

Pilatus PC-12 PRO SN3028

Desktop Valuation

SN: 3028 | **Reg.:** T7-GER | **Date:** August 2026

Client: Raiffeisen Leasing Prague



The Aircraft

Aircraft model Pilatus PC-12 PRO			
Aircraft Serial Number	3028	Aircraft Registration No.	T7-GER
Date of manufacture	2026	Date placed in service	01/2026
Total time (As of Jan 07, 2026)	53:54	Total Landings (As of Jan 07, 2026)	44
Engine model PT6E-67XP (As of Jan 07, 2026)			
Engine 1 S/N	PCE-AP0514		
Engine 1 Total time	53:54		
Engine 1 Total cycles	44		
Propeller model Hartzell Prop.Inc. HC-E5A-31A/NC10245B (As of Jan 07, 2026)			
Propeller S/N	SA1324	Propeller type	5-Blades
Total time (As of Jan 07, 2026)	53:54		

SUPPORT PROGRAM

Airframe: None (assumption)

Engines: ESP Platinum (assumption)

LAST PERFORMED MAINTENANCE

N/A

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
- ✦ CPDLC
- ✦ SmartRunway & SmartLanding
- ✦ Emergency Autoland provision
- ✦ EU C88, resp. Customs cleared (assumption)

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.

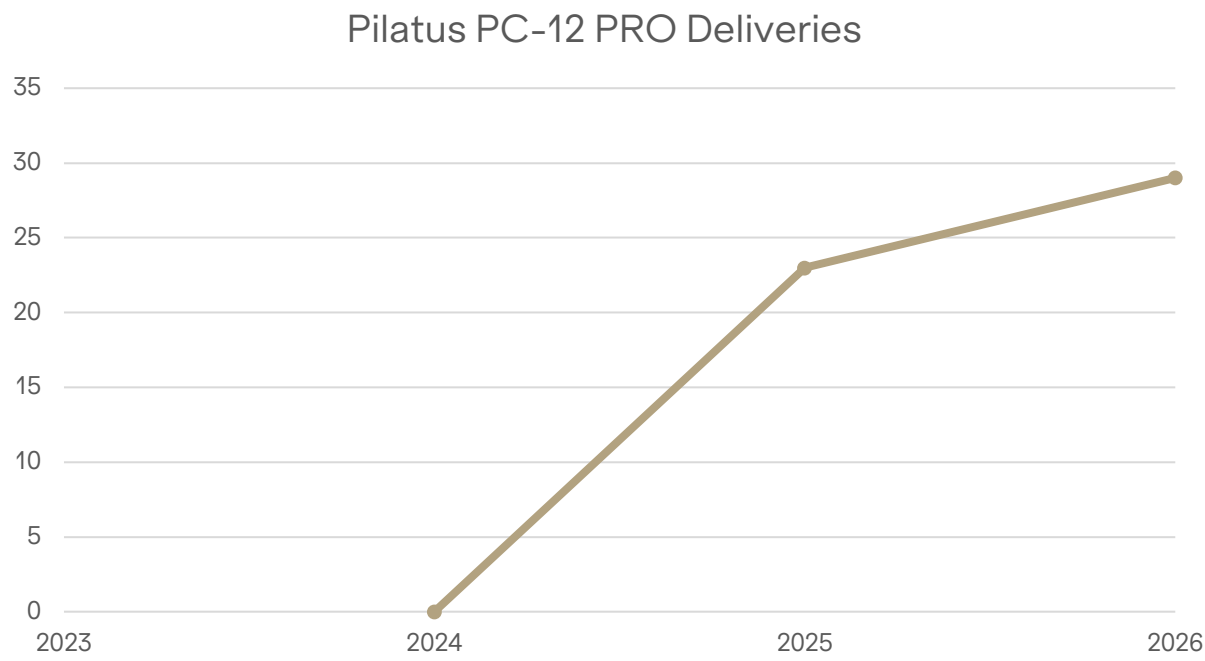
Pilatus PC-12 PRO

The Pilatus PC-12 PRO is a single-engine turboprop aircraft developed by Swiss manufacturer Pilatus Aircraft. Building on the success of the PC-12 NGX, Pilatus introduced the PRO as the latest evolution of the platform, featuring a next-generation cockpit, enhanced safety technologies, and further refinements to pilot workload and operational capability. The PC-12 PRO was introduced in 2025 and remains in production.

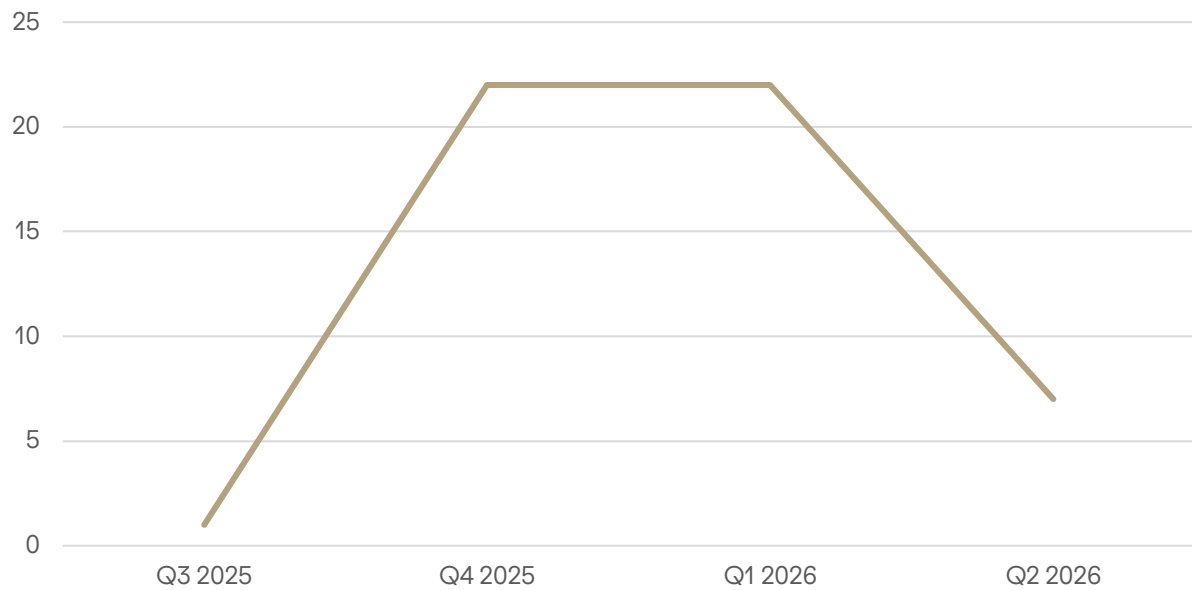
The aircraft is powered by the Pratt & Whitney Canada PT6E-67XP engine, delivering exceptional reliability, fuel efficiency, and simplified operation through a fully integrated electronic propeller and engine control system (EPECS). It is equipped with the Garmin G3000 Avionics suite, incorporating larger high-resolution displays, touchscreen controls, Garmin Emergency Autoland, Smart Glide, and enhanced situational awareness features.

The PC-12 PRO has an average fuel burn of approximately 70–75 gallons per hour. Its maximum range is approximately 1,800 nautical miles under NBAA IFR reserves with multiple passengers onboard. The spacious cabin provides approximately 330 cubic feet of interior volume and is typically configured to accommodate 6 to 9 passengers with 1 to 2 crew members, depending on the selected interior layout.

The PC-12 PRO received FAA and EASA certification in 2025. Production is ongoing as Pilatus' flagship single-engine turboprop, continuing the long-standing success of the PC-12 family.

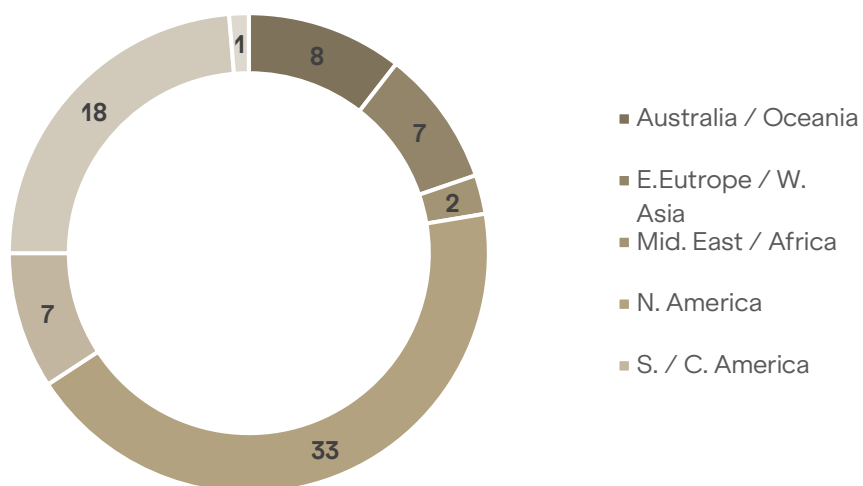


Pilatus PC-12 PRO deliveries through quadrants



Most of the PC-12 PRO are currently located in North America (33), 8 in Australia/Oceania, 7 in Eastern Europe/Western Asia, 2 in Middle East/Africa, 7 units in South America and 18 units in Western Europe. Location of 1 unit is unknown.

Distribution of PC-12 PRO by geography

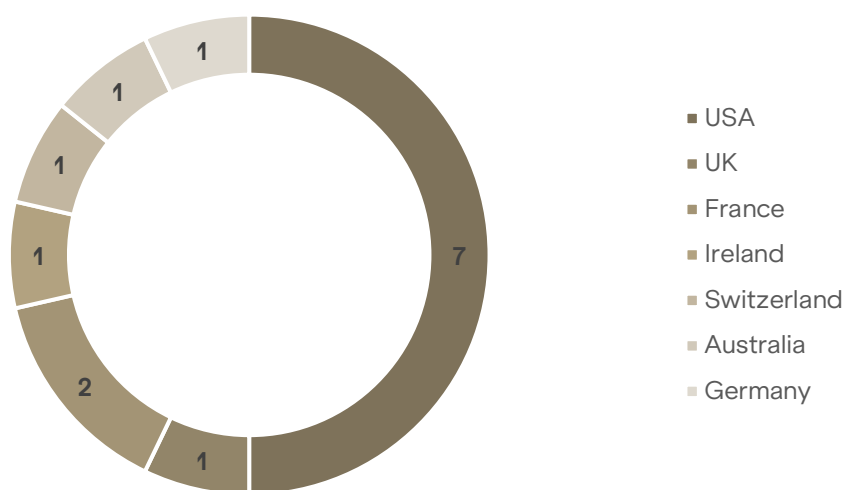


General Market Statistics

There is currently only 1 PC-12 PRO available for sale on the open market- aircraft is being sold as a delivery position. This number represents 1,22% of all actively flying PC-12 PRO.

For purpose of this evaluation, we will include previous version - PC-12 NGX to the market overview as well. Currently there are 13 PC-12 NGX available for sale on the open market. This number represents just 2,77% 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.

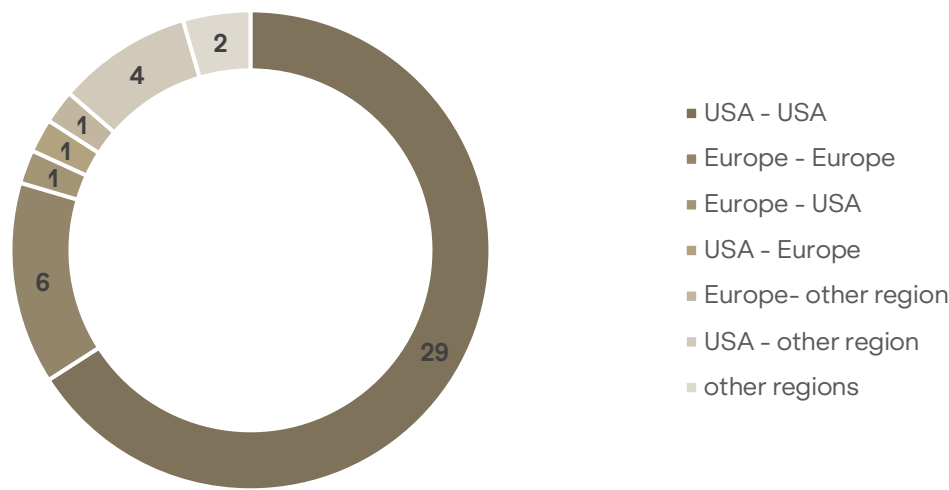
PC-12 NGX and PRO for sale by geography



For the purpose of this evaluation, we will use information from previously sold PC-12 NGX, since there has not been any recorded pre-owned transaction of the PC-12 PRO versions yet.

35 PC12 NGX have been sold so far this year on the pre-owned market. 44 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.

PC-12 NGX transactions in 2025



How T7-GER / SN3028 relates to other available aircraft

If the T7-GER were to be placed on the pre-owned market, T7-GER would be one of two PC-12 PRO available for sale alongside serial number 3096. It would be also the only pre-owned PC12 PRO available for sale in Europe.

T7-GER has approximately 54 hours total flight time, it is equipped with PT6E-67XP Pratt & Whitney engine with serial number: PCE-AP0514 and Hartzell 5 Blades propeller with serial number: SA1324. T7-GER is equipped with Pilatus Advanced Cockpit Environment (ACE) Powered by Garmin G3000 avionics suite. Aircraft is equipped with EU-OPS Commercial Operations Package - ADS-B Out, CPDLC, Garmin GWX 8000 Weather Radar, Auto Throttle and SmartRunway & SmartLanding and TAWS A. Interior configuration 6+2. We expect that T7-GER is not equipped with Wi-Fi. Wi-Fi is not a huge consideration currently 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.

Aircraft is in its delivery conditions; therefore, we expect no findings on the aircraft.

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.

In this particular case, there are currently no real competing aircraft on the market nor any recorded transactions of that aircraft type, with that in mind we also include late models of PC-12 NGX for comparison to be able to accurately find fair market value of the T7-GER.

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	3 192	None	●	EU	6+2	5 480 000
2057	N521RT	USA	2020	1320	None	●	USA	6+2	6 975 000
2092	F-HKSI	France	2021	1 000	None	●	EU	6+2	Make Offer
2100	VH-PDE	Australia	2022	1 180	ESP Platinum	●	TBA	6+2	6 700 000
2112	N221NG	USA	2021	1 250	ESP Platinum	●	EU	6+2	7 250 000
2242	N963LK	USA	2023	715	ESP	●	EU	6+2	Make offer
2312	N26XM	USA	2023	1 795	ESP Platinum	●	USA	6+2	6 925 000
2313	OH-IBZ	Switzerland	2023	1 271	None	●	EU	6+2	high 6m
2398	N497HH	USA	2024	292	None	●	USA	6+2	3 850 000 for ½ ownership
3096 – PRO	N972SF	USA	2026	delivery	None	●	USA	6+2	8 900 000

Serial number 2242

This is a 2023 YOM unit based in USA It has 715 hours total time, ESP program on engine, EU avionics Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out, CPDLC, Auto Throttle, SmartRunway & SmartLanding.

Asking price is : "Make Offer".

Serial number 2312

This is a 2023 YOM unit based in USA It has 1 795 hours total time, ESP Platinum program on engine, USA Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out, Auto Throttle, SmartRunway & SmartLanding and GoGo L3 Wi-Fi.

Asking price is \$6 925 000.

Serial number 2313

This is a 2023 YOM unit based in Switzerland It has 1 271 hours total time, No program on engine, USA Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out, Auto Throttle, SmartRunway & SmartLanding.

Asking price is "High 6 million USD".

Serial number 2398

This is a 2024 YOM unit based in USA It has 292 hours total time, No program on engine, EU Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out, Auto Throttle, SmartRunway & SmartLanding.

Aircraft is being offered for sale only as ½ share ownership with asking price is \$3 850 000.

Serial number 3096 PRO

This is a 2026 delivery position for USA, it has delivery hours total time, No program on engine, EU Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Garmin G3000 PRIME Avionics with ADS-B Out, CPDLC, Auto Throttle, SmartRunway & SmartLanding and Wi-Fi.

Asking price is \$8 900 000.

The most recent sales

Serial Number	Registration	Location	Year	Hours	Engine Program Type	ADS-B Out	Passengers	Asking Price \$	Sold Price \$
2143	N605AS	USA	2022	615	None	●	6	high 6m	mid-high 6m
2150	F-HGJF	France	2022	2 884	ESP Platinum	●	6+2	5 650 000	mid 5m
2163	N3333N	USA	2022	1 132	ESP	●	6	5 990 000	below 6m
2182	OH-RJD	Switzerland	2022	2270	ESP	●	6+2	6 350 000	6 200 000
2186	N444YG	USA	2022	719	ESP	●	6+2	Make Offer	7 000 000
2203	N953CZ	Germany	2022	692	ESP Platinum	●	6+2	6 295 000	6 000 000
2210	PH-NGX	Netherlands	2022	228	ESP Platinum	●	6+2	6 900 000	mid 6m
2237	G-MDSZ	Northern Ireland	2023	1 401	None	●	6+2	6 695 000	close to 6m
2245	N28KR	USA	2023	864	None	●	6+2	7 300 000	No info
2257	OK-SAG	Czechia	2023	273	None	●	6+2	6 950 000	No info
2265	N825PR	USA	2023	465	ESP Platinum	●	6+2	7 395 000	low 7mil
2338	N25MT	USA	2024	259	ESP Platinum	●	6+2	7 600 000	NDA
2340	N218C	USA	2024	335	None	●	6+2	7 450 000	No info
2350	N511DR	USA	2024	450	ESP	●	6+2	7 495 000	7 200 000
2376	F-HNGX	France	2024	462	ESP Platinum	●	6+2	6 750 000	close to the ask
2404	SP-JAL	Poland	2024	257	None	●	6+2	6 850 000	6 700 000
2406	N263CC	USA	2024	275	ESP Gold	●	6+2	Low 7 million	7 000 000
2418	N120WL	USA	2025	30	ESP	●	6+2	7 500 000	7 100 000

Serial number 2265

This is a 2023 YOM unit based in USA. It has 465 hours total time, ESP Platinum program on engine, EU Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out, CPDLC, Auto Throttle, SmartRunway & SmartLanding.

Asking price was \$7 450 000. The aircraft was sold in July 2026 for not disclosed amount.

Serial number 2340

This is a 2024 YOM unit based in USA. It has 335 hours total time, no program on engine, EU Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out, Auto Throttle, SmartRunway & SmartLanding.

Asking price was \$7 450 000. The aircraft was sold in July 2026 for not disclosed amount.

Serial number 2350

This is a 2024 YOM unit based in USA. It has 450 hours total time, ESP program on engine, EU Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out, CPDLC, Auto Throttle, SmartRunway & SmartLanding and Wi-Fi.

Asking price was \$7 495 000. The aircraft was sold in January 2026 for \$7 200 000.

Serial number 2376

This is a 2024 YOM unit based in France. It has 462 hours total time, ESP Platinum program on engine, EU Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out, CPDLC, Auto Throttle, SmartRunway & SmartLanding.

Asking price was \$6 750 000. The aircraft was sold in March 2026 for “close to ask”.

Serial number 2404

This is a 2024 YOM unit based in Poland. It has 257 hours total time, no program on engine, EU Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out, CPDLC, Auto Throttle, SmartRunway & SmartLanding.

Asking price was \$6 850 000. The aircraft was sold in January 2026 for not disclosed amount.

Serial number 2406

This is a 2024 YOM unit based in USA. It has 275 hours total time, ESP Gold program on engine, USA Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out, Auto Throttle, SmartRunway & SmartLanding and GoGo L3 Wi-Fi.

Asking price was “low 7 million USD”. The aircraft was sold in July 2026 for \$7 000 000.

Serial number 2418

This is a 2025 delivery unit based in USA. It has delivery hours total time, ESP program on engine, EU Package. The cabin layout is 6+2. Original interior and exterior paint. Equipped with Honeywell Primus Epic 2 Avionics with ADS-B Out, CPDLC, Auto Throttle, SmartRunway & SmartLanding and Weather Radar upgrade.

Asking price was \$7 500 000. The aircraft was sold in December 2025 for \$7 100 000.

Value Estimate for T7-GER / SN3028

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 185,000 USD
- ✦ 1 Flight Hour is worth approximately 500 USD
- ✦ Difference between NGX and PRO version is worth approximately 500,000 USD

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
- ✦ EU vs US package

When compared to SN2350

$7,200,000 + 370,000$ /for Year of make difference/ $+ 500 * (450 - 54)$ /for Total Time difference/ $+ 500,000$ /for NGX vs PRO version difference/ = 8,268,000

\$8,268,000 would be the fair market value when compared to SN2350.

When compared to SN2376

The aircraft was sold in March 2026 "close to ask" of \$6,750,000

$6,700,000 + 370,000$ /for Year of make difference/ $+ 500 * (462 - 54)$ /for Total Time difference/ $+ 500,000$ /for NGX vs PRO version difference/ = 7,774,000

\$7,774,000 would be the fair market value when compared to SN2376.

When compared to SN2406

$7,000,000 + 370,000$ /for Year of make difference/ $+ 500 * (275 - 54)$ /for Total Time difference/ $+ 500,000$ /for NGX vs PRO version difference/ = 7,980,500

\$7,980,500 would be the fair market value when compared to SN2406.

When compared to SN2418

$7,100,000 + 180,000$ /for Year of make difference/ $- 500 * (54 - 30)$ /for Total Time difference/ $+ 500,000$ /for NGX vs PRO version difference/ = 7,980,500

\$7,768,000 would be the fair market value when compared to SN2418.

Current market trends

According to official information, no pre-owned transactions involving the Pilatus PC-12 PRO have been recorded on the pre-owned market to date. However, our market research has identified several pre-owned transactions in the United States during the course of this year. Based on unverified market information, all of these transactions were concluded in the low USD 8 million range.

Based on the information gathered:

- PC-12 PRO aircraft delivered to customers during this year were reportedly purchased at the time of order for approximately **USD 7.0–7.2 million**.
- For aircraft scheduled for delivery next year, the list price at the time of order was approximately ranged between **USD 7.25 million and USD 7.6 million**, depending on the selected optional equipment.
- At present, the delivery lead time for a new PC-12 PRO extends to **Q3–Q4 2029**, with the expected acquisition cost, including typical optional equipment, being in the **low USD 8 million** range.

As a result, prospective buyers often prefer to acquire an aircraft that is immediately available, even on less favorable commercial terms. Sellers are well aware of this market dynamic and are therefore offering their aircraft at prices significantly above their original purchase price.

With the above references to current offerings and real world trading conditions as a guideline, we believe that T7-GER / 3028 has a retail value in today's market of approximately 8,250,000 – 8,350,000 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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