacle (MLW, no reverse) 2,170 ft 661 m

CRUISE

Maximum Cruise Speed (FL 220) 285 KTAS 528 km/h

STALL SPEED

(MTOW) 67 KIAS 124 km/h

PAYLOAD / RANGE

(NBAA IFR reserves, 100 nm alternate, high speed cruise, ISA, FL300, single pilot, standard configuration)

Max Payload (2,666 lb) 651 nm 1,206 km

Max Fuel (1,418 lb payload) 1,607 nm 2,976 km

Max Range (0 lb payload) 1,666 nm 3,085 km

ADDITIONAL DATA

Maintenance (per flight hour) 0.68 hrs

Fuel Consumption Rate 55-75 gph 208-284 lph

LOITER PERFORMANCE

(NBAA IFR reserves, 100 nm alternate, ISA, no wind, FL300, single pilot, standard configuration)

VFR Reserves 2,132 nm 11:17 hh:mm

NBAA IFR 1,904 nm 10:04 hh:mm

FACTS AND FIGURES

AVIONICS AND SYSTEMS

AVIONICS

The PC-12 NG's flight deck is powered by the Honeywell Primus Apex™ integrated avionics suite. This advanced, intuitive system allows the flight crew to interface with the navigation, communication, situational awareness, and aircraft status and alerting systems. It has been specifically developed for the Pilatus PC-12 NG to provide the high-end capabilities of large business jets and airliners, yet is optimized for single pilot operation.

Key Features:

- 4 display layout with 10-inch PFDs and MFDs
- SmartView™ Synthetic Vision System with HUD based performance symbology (optional)
- Interactive navigation (INAV) System with cursor control device (CCD) on center pedestal

PRESSURIZATION

(5.8 PSI cabin pressure differential)

Cabin Altitude

at 13,100 ft (3,993 m)		Sea Level
at 26,000 ft (7,925 m)	8,000 ft	2,438 m

ELECTRICAL

The PC-12 NG 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 (EPS) – 24V, 5Ah lead-acid battery

ICE AND RAIN PROTECTION

Certified for flight into known icing conditions and equipped with icing protection on the wing leading edges, horizontal stabilizer leading edge, windshield, engine inlet, propeller blades, pitot-static and AOA probes.

FLIGHT CONTROLS

Conventional, using push-pull rods and carbon steel cables connected to the pilot and copilot control wheels and rudder pedals. Internal gust locks are set from the cockpit.

LANDING GEAR

Conventional tricycle configuration that is extended and retracted using electro-mechanical actuators.

CONTACT US

EXPERIENCE PILATUS MISSION VERSATILITY

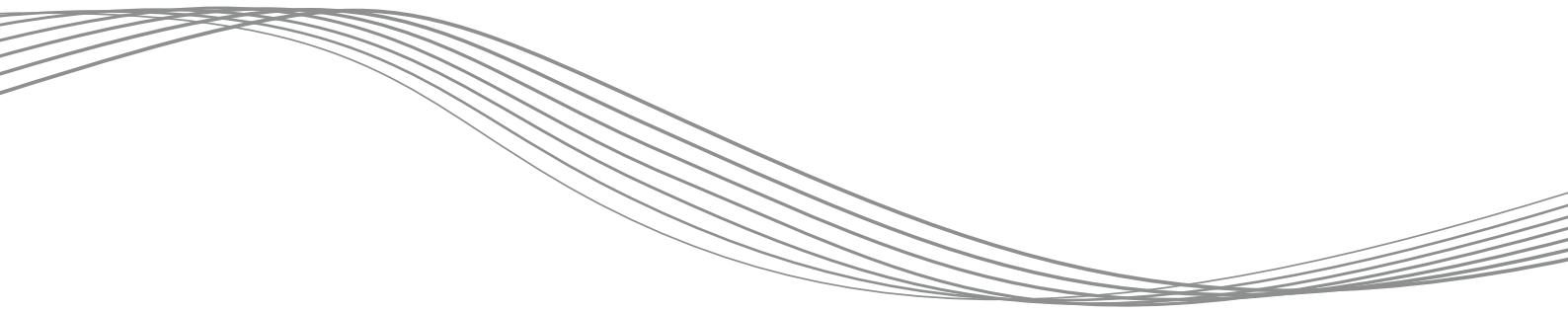
PLEASE CONTACT US FOR
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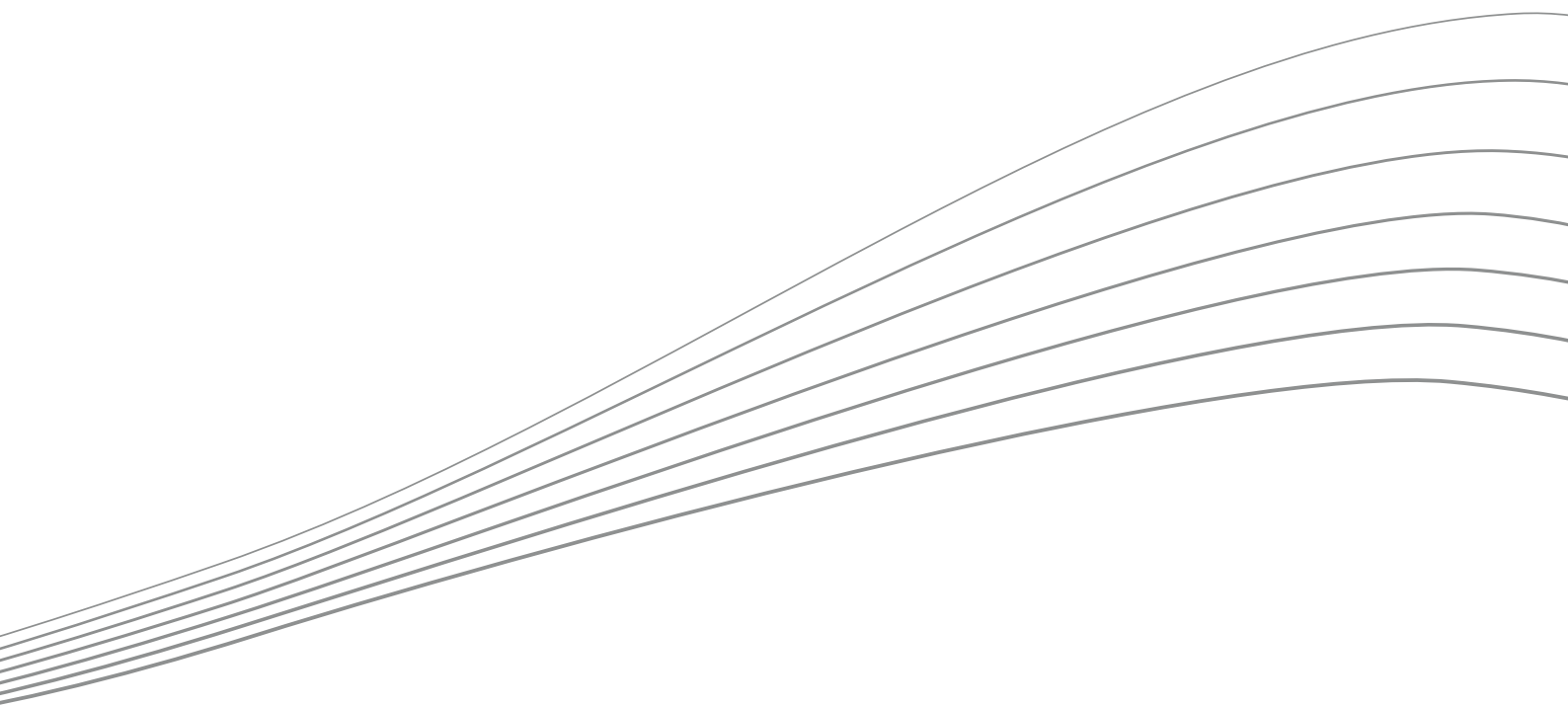
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A decorative graphic consisting of several thin, parallel, wavy lines that flow across the page from left to right, creating a sense of motion and elegance.

Some elements of the Pilatus PC-12 NG Spectre™ 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. The 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.



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 development 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 1,850 employees at its headquarters, Pilatus is one of the largest employers in Central Switzerland. Pilatus provides training for about 120 apprentices in 13 different professions – job training for young people has always been a very high priority at Pilatus.

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