PC-12 NG vs NGX*

KEY DIFFERENCES

What changed with the NGX
*NGX applies to serial number 2001 and up

290+ kts	600 hr	5,000 hr	−250 ft	9%+	~2 min
Max cruise speed	Inspection interval (was 300)	TBO — up 43%	Takeoff distance reduced	Lower operating cost	Faster climb to FL300

PERFORMANCE

- Maximum cruise speed increased to **290+ KTAS**
- Takeoff distance reduced by **250 ft**
- Time to climb to FL300 approximately **2 minutes faster**
- Operating cost reduced by a **minimum of 9%**
- **PRIST** fuel additive no longer required

ENGINE

Pratt & Whitney PT6E-67XP (E-Series)

- **EPECS** – Electronic Propeller and Engine Control System
- **FADEC** – Full Authority Digital Engine Control
- Scheduled maintenance interval doubled: **300 → 600 hours**
- TBO extended 43%: now **5,000 hours**
- **40%** of line maintenance tasks eliminated
- Hot Section Inspection now **"on condition"**
- Selectable **Propeller Low Speed Mode**: 1,700 → 1,550 RPM

COCKPIT & FLIGHT DECK (ACE)

- **Single-lever** engine control – no Manual Override or Condition Lever
- **Touchscreen** MFD controller

DIGITAL AUTO-THROTTLE – FULLY INTEGRATED WITH FADEC

- Reduces workload; holds speed above the stall threshold and below VMO/MMO
- FADEC prevents engine over-torque and over-temp at the auto-throttle limit

ELECTRONIC CHECKLISTS (CAS-LINKED)

- Crew Alerting System (CAS) automatically calls up the appropriate electronic checklist on the MFD

ADS-B OUT & IN

- **ADS-B Out** standard from the factory – no upgrade or retrofit required (an Apex upgrade option on the NG)
- **ADS-B In** standard – Cockpit Display of Traffic Information (CDTI) shows **airborne and surface traffic**
- **CDTI-assisted visual separation** using ADS-B In – unique among single-engine turboprops
- Complements TCAS II for a complete traffic picture

ENVELOPE PROTECTION & SAFETY

TACTILE FEEDBACK

- Adds a predefined opposing roll force at high bank angles (engagement and force based on roll angle and rate)
- Activates at approximately **51°**; returns the aircraft to **31°** of bank unless the pilot overrides
- Reduces the probability of loss of control

EMERGENCY DESCENT MODE (EDM)

- Engages automatically on rapid cabin depressurization with the autopilot engaged **and** above FL200
- Autopilot flies a preprogrammed descent: 90° turn, descend to **FL150**
- Levels off and transitions to HDG, ALT and SPD HOLD modes

TRAFFIC & RUNWAY AWARENESS

TCAS II

- Traffic Collision Avoidance System provides visual and audio direction cues to avoid traffic

2D AIRPORT MOVING MAP & RAAS

- Runway Awareness and Advisory System uses the EGPWS database, GPS and onboard sensors to monitor aircraft movement around the airport

CABIN

- New windows **10% larger** – more light, more spacious feel
- New modern seat design – fully reclining and easy to move
- New vapor-cycle cooling system – more efficient and effective, quieter, with indirect airflow
- Cabin noise reduced **~2 dB** (propeller low-speed mode)

BMW DESIGNWORKS INTERIOR

- Seats and armrests
- Deeper cupholders
- Lighting – downwash and upwash
- Headliner
- USB and power outlets

Specifications and features per Pilatus and Honeywell published materials. Verify against current Pilatus documentation for your serial number.