

PILATUS PC-12 NGX Model Guide

The PILATUS PC-12 NGX is a single-engine turboprop from Pilatus Aircraft Ltd. in Stans, Switzerland. The registry covers the whole PC-12 family, not the NGX alone. That family reaches up to 2260 nm range, 232 kt cruise and 10 passengers. The source documents cover the PC-12/47E, so check each service item against the aircraft's serial number.

KEY TAKEAWAYS

- Family-level figures only: up to 2260 nm range, 232 kt cruise, 35000 ft ceiling, 4400 kg MTOW, 10 passengers.
- Scheduled inspections run at 600 FH, 1200 FH or 12 months, and 2400 FH or 24 months.
- SB 45-030 (APEX software Build 12.7.2) is mandatory at the next annual for PC-12/47E MSN 1720 and 2001 through 2476.
- Ask for evidence that Service Bulletin 45-031 and 45-030 are done and logged in the logbook and POH.

WHAT THE REGISTRY SHOWS

The PILATUS PC-12 NGX is a turboprop. The registry lists the family variants PC-12, PC-12/45, PC-12/47, PC-12/47E and PC-12/47G. Its maximum figures are family-wide, so confirm the NGX's own performance and weights in its flight manual. The registry gives no NGX-specific specs.

MAINTENANCE PROGRAMME TO REVIEW

The PC-12/47E Aircraft Maintenance Manual (Document 02436, Revision 06) covers MSN 1720 and 2001-UP. It lists the 600 FH, 1200 FH or 12 months, and 2400 FH or 24 months inspections. It also lists airworthiness limitations and the supplemental structural inspection document for LEP I and II affected structural components. Ask for the compliance records.

SOFTWARE SERVICE BULLETIN SB 45-030

The bulletin, dated Sep 29/25, installs Honeywell Primus APEX Build 12.7.2. Pilatus lists a stall warning and protection system, improved stick pusher message logic and an aircraft condition monitoring function. Downgrading the software is not allowed. Labour is listed at 3.50 man-hours. Warranty-covered software and labour apply only if the work is done within 12 months of the issue date.

SAFETY NOTES

- The AMM lists unscheduled inspections after hard landing, severe turbulence, flap overspeed, propeller sudden stoppage or impact, and lightning strike. Check the logbook for these events.
- Further AMM unscheduled inspections cover tail-down damage, nose landing gear overturning, VMO, VLO and VLE exceedance, and flight through volcanic ash or smoke.
- Do not install pre-bulletin parts on an aircraft that has SB 45-030 done. The bulletin says its parts are one-way interchangeable.