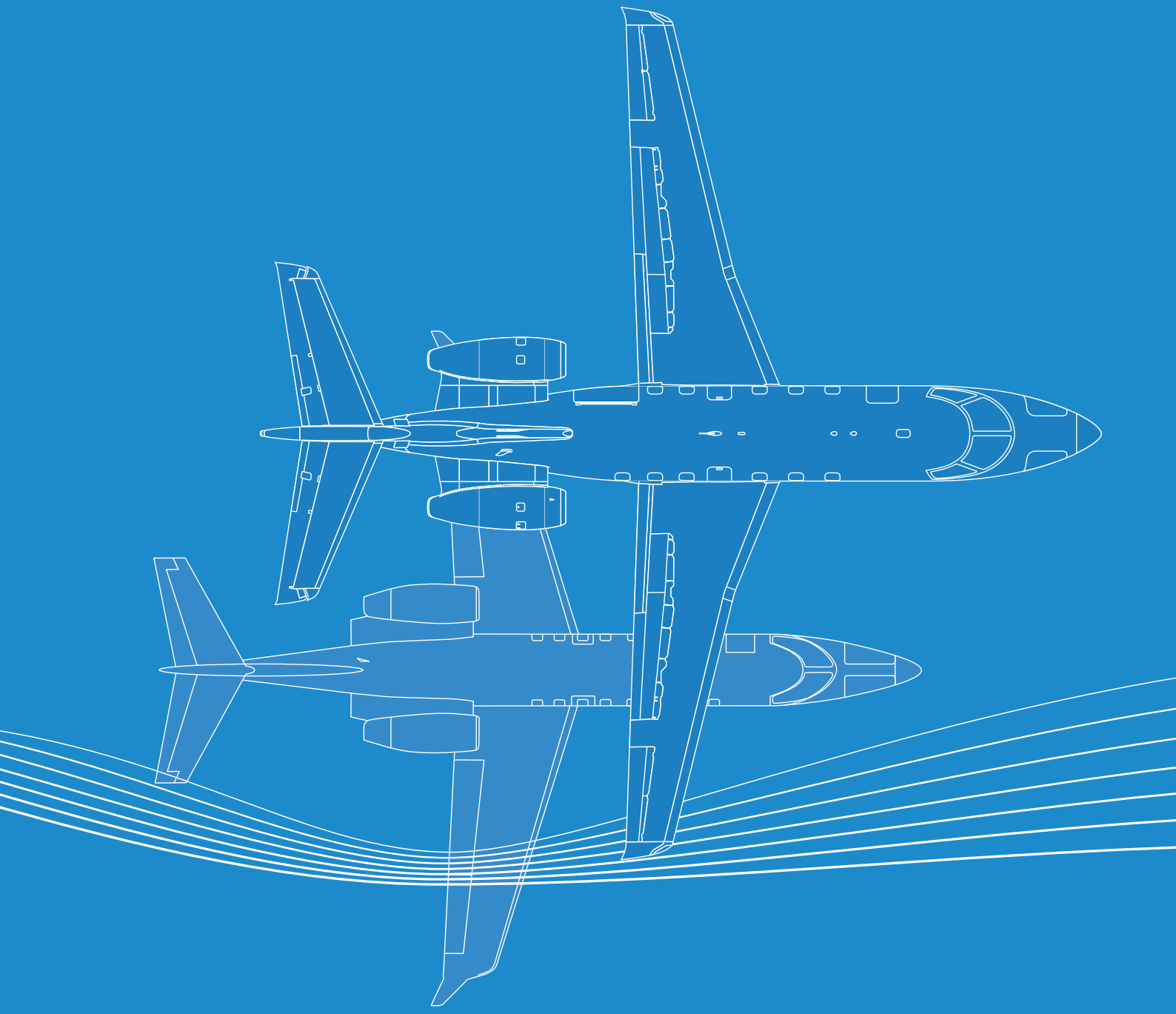
Crafted in Switzerland

PC-24
THE CRYSTAL CLASS

THE SUPER VERSATILE JET
VS
LEARJET 75



PILATUS

WHY OWN A PC-24?

TEN REASONS

1. MORE CABIN SPACE

The cabin of the PC-24 is taller, wider, and longer providing 20 percent more cabin space than the Learjet 75.

2. CARGO DOOR

A large cargo door is a standard feature of the PC-24 allowing convenient, separate loading of luggage and freight. The separate dedicated passenger door provides easier and more convenient cabin entry.

3. MORE AIRPORTS

The PC-24 has been designed from the beginning to operate from short paved, dirt, gravel, and even grass runways. This allows access to significantly more airports than the Learjet 75, getting you closer to your final destination. Additionally, the PC-24 does not require heavy, expensive thrust reversers to achieve its superior short field landing performance.

4. INTERNAL BAGGAGE

The internal baggage compartment in the PC-24 provides 90 cubic feet (2.50 cubic metres) of in-flight accessible luggage. The Learjet 75 only provides for 15 cubic feet (0.42 cubic metres) of baggage in the cabin, which must also be shared with the lavatory space.

5. SINGLE PILOT CERTIFIED

While most PC-24s will be flown by two pilots, the aircraft is certified to be flown by just one. This is a testament to the inherent safety and low pilot workload of the PC-24, and allows for greater operational flexibility.

6. LARGE PRIVATE LAVATORY

The PC-24 includes a fresh water, vacuum operated lavatory and sink as standard equipment, seamlessly integrated into the forward cabin. The lavatory design offers enhanced privacy and discretion, and does not double as a passenger seat as in the Learjet 75.

7. MAINTENANCE REQUIREMENTS

Due to its advanced design and modern systems, the hourly maintenance requirements of the PC-24 are nearly half that of the Learjet 75.

8. QUIET POWER MODE

Only the PC-24 features the revolutionary new Quiet Power Mode allowing the aircraft to power the cabin using the right engine in a sub-idle mode while on the ground. This provides greater operational flexibility at airports with limited ground support, and eliminates the need for a heavy and expensive auxiliary power unit.

9. FUEL EFFICIENCY

Despite its larger cabin and lower maximum cruise altitude, the PC-24 actually consumes less fuel on a given trip than the Learjet 75.

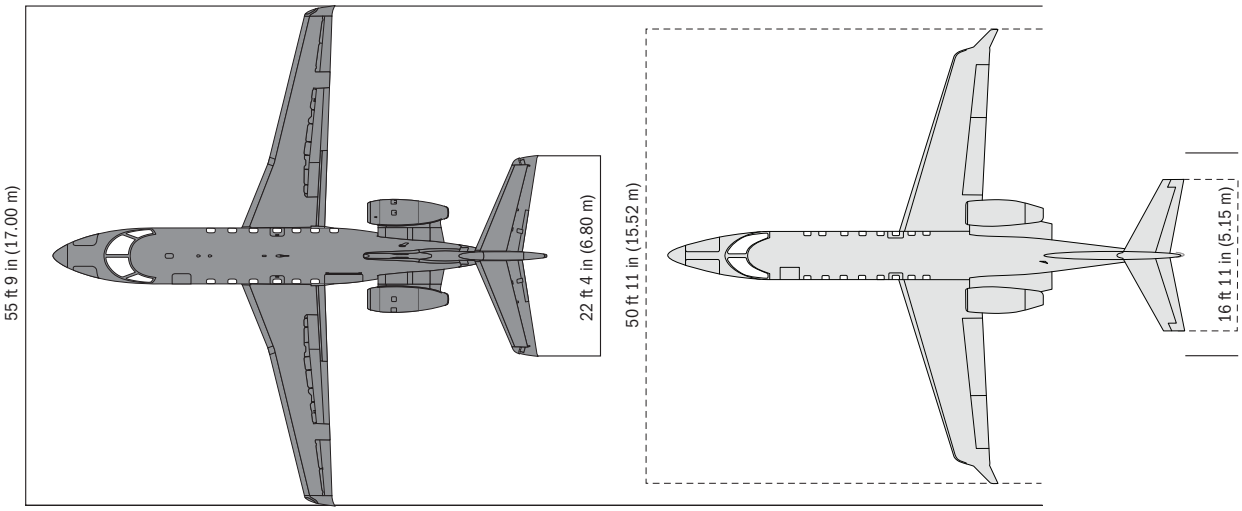
10. CUSTOMER SERVICE

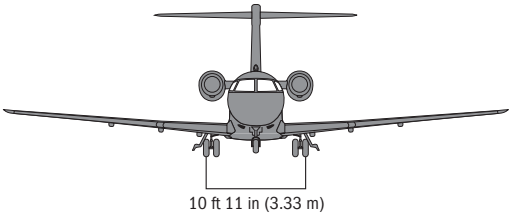
With more than 80 years of experience in producing aircraft for a wide range of applications, Pilatus has earned an unmatched reputation for customer service as well as precision engineering, outstanding craftsmanship, rugged durability, environmental friendliness, and proven safety.

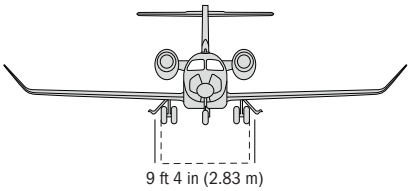
COMPARATIVE ANALYSIS

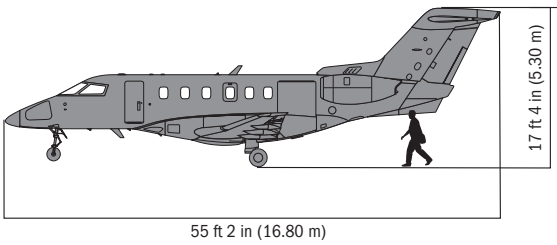
DIMENSIONS

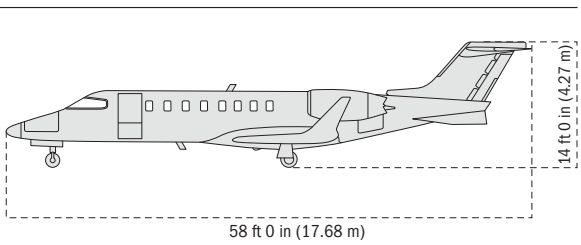
PC-24 | LEARJET 75











COMPARATIVE ANALYSIS

WEIGHTS AND POWERPLANT

WEIGHTS

	PC-24		LEARJET 75	
Maximum ramp weight	18,400 lb	8,345 kg	21,750 lb	9,866 kg
Maximum take-off weight	18,300 lb	8,300 kg	21,500 lb	9,752 kg
Maximum landing weight	16,900 lb	7,665 kg	19,200 lb	8,709 kg
Maximum zero fuel weight	14,220 lb	6,450 kg	16,500 lb	7,484 kg
Usable fuel *(888.5 U.S. gal)*	5,964 lb	2,705 kg	6,062 lb	2,750 kg
Maximum payload	2,500 lb	1,134 kg	2,450 lb	1,111 kg

POWERPLANT

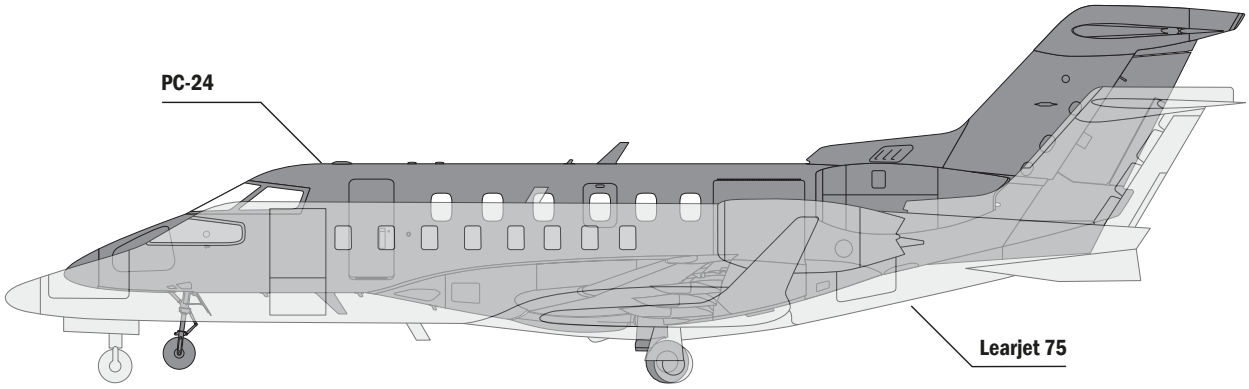
Powerplant	Williams Int. FJ44-4A		Honeywell TFE731-40BR	
Normal take-off thrust *(per engine)*	3,420 lbf	1,551 kgf	3,850 lbf	1,746 kgf
Quiet Power Mode *(sub-idle)*	Yes		No (APU)	
TBO	5,000 h		7,000 h	

DIMENSIONS

Wing span	55 ft 9 in	17.00 m	50 ft 11 in	15.52 m
Length	55 ft 2 in	16.80 m	58 ft 0 in	17.68 m
Height	17 ft 4 in	5.30 m	14 ft 0 in	4.27 m
Horizontal tail span	22 ft 4 in	6.80 m	17 ft 5 in	5.31 m

WHY PC-24

- ✓ All baggage accessible in flight
- ✓ Savings and operational flexibility with Quiet Power Mode
- ✓ Low-pressure dual main tyres for soft field operations



COMPARATIVE ANALYSIS

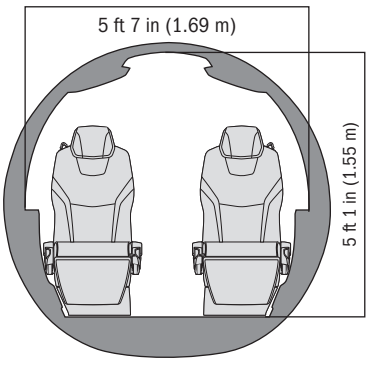
CABIN

DIMENSIONS	PC-24		LEARJET 75	
Cabin length *(cockpit/cabin partition to aft pressure bulkhead)*	23 ft 0 in	7.01 m	19 ft 10 in	6.05 m
Cabin width	5 ft 7 in	1.69 m	5 ft 1 in	1.55 m
Cabin height *(continuous flat floor)*	5 ft 1 in	1.55 m	4 ft 11 in	1.50 m
Cabin volume *(cockpit/cabin partition to aft pressure bulkhead)*	501 ft^3	14.20 m^3	415 ft^3	11.75 m^3
Flat floor	Yes		Yes	
Total baggage compartment volume	90 ft^3	2.50 m^3	65 ft^3	1.84 m^3
Internal baggage compartment	Yes (90 ft^3)		Yes (15 ft^3)	
Passenger door height	4 ft 5 in	1.34 m	4 ft 10 in	1.47 m
Passenger door width	2 ft 0 in	0.60 m	2 ft 6 in	0.76 m
Cargo door height	4 ft 3 in	1.30 m	n/a	n/a
Cargo door width	4 ft 1 in	1.25 m	n/a	n/a
Private lavatory	Yes		Yes	
Lavatory externally serviceable	Yes		Yes	

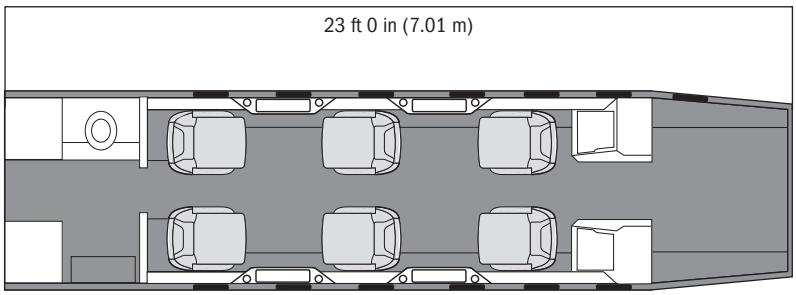
WHY PC-24

- ✓ 20 % more cabin volume
- ✓ 6 inches (15.25 cm) wider cabin
- ✓ Cargo door
- ✓ Flexible interior for easy reconfiguration
- ✓ Dedicated, large and private lavatory

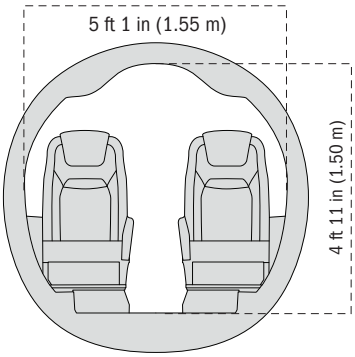
PC-24



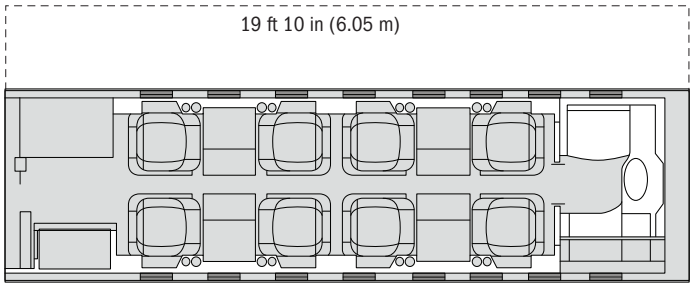
PC-24



Learjet 75



Learjet 75



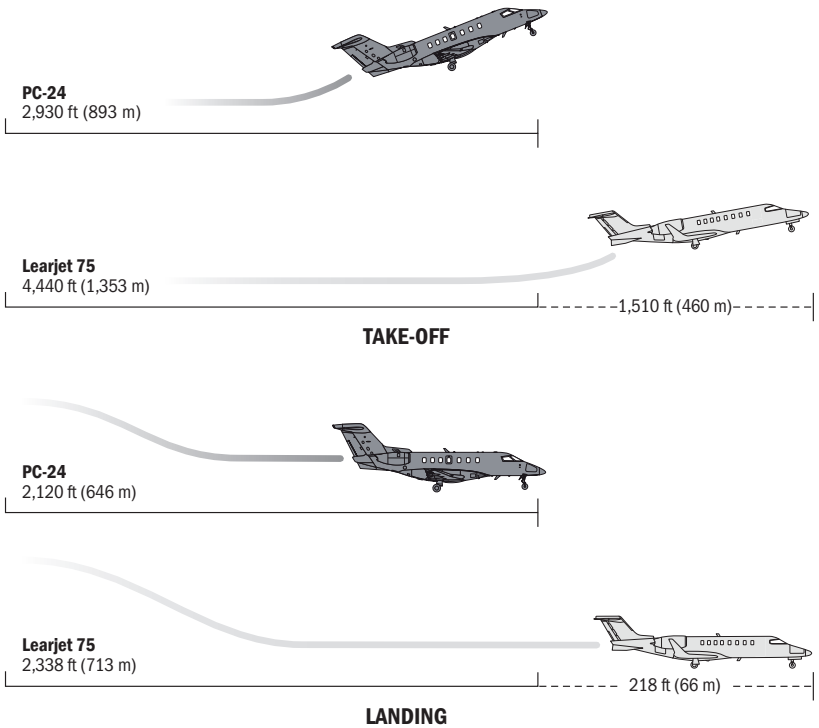
COMPARATIVE ANALYSIS

PERFORMANCE

TAKE-OFF DISTANCE	PC-24		LEARJET 75	
Balanced field length *(MTOW, ISA, sea level, dry paved runway)*	2,930 ft	893 m	4,440 ft	1,353 m
Balanced field length *(MTOW, 25 °C, 5,000 ft (1,524 m), dry paved runway)*	4,980 ft	1,518 m	5,272 ft	1,607 m

RATE OF CLIMB/ALTITUDE				
Time to climb *(FL 450 at MTOW)*	25.5 min		33.7 min	
Maximum certified altitude	45,000 ft	13,716 m	51,000 ft	15,545 m
Maximum altitude single engine operation *(with engine anti-ice on)*	30,000 ft	9,144 m	27,900 ft	8,504 m

LANDING DISTANCE				
Distance over 50 ft (15 m) obstacle *(4 passengers, NBAA IFR reserves, ISA, sea level, dry paved runway)*	2,120 ft	646 m	2,338 ft	713 m
Landing configuration reference speed *(4 passengers, NBAA IFR reserves, ISA, sea level)*	90 KIAS	167 km/h	113 KIAS	209 km/h



WHY PC-24

- ✓ 2,930 ft (893 m) take-off distance allows access to more airports
- ✓ Faster time to cruise altitude
- ✓ 23 knots (43 km/h) lower landing reference speed, increasing operational safety margin and reducing landing distance

COMPARATIVE ANALYSIS

PERFORMANCE

CRUISE

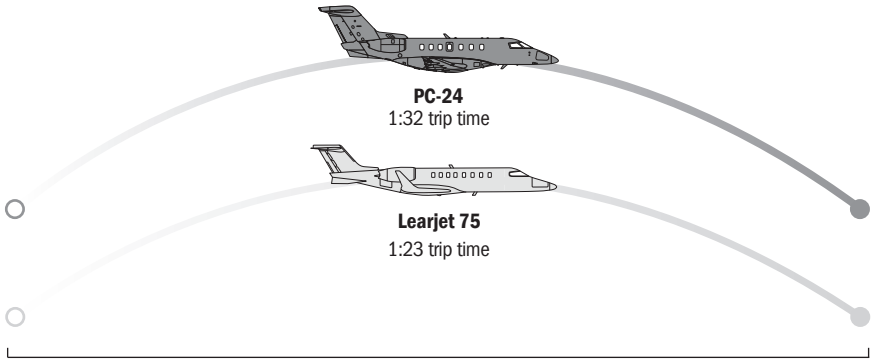
		PC-24		LEARJET 75	
Maximum cruise speed	440 KTAS	815 km/h	465 KTAS	861 km/h

FUEL CONSUMPTION

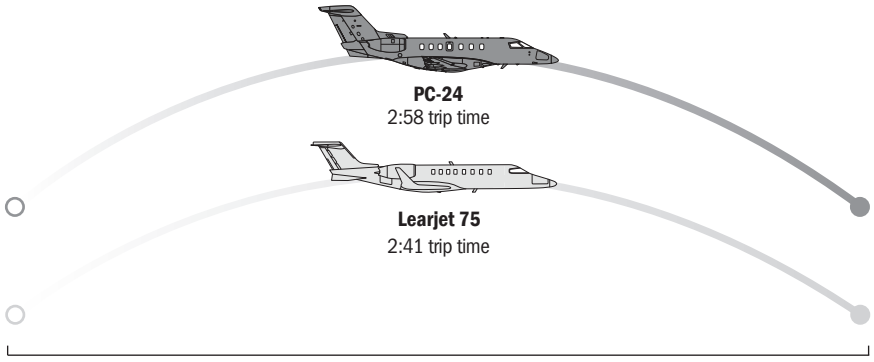
		PC-24		LEARJET 75	
Typical fuel consumption	1,837 lb	833 kg	1,850 lb	839 kg

(600 nm (1,111 km) trip block fuel, high speed cruise, 4 passengers, FL 410, ISA)

TRIP TIME



TRIP OF 600 NM (1,111 KM)



TRIP OF 1,200 NM (2,222 KM)

(2 pilots, 4 passengers, sea level origin and destination, high speed cruise power, FL 410, NBAA IFR fuel reserves.)

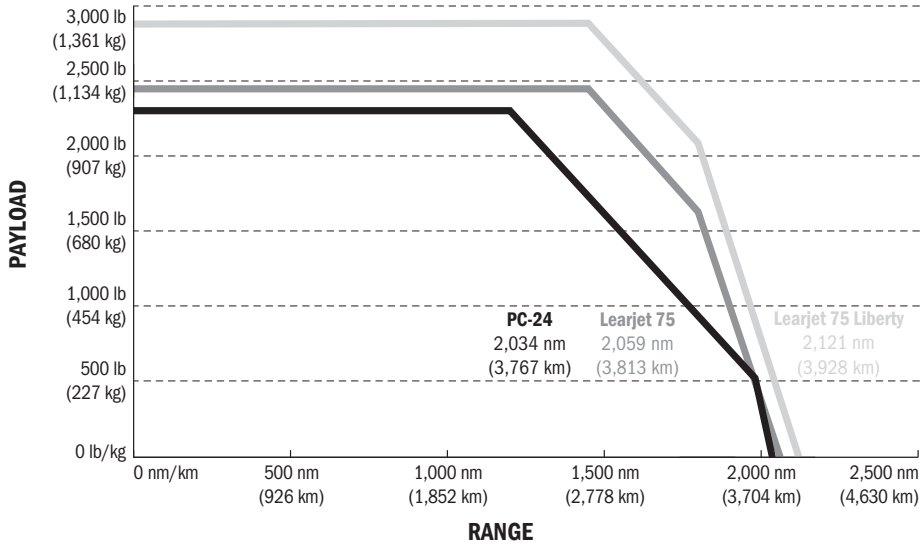
WHY PC-24

- ✓Greater passenger comfort with a minimal impact on trip time
- ✓Total trip time reduced with access to more airports, short paved and unpaved runways

COMPARATIVE ANALYSIS

PAYLOAD/RANGE

PAYLOAD/RANGE	PC-24	LEARJET 75
Maximum payload	1,150 nm 2,130 km *(2,300 lb/1,043 kg)*	1,382 nm 2,559 km *(2,450 lb/1,111 kg)*
4 passengers *(800 lb/363 kg)*	1,805 nm 3,343 km	1,904 nm 3,526 km
Executive passenger seats in cabin	8	8



(All range payload calculations with 2 pilots, high speed cruise, NBAA IFR fuel reserves with 100 nm (185 km).)

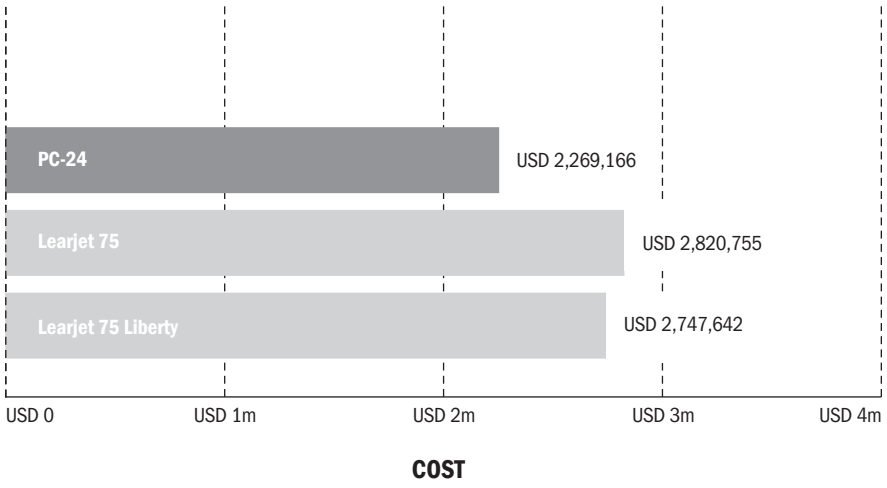
WHY PC-24

✓ Saves more than USD 100,000 per year in direct operational costs to fly the same trips

COMPARATIVE ANALYSIS

COST OF OWNERSHIP

5-YEAR OPERATIONAL COST



(Direct cost of operation over 5 years, with an average annual utilisation of 100,000 nm (185,200 km). Includes fuel, parts, labour, scheduled and unscheduled maintenance, and reserves for engine restoration and major periodic maintenance. Maintenance requirements source: Conklin & de Decker, Aircraft Report online, May 2020, fuel at USD 4.66 per gallon, maintenance labour at USD 114 per hour for turboprops and USD 136 per hour for jets.)

WHY PC-24

✓ 20 % lower direct operating cost

DISCLAIMER: data for competitive aircraft are based on information available on manufacturers' web sites and other publically available sources.

PIL|1220

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FLY PILATUS CLASS

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