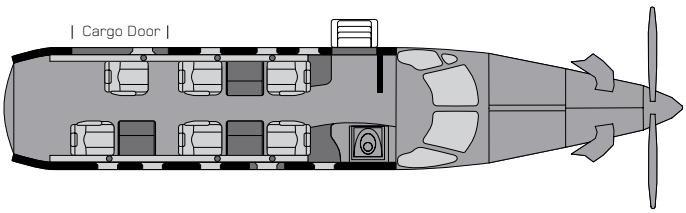
AMAC AEROSPACE

Representing the Pilatus PC-12 NG

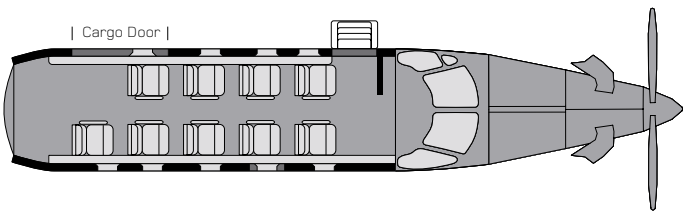
PC-12 NG Utility

The PC-12 NG is designed to be a rugged work-horse that will move whatever, wherever and whenever you want, operating with a single pilot from unpaved grass, gravel or dirt runways. A pressurized, large-volume cabin quickly converts to perform a wide range of missions; becoming an elegant executive plane, an economy aircraft, a combination passenger/cargo plane or an ideal air ambulance. The 53 x 52-inch oversized aft cargo door is a determining feature. The generous opening allows the convenient loading of palletized cargo and bulky items, comfortably accommodating a payload of up to 2,854 lbs.

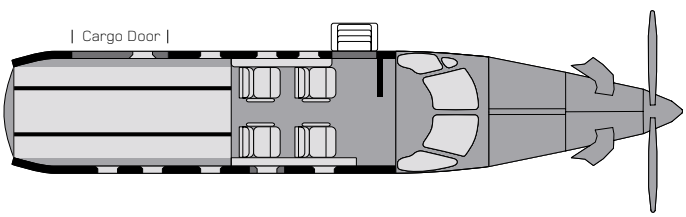
Executive Configuration
6 or 8 VIP seats



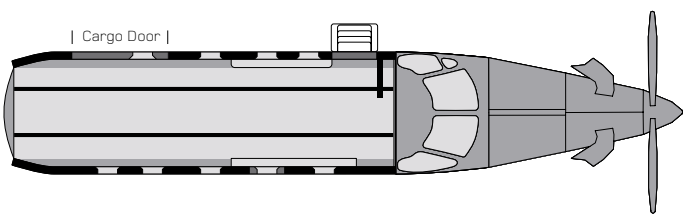
Standard / Transport
9 seat configuration



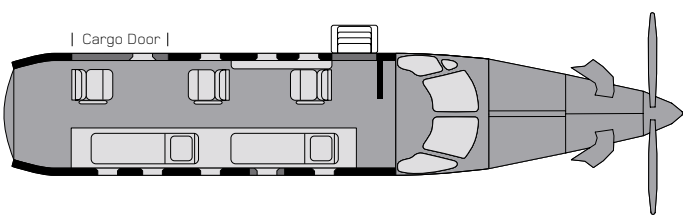
Combination



Cargo



Medevac / Air Ambulance



Unsurpassed Safety and Efficiency

The Pratt & Whitney PT6 is a perfectly safe engine with millions of flying hours to its credit. Engine failure has never befallen any PC-12 NG. Born to glide, at a maximum gross weight and cruising altitude of 30,000 feet, the PC-12 NG will continue to fly 32 minutes before landing at a slow, safe touchdown speed. Its size-to-purchase-price ratio and low fuel flow is creating increasing demand for this machine.

Cabin size, not the number of engines, is the central point of interest. The cabin is larger than a King Air 250 and twice as large as a Citation Mustang. The aircraft's systems integration is equivalent to aircraft costing 5 times as much. The single-engine maintenance costs are 30–60% less than twin- engines and a propeller engine is more fuel-efficient than twin-jet engines. The PC-12 NG single-engine concept is a sound, safe and economical purchase.

Direct Operating Cost Analysis for the Middle East

Maintenance Scheduled, unscheduled and on-condition maintenance labor for airframe and avionics (0.68 man hours per flight hour, at $87.00 per hour)	**$59.16**
Maintenance parts Airframe, avionics and minor engine consumable parts for scheduled, unscheduled and on-condition maintenance	**$75.65**
Propeller overhaul Parts and labor for overhaul, including cost of life-limited parts	**$2.53**
Engine restoration Based on average actual reported overhaul and hot section inspection costs	**$106.21**
Direct operating cost minus fuel	**$243.55**
Fuel cost $4.00 per gallon at 66.0 gallons per hour including taxi, climb, cruise & descent fuel	**$264.00**
Total direct operating cost per hour	**$507.55**

Maintenance labor and parts costs assume the aircraft is out of warranty. (Actual labor and parts expense is lower when the aircraf is under warranty.) Fuel consumption based on an average 500 nm trip with a single pilot, executive interior, four passengers, IFR fuel reserves and an average block speed of 260 kts. Data is based on an average of actual field- reported costs and approved flight manual data. Operating costs do not include catering, airport fees, ground handling or overflight and landing charges. They represent a typical PC-12 NG operation and do not represent a fixed offer over guarantee. Actual operating costs vary based on aircraft configuration, options, trip stage length, fuel price, operating conditions, procedures, local labor rates and variances in individual aircraft.

Range Capacity

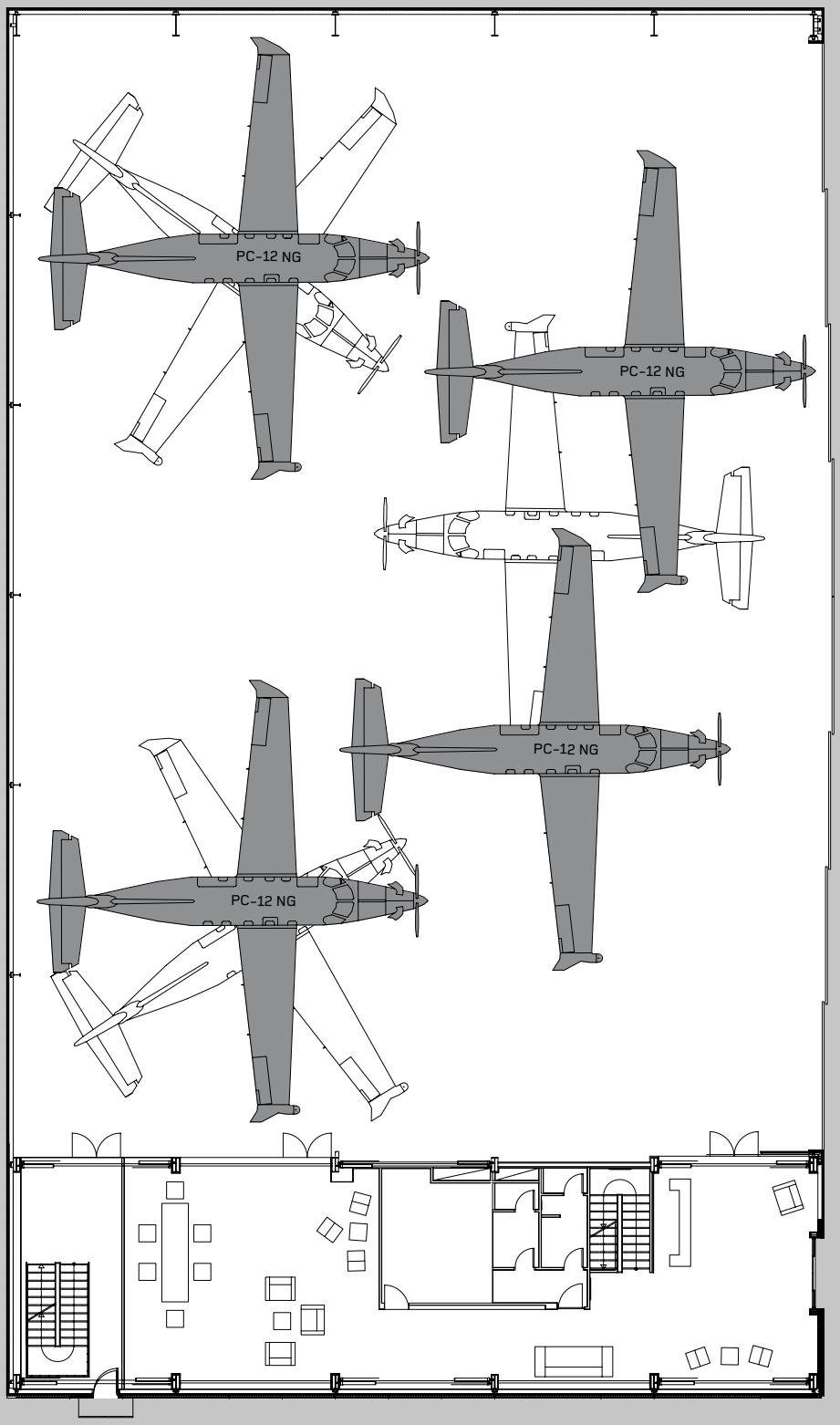
The PC-12 NG has the best range in its category: 1,573 nm (2,915 km).

From IST to		From JED to		From DOH to		From DXB to		From MCT to	
BEY	2:10	RUH	2:00	BAH	0:30	MCT	0:50	DXB	1:00
CAI	2:50	BAH	3:00	DXB	0:55	DOH	1:05	DOH	2:00
BGW	3:40	DOH	3:00	RUH	1:15	BAH	1:30	BAH	2:10
JED	5:05*	BGW	3:15	MCT	1:30	RUH	2:30	RUH	3:30
RUH	5:15*	CAI	3:15	BGW	2:50	BGW	3:40	BGW	4:50*
BAH	5:40*	DXB	3:45	JED	3:20	JED	4:35	JED	5:20*
DOH	5:55*	MCT	4:20	BEY	4:55	BEY	5:50*	BEY	6:45*
DXB	6:15*	BEY	4:45	CAI	5:30*	CAI	6:45*	CAI	7:30*
MCT	7:00*	IST	6:20*	IST	6:45*	IST	8:15*	IST	9:15**

Flight times are average estimates and depend on wind conditions and precise distances between airports.

** One fuel stop or could be direct* ** One fuel stop required* *** Two fuel stops required*

Our Hangar at Istanbul Atatürk Airport, Turkey



AMAC Aerospace and Pilatus

When AMAC Aerospace executives bought two Pilatus PC-12 NGs in 2011, it was the beginning of a beautiful relationship. Like AMAC, Pilatus represents a passion for Swiss precision engineering coupled with excellent standards of service. We knew a good thing when we flew the plane, so we became exclusive sales distributorsof the Pilatus PC-12 NG in the Middle East.

Our engaged commitment to exceptional client service compelled us to introduce our clients to the Pilatus PC-12 NG. Its incomparably versatile combination of capacity, amenity, speed, range and performance makes its modest acquisition and operating costs almost too good to be true.

Our commitment extended to establishing a 1,500 m^2 hangar at Istanbul Atatürk Airport in Turkey, offering PC-12 NG maintenance services to our esteemed Middle Eastern clientele: boutique services, A-Z turn-key solutions and year-round 24/7 aircraft on ground support (AOG).

In terms of numbers, the Pilatus PC-12 NG represents maximum return on investment. Low operating costs, single- pilot operations, low maintenance costs, long range, highspeed, short-field capability, large cabin, oversized cabin door – these all add up to exceptional value and a remarkable balance of versatility, reliability and operational flexibility.

Superiority at a Glance

- World's best-selling business turboprop;
- Maximum return on investment;
- Unsurpassed versatility, widest range of mission capabilities;
- Quick, flexible configurations: cargo to executive, economy, combination or ambulance;
- Uniquely large aft cargo door for superior flexibility and loading capability;
- 2,845 lb. payload capacity in cargo configuration;
- Spacious baggage area with convenient inflight access;
- Excellent flight deck and cabin systems efficiency;
- Systems integration similar to aircraft costing 5x more;
- Most advanced 3D synthetic viewing with increased weather capability awareness;
- Jet technology on turboprop engine: performance, comfort, efficiency, fuel savings;
- Forward-mounted engine keeps propeller noise away from passengers;
- Landing and runway performance ensures access to a higher number of airports
- Multi-terrain capability for landing and take-off;
- State-of-the-art interiors;
- Modest acquisition and operating costs;
- Half the maintenance costs of a twin-engine plane;
- Lower CO2 emissions than comparable aircraft;
- Engine failures: non-existent to date.

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