

Pilatus PC-12 NGX SN2038

# Desktop Valuation

**SN:** 2038 | **Reg.:** OK-PVN | **Date:** January 27th, 2026

**Client:** Raiffeisen Leasing Prague



# The Aircraft

Aircraft model Pilatus PC-12/47E			
Aircraft Serial Number	2038	Aircraft Registration No.	OK-PVN
Date of manufacture	2020	Date placed in service	08/2020
Total time (As of Jan 24, 2026)	1 532:37	Total Landings (As of Jan 24, 2026)	920
Engine model PT6E-67XP (As of Jan 24, 2026)			
Engine 1 S/N	PCE-HP0039		
Engine 1 Total time	1 532:37		
Engine 1 Total cycles	882		
Propeller model Hartzell Prop.Inc. HC-E5A-31A/NC10245B (As of Jan 24, 2026)			
Propeller S/N	SA555	Propeller type	5-Blades
Total time (As of Jan 24, 2026)	1532:37		

**SUPPORT PROGRAM**

Airframe: None (assumption)  
Engines: ESP Platinum (assumption)

**LAST PERFORMED MAINTENANCE**

12M c/w 9/2025, 24M due 8/2026  
  
Hot section inspection due in 967:23 hrs.  
  
Engines overhaul due in 3467:23 hrs.

**OTHERS**

- ✦ The aircraft has been operated and maintained in EASA environment.
- ✦ Pilatus Advanced Cockpit Environment
- ✦ EU-OPS Commercial Operations Package
- ✦ Upgraded Weather Radar
- ✦ Auto throttle
- ✦ SmartRunway & SmartLanding

Value Estimate

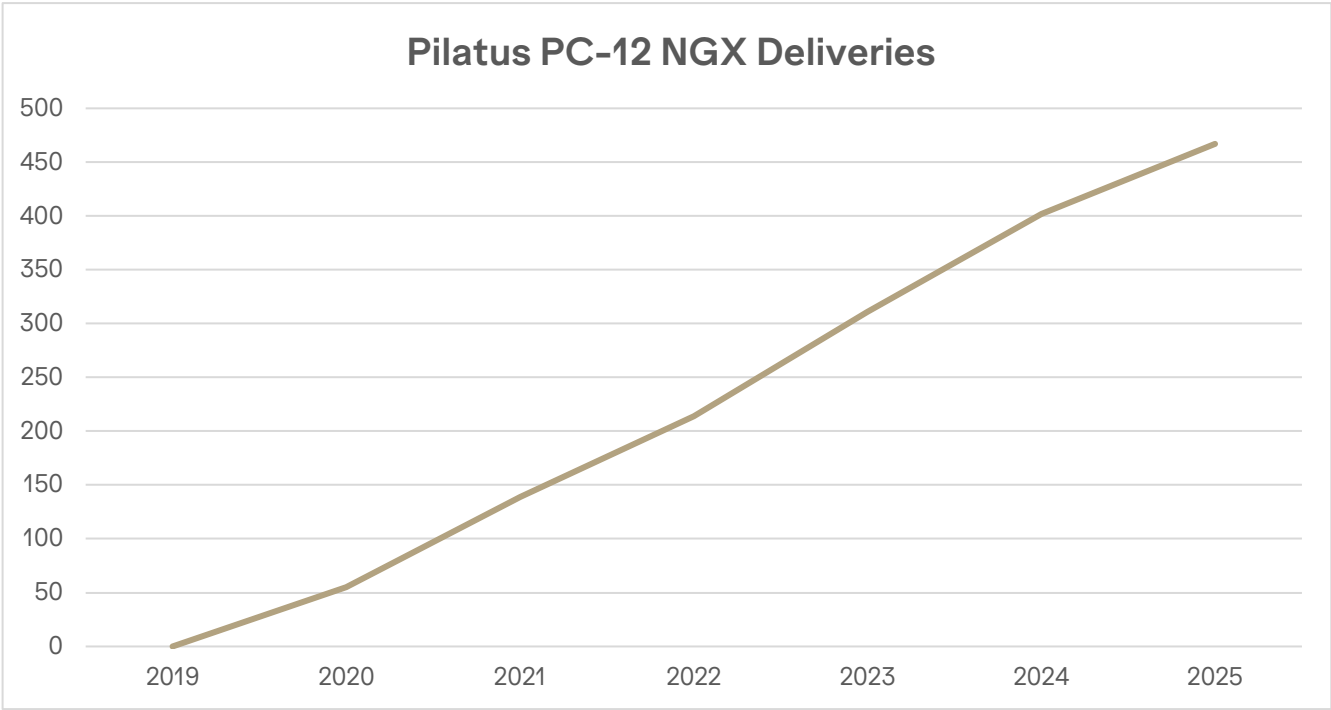
We derive our value estimates by looking at the marketplace and seeing how the aircraft would compare in today's market conditions if it were to be put up for sale, marketed and sold to a reasonable buyer. We find that actual market conditions are a much more accurate method to estimate the value of an aircraft as it reflects true current conditions. JETRON s.r.o. has not been informed of any restrictions or impediments to legal rights, encompassed in the property being appraised. JETRON s.r.o. has not carried out any visual appraisal of the aircraft prior to determining the value presented below.

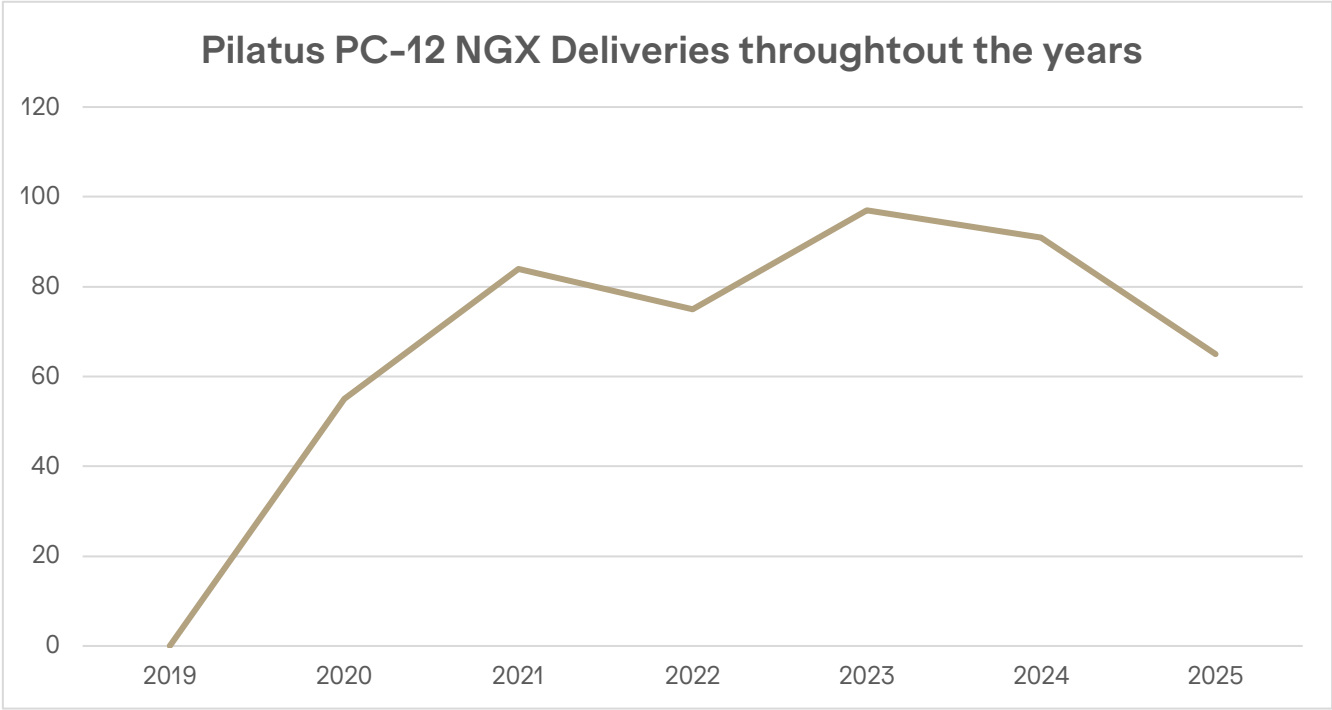
# Pilatus PC-12 NGX

The Pilatus PC-12 NGX is a single-engine turboprop aircraft developed by Swiss manufacturer Pilatus Aircraft. Building on the success of earlier PC-12 variants, Pilatus introduced the NGX as a major evolution of the platform, featuring upgraded systems, improved performance, and a modernized cockpit. The PC-12 NGX first flew in 2019 and entered service in 2020.

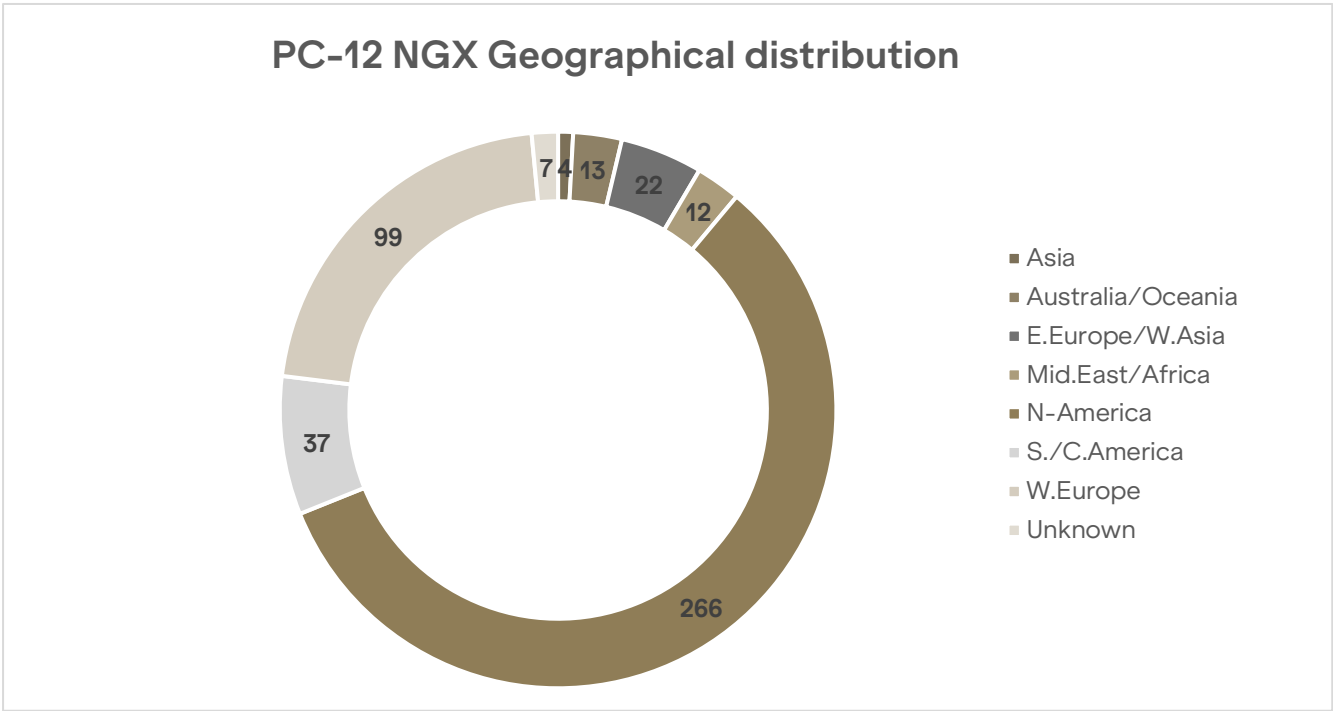
The aircraft is powered by the Pratt & Whitney Canada PT6E-67XP engine, offering increased efficiency, reliability, and reduced pilot workload through a fully integrated electronic propeller and engine control system. It is equipped with the Honeywell Primus Epic 2 advanced cockpit environment (ACE), providing intuitive touchscreen controls and enhanced situational awareness.

The PC-12 NGX has an average fuel burn of approximately 70–75 gallons per hour. Its range is about 1,800 nautical miles under NBAA IFR reserves with multiple passengers onboard. The spacious cabin offers roughly 330 cubic feet of interior volume and is typically configured for 6 to 9 passengers with 1 to 2 crew members, depending on layout. The PC-12 NGX received FAA and EASA type certification in 2020. Production remains ongoing, with 475 aircraft produced to date, of which 460 are currently in active service.



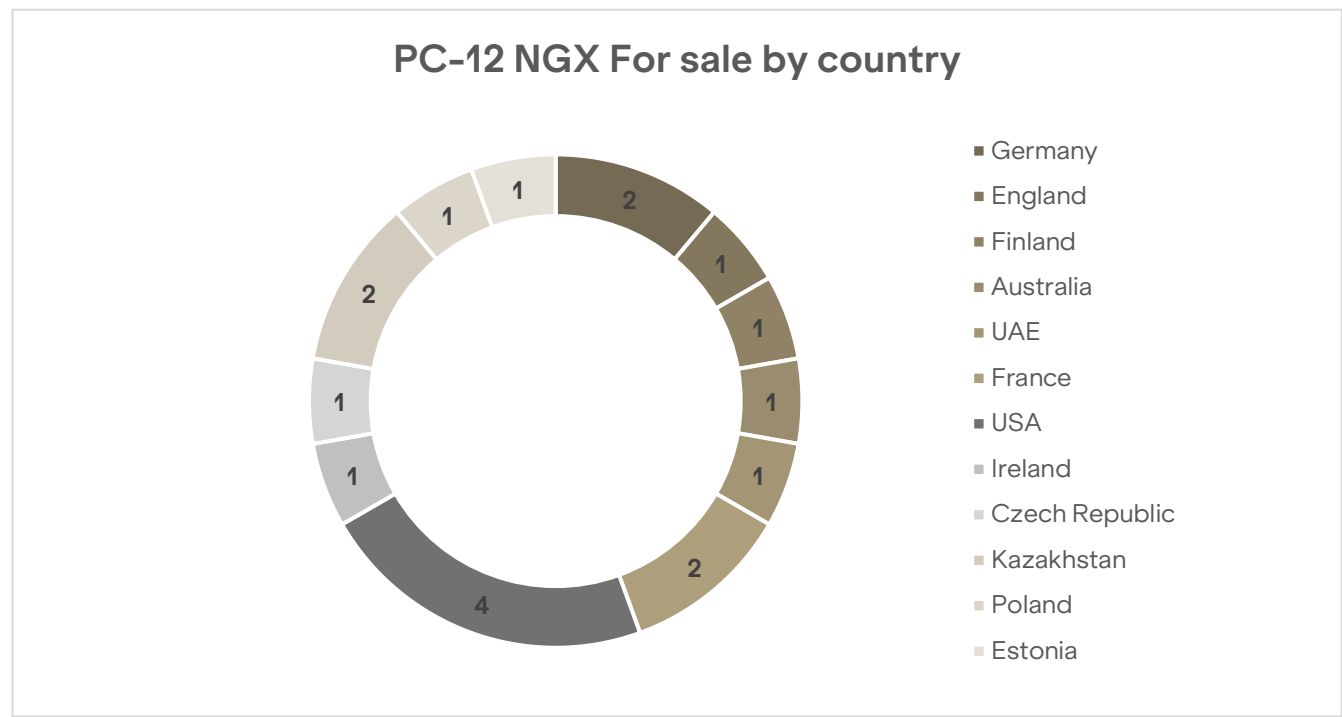


Most of the PC-12 NGX are currently located in North America (266), 4 units in Asia, 13 in Australia/Oceania, 22 in Eastern Europe/Western Asia, 12 in Middle East/Africa, 37 units in South America and 99 units in Western Europe. Location of 7 units is unknown.

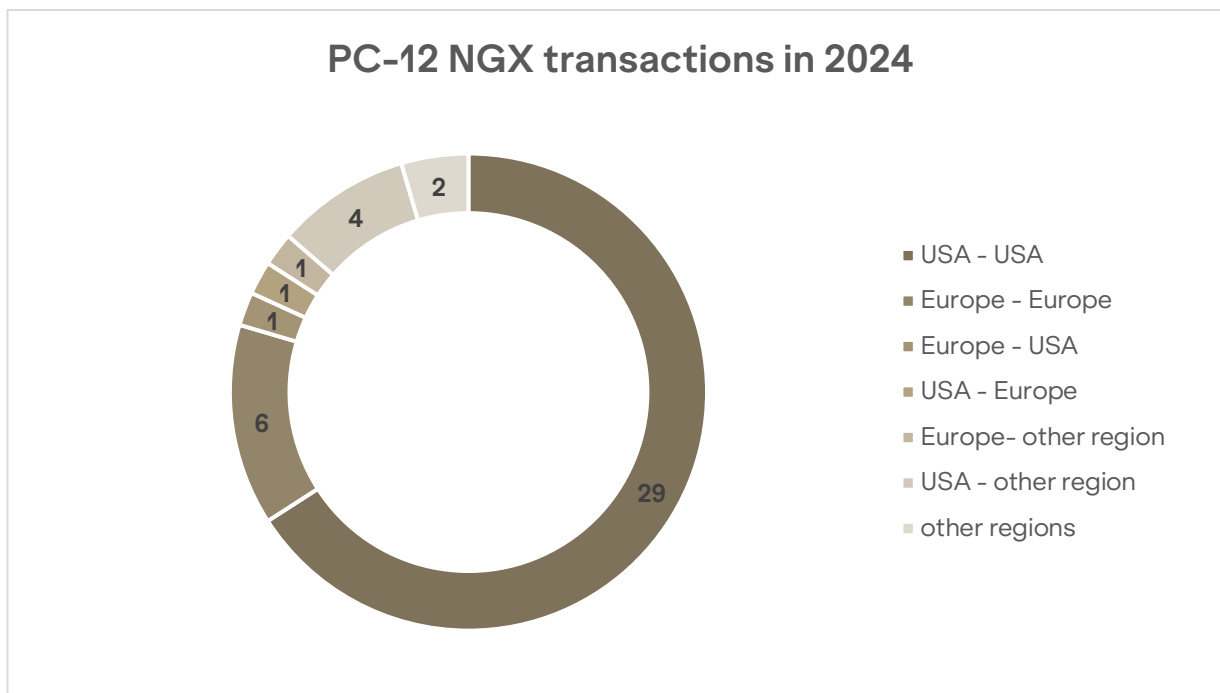


# General Market Statistics

There are currently 18 PC-12 NGX available for sale on the open market. This number represents just 3,916% from all actively flying PC-12 NGX worldwide. A healthy pre-owned market usually offers 10% and more from all units in active fleet, indicating that the PC-12 NGX market is still undersupplied. This has turned the market to be a seller's market.



44 units were sold on the pre-owned market in 2025, 24 units in 2024. Typically, when a supply of available inventory is far less than the number traded in a calendar year, it represents a healthy and active marketplace.



# How OK-PVN / SN2038 relates to other available aircraft

On the pre-owned market, OK-PVN would be the oldest airplane among 2 other 2020 YOM for sale. It would be among 12 other PC-12 NGX available for sale in Europe. With 1,500 total time hours, it would be the fifth highest total time PC-12 NGX currently on the market.

OK-PVN is equipped Honeywell Primus Epic 2 avionics with ADS-B Out. Interior configuration 6+2, with EU-OPS Commercial Operations Package. We expect, that OK-PVN is not equipped with Wi-Fi. Wi-Fi is not a huge consideration at this time with the aircraft in Europe as Wi-Fi functionality varies region to region. US buyer will likely discount for an aircraft without that equipped, but an EU buyer will normally not.

We were not able to explore the overall status of the interior and exterior paint. With YOM 2020 we believe that the overall condition of the aircraft is in good shape, thus no discount would be needed in case of sale.

# Competing Aircraft

The value of an aircraft is only fully realized when it is put on the market and sold. As such, we find it very useful to look at the aircraft currently on the market, and to see how the target aircraft would compare if it were to be placed on the market in today’s conditions. As such, we look at aircraft currently available, their characteristics and price points and relate the target aircraft to them after adjusting for the particulars of each plane.

**Aircraft currently on the market**

Serial Number	Registration	Location	Year	Hours	Engine Program Type	ADS-B Out	EU/USA Package	Passengers	Asking Price \$
2005	D-FEBJ	Germany	2020	3192	None	●	EU	6+2	5 480 000
2045	LX-LLL	Spain	2020	1007	ESP Platinum	●	EU	6+2	6 050 000
2069	ES-SAS	Estonia	2021	832	None	●	EU	6+2	5 900 000
2073	OH-EJK	Finland	2021	1913	ESP Platinum	●	EU	6+2	5 795 000
2088	D-FNGX	Germany	2021	750	None	●		6+2	M/O
2100	VH-PDE	Australia	2022	1 130	ESP Platinum	●		6+2	Make offer
2143	N605AS	France	2022	537	None	●	EU	6+2	6 225 000
2150	F-HGJF	France	2022	2884	ESP Platinum	●		6+2	5 650 000
2163	N3333N	USA	2022	1132	ESP	●		6	5 990 000
2210	PH-NGX	Netherlands	2022	228	ESP Platinum	●		6+2	M/O
2237	G-MDSZ	Northern Ireland	2023	1401	None	●	EU	6+2	6 695 000
2243	N882RR	USA	2023	513	ESP Platinum	●	EU	6+2	6 795 000
2257	OK-SAG	Czechia	2023	273	None	●	EU	6+2	6 950 000
2296	UP-PC004	Kazakhstan	2023	1 176	None	●		6+2	Make Offer
2312	N26XM	USA	2024	1370	None	●		6	M/O
2315	UP-PC005	Kazakhstan	2023	1 697	None	●		6	Make Offer
2338	N25MT	USA	2024	259	ESP Platinum	●	US	6+2	7 600 000
2376	F-HNGX	France	2024	462	ESP Platinum	●		6+2	M/O

**Serial number 2005**

This is a 2020 YOM unit based in Germany It has 3192 hours total time, None program on engines, EU Package. The cabin layout is 6+2. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out. Asking price is \$5 480 000.



#### Serial number 2045

This is a 2020 YOM unit based in Spain. It has 1007 hours total time, ESP Platinum program on engines, EU Package. The cabin layout is 6+2. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out and AeroWave 100 Wi-Fi. Asking price is \$6 050 000.

#### Serial number 2069

This is a 2021 YOM unit based in Estonia. It has 832 hours total time, no program on engines, EU Package. The cabin layout is 6+2. Equipped with Honeywell Primus APEX Avionics with ADS-B Out and Wi-Fi. Asking price is \$5 900 000.

#### Serial number 2073

This is a 2021 YOM unit based in Finland. It has 1 913 hours total time, ESP Platinum program on engines, EU Package. The cabin layout is 6+2. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out. Asking price is \$5 795 000.

#### Serial number 2088

This is a 2021 YOM unit based in Germany. It has 750 hours total time, no program on engines, EU Package. The cabin layout is 6+2. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out and AeroWave 100 Wi-Fi. Asking price is \$6 000 000.

#### Serial number 2163

This is a 2022 YOM unit based in USA. It has 1 132 hours total time, ESP program on engines, EU Package. The cabin layout is 6+2. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out. Asking price is \$5 990 000.

#### The most recent sales

Serial Number	Registration	Location	Year	Hours	Engine Program Type	ADS-B Out	Passengers	Asking Price \$	Sold Price \$
2018	N420GX	USA	2020	1985	ESP Platinum	●	10	over 6m	Confidential
2020	N220PE	USA	2020	875	None	●	6+2	5 900 000	Confidential
2029	N707NG	USA	2020	643	ESP Platinum	●	6+2	6 395 000	No info
2036	N850SW	USA	2020	985	None	●	8	6 525 000	No info
2071	T7-Z00M	England	2021	687	ESP	●	6+2	6 400 000	around 6m
2141	PH-DFI	Netherlands	2021	625	ESP Platinum	●	6+2	6 295 000	6 200 000
2186	N444YG	USA	2022	719	ESP	●	6+2	Make Offer	7 000 000
2203	N953CZ	France	2022	692	ESP Platinum	●	6+2	6 295 000	6 000 000
2260	N4CA	USA	2023	460	None	●	8	6 900 000	mid 6's
2321	N898CS	USA	2024	240	ESP Platinum	●	6+2	close to 7m	Low 7'm
2338	N25MT	USA	2024	183	ESP Platinum	●	6+2	Make Offer	Low 7'm
2418	N120WL	USA	2024	30	ESP	●	6+2	7 500 000	7 100 000

#### Serial number 2018

The aircraft was sold in December 2025. This is a 2020 YOM unit based in USA. It has 1 985 hours total time, ESP Platinum program on engines. The cabin layout is for 10 passengers. Equipped with Honeywell Primus APEX Avionics with ADS-B Out. It was selling with asking price over \$6 000 000, sold price was not disclosed.

#### Serial number 2020

The aircraft was sold in August 2025. This is a 2020 YOM unit based in USA. It has 875 hours total time, no program on engines. The cabin layout is 6+2. Equipped with Honeywell Primus Epic 2 Avionics, GoGo L3 Wi-Fi and with ADS-B Out. It was selling with asking price \$5 900 000, sold price was not disclosed

#### Serial number 2029

The aircraft was sold in March 2025. This is a 2020 YOM unit based in USA. It has 643 hours total time, ESP Platinum program on engines, EU Package. The cabin layout is 6+2. Equipped with Honeywell Primus APEX Avionics with ADS-B Out and GoGo L3 Wi-Fi. Aircraft was repainted in 2023. It was selling with asking price: \$6 395 000, sold price was not disclosed.

#### Serial number 2036

The aircraft was sold in December 2025. This is a 2020 YOM unit based in USA. It has 985 hours total time, no program on engines, EU Package. The cabin has 8 passengers layout Equipped with Honeywell Primus APEX Avionics with ADS-B Out and GoGo L5 Wi-Fi. It was selling with asking price \$6 525 000, sold price was not disclosed.

#### Serial number 2071

The aircraft was sold in January 2026. This is a 2021 YOM unit based in England. It has 687 hours total time, ESP program on engines, EU Package. The cabin layout is 6+2. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out and AeroWave 100 Wi-Fi. It was selling with asking price \$6 400 000, sold price was around \$6 000 000.

#### Serial number 2141

The aircraft was sold in April 2025. This is a 2021 YOM unit based in Netherlands. It has 625 hours total time, ESP Platinum program on engines, EU Package. The cabin layout is 6+2. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out. It was selling with asking price \$6 295 000, sold price was \$6 200 000.

#### Serial number 2203

The aircraft was sold in December 2025. This is a 2022 YOM unit based in France. It has 692 hours total time, ESP Platinum program on engines, EU Package. The cabin layout is 6+2. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out. It was selling with asking price \$6 295 000, sold price was \$6 000 000.

# Value Estimate for OK-PVN / SN2038

In estimating the value of OK-PVN if it were to be placed on today's market, we would need to account for the specific characteristics in relation to the above aircraft currently on the market and for the recent completed transaction. In general, we estimate the following:

- ✦ Each year model is worth approximately 125,000 USD
- ✦ 1 Flight Hour is worth approximately 250 USD
- ✦ Absence of the engine program approximately 185 USD per engine / per hour

Unlike the vintage and low Total Time, all below is being considered as standard these days and the market won't pay any premium for it. But if not equipped, such an aircraft won't get picked from the pre-owned market as the inventory is new substantial.

- ✦ Wi-Fi
- ✦ Configuration
- ✦ Airframe program

## **When compared to SN2071**

The aircraft was sold in January 2026 "around \$6,000,000".

$6,000,000 - 125,000 \text{ /for vintage difference/} - 250 * (1,532 - 687) \text{ /for Total Time difference/} = 5,663,750$

5,663,750 USD would be the fair market value when compared to SN2071.

## **When compared to SN2141**

The aircraft was sold in April 2025 for \$6,200,000.

$6,200,000 - 125,000 \text{ /for vintage difference/} - 250 * (1,532 - 625) \text{ /for Total Time difference/} = 5,848,250$

5,848,250 USD would be the fair market value when compared to SN2141.

### **When compared to SN2203**

The aircraft was sold in December 2025 for \$6,000,000.

$6,000,000 - 250,000$  /for vintage difference/  $- 250 * (1,532 - 692)$  /for Total Time difference/ = 5,540,000

5,540,000 USD would be the fair market value when compared to SN2203.

**With the above references to current offerings and real world trading conditions as a guideline, we believe that OK PVN / 2038 has a retail value in today's market of approximately 5,550,000 - 5,650,000 USD.**

### **Legal**

The fair market values represented in this report are submitted without prejudice and, as such, any comments or recommendations contained within the body of this section, including, but not limited to, statements made relative to values, market conditions and/or operations associated with the aircraft which may have an impact on any parties involved in the ownership and/or operation of the aircraft, past or present, either directly or indirectly, are deemed to be circumstantial in scope and are rendered only as opinions. Jetron s.r.o. and its employees disclaim any and all responsibility for cause and/or circumstances that may result in loss or damages incurred by any and all parties relative to items discussed in this market evaluation summary.

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