

OMNIJET



2010 PILATUS PC-12 NG

Serial Number: 1211 | Registration: PS-PGR

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AIRFRAME

Total Time: 2650

Total Landings: 1678

ENGINES

Manufacturer/Model: Pratt & Whitney PT6A-67P

Total Hours: 2541.8

Total Cycles: 1569

Hours Since Hot Section: 400

PROPELLER

Model: Hartzell 4 Blade Propeller

Total Hours: 2643.4

Overhaul Done: October 2023

INTERIOR

BMW DesignWorks Interior

Executive 6 + 2 Configuration (6 Exec & 2 Commuter Seats)

Rivoli Leather

Adjustable Leg Rests (Seats 5 and 6)

Wood Veneers in High Gloss

Metal Finishes in Matte Nickel

HIGHLIGHTS

- Fresh Annual Inspection
- Two Owners Since New
- Always Maintained by Pilatus Authorized Centers
- Full Status
- Active HAPP & MPP Program Coverage
- 400 Hrs SHSI
- Recent Propeller Overhaul
- ADS-B Out Equipped

MAINTENANCE

Active HAPP & MPP Program Coverage

Annual Inspection (September 2026)

Propeller Overhaul (August 2023)

10 Year Inspection Completed (July 2020)

Hot Section Inspection Done (Feb 2024)

Pitch Trim Actuator Replaced (August 2026)

EXTERIOR

Original Factory Paint Base Coat in Titanium Silver with Ming Blue, Medium Blue and Medium Silver Overlay Scheme.

Polished Chrome Intake, Exhaust Stacks and Spinner.



RANGE (NM)
1,800



PASSENGERS
8



MAX SPEED
280 knots

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AVIONICS

Honeywell APEX Premium USA System
TAWS Class B & TCAS 1
Stormscope® (WX-500)
Second GPS WAAS
LPV Functionality & Coupled VNAV
Second Mode S Transponder
Cursor Control Device (CCD)
XM Graphical Weather
Nav Interface to 406 MHz ELT
Honeywell ChartLink
RVSM Equipped
ADS-B Out Equipped

ADDITIONAL EQUIPMENT

Additional Air Conditioning System
Pulsing Recognition Lights
Dual Lead-acid Batteries
Three 110V Power Outlets & 1 Cockpit Power Outlet
Iridium® Antenna and Port
Flight Display Moving Map in Main Cabin
Audio Input Accessory Jack in Cockpit

Ready for Its Next Owner: 2010 Pilatus PC-12 NG, MSN 1211

With two owners since new and a maintenance history handled entirely by Pilatus Authorized Centers, this PC-12 NG offers rare peace of mind. Fresh from an August 2026 annual inspection and a new pitch trim actuator, it also has its major costs behind it: a Hot Section Inspection in February 2024, a propeller overhaul in 2023, and the 10-Year Inspection completed in July 2020. Active HAPP and MPP program coverage adds to the confidence, and the modern Honeywell APEX Premium cockpit, with dual WAAS GPS, LPV approaches, TCAS I, TAWS-B, RVSM and ADS-B Out, keeps it ready for today's airspace.

Step inside and you'll find a BMW DesignWorks cabin in Rivoli leather, high-gloss wood veneers and matte nickel finishes, laid out in an Executive 6+2 configuration with additional air conditioning, power outlets throughout and a moving-map display. Outside, the original factory Titanium Silver and blue paint scheme is finished with polished chrome details. With about 2,650 airframe hours and 1,678 cycles, this is a proven, well-kept aircraft that delivers jet-like comfort with turboprop versatility. Contact Aerosul today to arrange an inspection.

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2010 PILATUS PC-12 NG

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TERMS OF SALE

Unless superseded by specific terms of a ratified contract, all aircraft offered by or through Omni International Jet Trading (OMNI) are subject to purchasers acceptance of the following terms and conditions:

SPECIFICATIONS - OMNI uses its best efforts to provide accurate information about the aircraft we represent. However, the information provided by OMNI has not been independently confirmed or audited. Accordingly, it is not warranted for accuracy and is subject to verification by the purchaser. The responsibility for “Due Diligence” to determine the aircrafts condition and suitability rests solely with the purchaser and its agents.

THE OFFER or LETTER OF INTENT - Purchaser’s are required to submit a detailed written LETTER OF INTENT (LOI) or OFFER. We can assist with preparation as needed. All aircraft shall remain available “On the Market” with no rights created for a potential purchaser until a written agreement has been fully executed and ratified by both parties plus an acceptable good faith deposit has been tendered with a reputable escrow company.

THE DEPOSIT - A refundable deposit of at least 2% of the purchase price must be wire transferred to a reputable escrow company before any aircraft will be removed from the market. The “Remitter” of the deposit to the escrow company must be the same as the “Purchaser” on the Offer or Aircraft Purchase Agreement. The deposit becomes non refundable after completion of the technical inspection and written “Acceptance“ of the aircraft by the purchaser.

THE PURCHASE AGREEMENT (APA) - All transactions are subject to execution of a mutually agreeable Aircraft Purchase Agreement (APA), which shall be ratified no later than ten (10) business days after the seller’s acceptance of the LOI and prior to any technical inspection. If a mutually agreeable APA is not ratified within 10 business days, then all rights and obligations to the other party shall be terminated. At time of closing, all sales are final with no continuing warranties of condition whatsoever. The risk of loss shall transfer at the time of closing and payment.

COST OF MOVEMENT - The purchaser is responsible for all direct costs of movement of the aircraft related to the prepurchase inspection, test flight or delivery flight. The costs shall include but not be limited to: fuel, engine reserves, crew daily rate, landing or facility fees and crew return flights. Costs shall accrue from the aircraft’s home base to the inspection facility and return in the event that the aircraft is rejected for any reason.

INSPECTIONS - Our goal is to allow the purchaser ample opportunity to inspect the condition of the aircraft. However, the ultimate burden of “Due Diligence” to determine that the aircraft is acceptable - rests solely with the purchaser and its agents. OMNI is a marketing company and does not provide technical services, nor have we independently verified the condition of the aircraft. All costs of any technical inspection shall be at the expense of the purchaser and prepaid in advance. Any test flights or operation of the aircraft prior to closing shall only be conducted by the sellers qualified crew. Upon request, we would be glad to recommend reputable inspection facilities.

CONDITION AT TIME OF SALE - Unless otherwise stated, the aircraft is offered in “airworthy” and “returned to service” condition. This does not include repair of any cosmetic or non airworthiness related discrepancies. At time of payment and closing, the aircraft is purchased on an “AS-IS” and “WITH ALL FAULTS” basis. There are no warranties of condition whatsoever subsequent to title transfer and payment for the aircraft.

TAXES - The purchase price does not include any amounts for sales tax. Any sales taxes shall be at the sole expense of the purchaser. We recommend that closing and delivery occur in “tax friendly” states. Some states have immediate “fly-away” rules pertaining to the sales tax. Additionally, there are exemptions for buyers with dealer resale certificates. Should a closing and delivery occur in any state where a sales tax is required, the seller may require collection at time of payment.

MISCELLANEOUS - Final payment, closing and delivery shall be simultaneous. Simultaneous payment and transfer of title is usually conducted through an established, reputable and neutral escrow company acting as an independent 3rd party facilitator. Escrow fees are split equally 50%-50% between buyer and seller. No agency is created between OMNI and any party unless expressly done so in writing. All purchasers are subject to United States “KYC” (Know your Customer) and Patriot Act requirements and policies.

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AIRCRAFT SALES & ACQUISITIONS
Washington DC Since 1963

ABOUT OMNIJET:

In 1963, Wayne J Hilmer Sr and Omni Aircraft Sales were purchasing aircraft even prior to getting his pilots license. Omni's offices were located at Hyde field just south of Washington DC and it pioneered the first generation pre-owned jet market. In 1967, Omni moved its offices to the Watergate complex in downtown Washington. In 1976, the company changed its name to the Omni International Jet Trading Floor and deployed the industry's first comprehensive database on an IBM AS400 mainframe computer. In 1980, nearly 20% of the preowned market were listed exclusively with Omni. From 1963 to 1988, Mr Hilmer Sr was directly involved in approximately 1000 aircraft transactions. Mr Hilmer Sr remains an active managing director.

OMNIJET's current CEO Wayne J Hilmer Jr. first solo flight was in 1977 at age 16. He graduated from Fork Union Military Academy in 1979. He earned his commercial / IFR / multi-engine ratings at Flight Safety International in Vero Beach in 1980. He earned his B.S. from Davis & Elkins College in accounting, finance, marketing and management in 1983. He started working for Omni and merged the sales and FBO operation as company president in 1988. He has 3000 hours PIC and has owned many aircraft since. His experience in aviation is truly "lifelong" with the direct sale of over 1600 jet aircraft. He has earned the trust of many jet owners and operators.

OMNIJET's vice president Benjamin A. Hilmer is Omni's 3rd generation of our family business after graduating with a B.S. from the University of Delaware in Global Enterprise Management, Management & Sales. He has quickly developed strong problem solving capabilities for his clients

BUYER & SELLER REPRESENTATION

OMNI guides both buyers and sellers into realistic relationships based on current market conditions. Our relationship network in the industry is vast and our commitment to integrity is the unwavering foundation of our success. We offer clients complete solutions in the sale of their aircraft for the highest price in the shortest time.

For the same reasons you might hire an accountant, lawyer or doctor, the OMNI team are seasoned experts in the jet sales industry. Just as you know your industry, we know ours. Day after day, Omni's focus is exclusively on knowing who is buying or selling aircraft and knowing exactly what those aircraft are selling for.

We invite you to learn more about us at WWW.OMNIJET.COM

