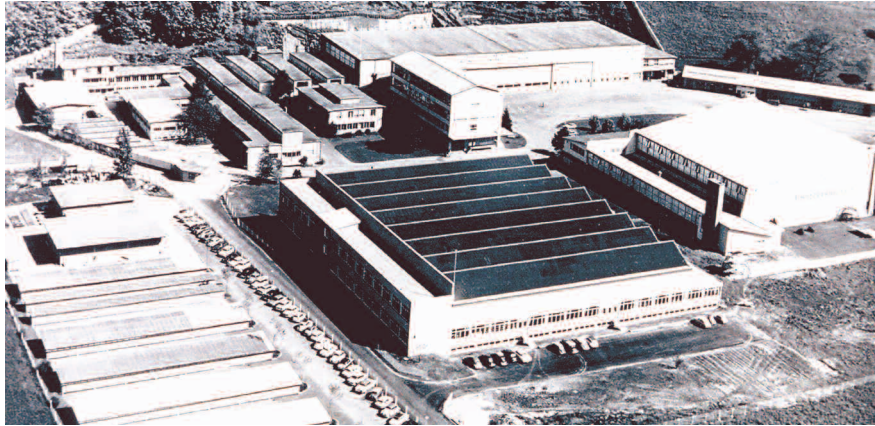


1939

- The company is founded on 16 December in the conference room of the "Nidwaldner Kantonalbank". Chairman of the Board of Directors is Commander R. von Graffenried. Henry Alioth is appointed as Director and Henry Fierz as Technical Manager.

1940

- Early March: construction starts on the production buildings.



Pilatus Stans

1941

- Early June: workshop opens with 65 employees performing assembly of the C-35, followed by overhaul work and repairs to the Me-108.
- The five-day week is introduced, a novelty in Central Switzerland.
- Approval of a project for a single-seat training aircraft, the P-1, for the military. The project is abandoned. The proposed aircraft remains a "bird on paper".

1942

- Official company inauguration on 5 February in the presence of General Henri Guisan and numerous VIPs.
- The Swiss Aviation Office orders the planning and construction of a five-seat slow-flying aircraft designed by the Swiss Federal Institute of Technology's Study Office for Special Aircraft in Zurich. The aircraft is called the SB-2 "Pelican".
- First flight by HB-AEP on 30 May 1944. No series production follows.



SB-2 Pelican

1943

- Military authorities order modification of 33 C-3603 aircraft built at the Eidgenössische Flugzeugwerke in Emmen.
- Development of a two-seat training aircraft, the P-2.
- P2-03 and P2-04 variants fitted with Hispano engines in Dübendorf prove non-airworthy.

1944

- Pilatus Ski Club is founded.
- Military authorities order the new assembly of 17 Morane D-3801; checks, modifications and overhaul work on the D-3800/01 and Me-109.
- The Pilatus fire department is established.

1945/1946

- First flight of the prototype P2-01, HB-GAB, on 27 April 1945.
- Followed by production of 53 P2-05s and P2-06s, which are delivered in two stages.



P-2 training aircraft

- Development and construction of a civilian five-seat small transport aircraft, the Pilatus P-4, using mixed construction technology, with a takeoff weight of 1,450 kg.
- First flight of a prototype, HB-AET, on 22 March 1948.



P-4 multi-role aircraft

1947/1948

- Construction of three gliders, the WLM-1, for military training purposes (timber construction).
- 1948: construction of the two-seater glider, Spyr V (timber construction).
- Pilatus Service Stations are set up in Geneva and Kloten. 1970 sold to Jet Aviation.

1949/1950

- Military authorities order under-license construction of fuselages and tail booms for the DH-100 Vampire and later for the DH-112 Venom. A total of 250 units produced until 1957. The Air Force orders modifications, checks and repair work on the AT-16 aircraft. This is performed on a total of 55 machines until 1958.

1951

- Design of an aircraft for artillery observation, the Pilatus P-5, for the military authorities. Project is abandoned.

1952/1953

- Launch of the company's own pension plan with 63 members.
- Development of a training and exercise aircraft, the Pilatus P-3, to meet air force needs. 78 production P3-03s and P3-05s were produced for the Swiss Air Force up until 1958. Six P3-04s dispatched to the Brazilian Navy in 1963 were the first Pilatus exports ever!



P-3 training aircraft

1954/1955

- Construction of a technical administration building; additions made in 1958.

1956

- Construction of Hall 2 for aircraft overhauls.
- E.G. Bührle, the founder of Pilatus Aircraft Ltd, dies in November. His son, Dieter Bührle, takes over the management of the group.

1957/1958

- Development work starts on the PC-6 Porter - an all-metal civilian transporter aircraft with short takeoff and landing characteristics.

1959

- Through 1975: production of 1,250 radar screens (grid reflectors) on behalf of Contraves.
- Pilot Rolf Böhm takes the PC-6 on its first flight on 4 May.
- Hermann Geiger, representing the Valais section of the AeCS, buys the third Porter of the preliminary production series, HB-FAP. The follow-up company, Air Glaciers, later acquires several more Turbo Porters, including the prototype PC-6/A, HB-FAD.

1960

- Through 1969: overhaul work on the DC-3 for Swiss Air.
- Ernst Saxer and Emil Wick fly the Porter HB-FAN with the inscription YETI to Nepal and take part in the Swiss Dhaulagiri Expedition. Landings at 5,500 meters above sea-level set a new world record.



1961

- Aircraft entrepreneur S. Wien from Alaska is the first foreigner to buy a Porter. He follows up with orders for several more machines, including Turbo Porters with Astazou and PT6A engines. A competitor company, Northern Consolidated Airlines, also places orders with Pilatus. Michael Ziegler purchases the first series Turbo Porter with skis and sets up Air Alpes, a flight tour company in Chambéry. On 15 November 1968, he takes a Turbo Porter fitted with an Astazou XIV turbine to a height of 13,485 m - a world record for aircraft in this weight category.



The legendary Turbo Porter

1962

- The military authorities order the Mirage III S and RS. Between 1964 and 1968, Pilatus builds various components for 54 machines, and assembles all fuselage fittings.

1963

- Order from sister company Contraves to produce a total of 1,400 power supply trolleys.

1964

- Construction of hall for custom production and metal cutting/shaping.
- PC-6 license granted to the American company, Fairchild Hiller.
- Collective health insurance contract signed on 1 January with Konkordia and sick pay insurance with SUVA.

1965

- The first US astronaut Colonel John H. Glenn visits Pilatus on 5 June and comments enthusiastically on the Porter, which he piloted on the transit flight from Kloten.
- Construction of a twin-engine PC-8D proof-of-concept aircraft using the main Porter components. Two piston engines mounted above the wing sections produce 290 horsepower each. The prototype, HB-KOA, completes the first flight on 15 November 1967. No series production follows.



PC-8



- The first edition of Pilatus Post is published in December.
- 1966
- A P-3 is modified by fitting a gas turbine engine (Pratt & Whitney PT6A-20, 550SHP) and called the Pilatus P-3B; first flight on 7 April.
  - 22 September: Pilatus becomes general agent for the MU-2 business aircraft made by Mitsubishi Heavy Industries Ltd.
- 1967
- Construction of the commercial administration building.
  - CIBA Pilatus Aerial Spraying Company is established as a subsidiary to participate in various crop spraying projects worldwide, particularly in Indonesia. Through 1983 15 Turbo Porters and other types of aircraft were developed.
  - First flight of the Twin Porter PC-8 HB-KOA in November with Hans Galli.
- 1968
- 20 years of the Pilatus Air Service in Geneva-Cointrin.
  - Last Mirage fuselage leaves the works.
  - Pilatus completes and presents the first fully-automatic Pilatus brand car wash.
  - Porter export scandal.
  - Factory's own water purification plant goes into operation.
  - 25th anniversary of the Pilatus Ski Club.
- 1969
- Pilatus closes its maintenance base for DC-3 aircraft.
- 1970
- Introduction of individual working hours.
  - License production of 66 Alouette III helicopter fuselages for military requirements.
  - Project for a PC-10, a twin-engine transporter on the drawing board - self-supporting middle-wing model with fixed landing gear and front wheel for 16 passengers, folding rear gate, driven by two piston engines of 500 hp each or equivalent propeller turbines, 4,700 kg takeoff weight - was never produced.

- Pilatus acquires the manufacturing rights for the all-metal B4 glider (constructor: Gerd Basten). Redesigned for rational production, weight is reduced and compliance with stricter construction regulations ensured: model name B4/PC-11.



B4/PC-11

1971

- The Pilatus aviation club MFG-PIL is established.
- Pilatus introduces monthly salaries for all employees.

1972

- Through 1973: production of 12 air inlet fairings for engine pods on the French Dassault "Mercure" aircraft, on behalf of the Eidgenössische Flugzeugwerke in Emmen.
- The Employer and Employees' Councils merge to form the Employee Commission (BK).
- Military authorities order the production of 1,572 lorry trailers; production continues until 1975.
- Rollout of the all-metal B-4/PC-11 glider. First flight of series model HB-1101 on 5 May. 322 units produced; rights to manufacture sold to the Japanese company NIPPI in June 1978.
- Equipping and conversion of Hunter fuselages. Overhaul work performed on these aircraft from 1973 onwards.
- PC-6 Twin Porter development work discontinued for good.

1973

- The 1,000th Venom to be overhauled by Pilatus leaves the servicing hall.
- Sale of aircraft washing project and design to SIG.

1974

- Cooperation with the company Bühler of Uzwil.
- Manufacture of the two-seat ZISC 74 boat with a 265 hp 4-disc rotary-cylinder engine on behalf of Dr. Wankel. Successful trial run on Lake Lucerne in the summer of 1975. Experiment was not pursued further.
- "Master Porter PD-01" project managed by Wilhelm Benz is presented to the public in Munich but abandoned shortly afterwards.
- Construction of a second prototype known for the first time as a Pilatus PC-7, a conversion of a P3-05, for flight trials and presentation. Serial model completely redesigned based on US construction regulations FAR 23.

1975

- Pilatus acquires a servicing license from the French company Aerospatiale for its Alouette and Lama helicopters.

- Pilatus takes part in the construction of Ariane, the European space rocket: various tests with the payload fairing definition and production of the heat shield.
- Construction of 17 cells (fuselage, wings and tail) for the "Flamingo" MBB-233 aircraft on behalf of the company Farner in Grenchen.
- 12 May: first flight of the second PC-7 prototype, HB-HOZ.



PC-7

1978

- Maiden flight of the first series PC-7, HB-HAO, on 18 August.

1979

- Delivery of the first three series production PC-7 Turbo Trainers.
- Construction of CIBA Pilatus operations building (workshop and administration).
- Takeover of Britten-Norman, the British aircraft manufacturing company based on the Isle of Wight. Company operates under the name Pilatus Britten-Norman (PBN); produces twin-engine transport aircraft in the 3,000 to 4,000 kg weight range. Workforce of 250.

1980

- Order from British Aerospace (BAe) for the construction and manufacture of landing gear wells. Sandwich construction cladding for the Airbus A-310.
- Our draughtsmen and engineers get ready to work with CAD (Computer Aided Design).

1981

- Construction of the new warehouse with forwarding department and mailing office.
- Introduction of flexitime with a workforce of 882 employees.
- Swiss parliament approves a loan for the purchase of 40 PC-7 Turbo Trainers on 4 July.



PC-7 in the Swiss Air Force colours

1982

- P-2 is retired: after 36 years, the Swiss Air Force P-2 fleet is taken out of service on 21 May.
- The PC-7 Turbo Trainer is redesigned as the Pilatus PC-9: enhanced engine performance, improved aerodynamic shape, ejection seats and contemporary cockpit design with mainly digital instruments. HB-HPA completes first flight on 7 May 1984.



PC-9

1983

- Construction of the building for chemical-physical surface treatment with materials testing facility, workshop for composite technology and offices.

1984

- The 14th PC-6 Turbo Porter is delivered to the Zimex aviation company. Zimex operates the largest civilian fleet of Porters (15 in total), chartered by the petroleum industry and the International Committee of the Red Cross.

1985

- The 750th helicopter, an Alouette II, is serviced by Pilatus in 1986.
- The Australian government opts for the PC-9, manufactured under license.

1987

- Handover of three PC-7s to the "Martini" team, famous for its professional formation flying.
- Start of development work on a single-engine transporter, the Pilatus PC-12: 4,000 kg takeoff weight, nine to 14 seats or equivalent freight, pressurised cabin, retractable front landing gear, turbine engine 1605 SHP, cruising speed 487 km/h (268 kts).



PC-12

1988

- The 250th Hawker Hunter Mk 58 to be overhauled by Pilatus leaves the servicing hall.



1989

- Start of license work on the British Aerospace (BAe) HAWK jet trainer chosen by the Swiss military. Pilatus shares this work with the Flug- und Fahrzeugwerke Altenrhein AG (FFA) and the Eidgenössische Flugzeugwerke in Emmen. The fuselage cells and wings are delivered by British Aerospace.
- Partnership-based involvement in the British Aerospace (BAe) Jetstream 31 and Jetstream 41 projects. Working together with the French firm Aerospatiale, Pilatus manufactures the cockpit structure and doors of the Super Puma heavy-lift helicopter.
- Presentation of a full-size fuselage model of the planned Pilatus PC-12 at the National Business Aircraft Association (NBAA) exhibition in Atlanta, USA.
- Contract with McDonnell Douglas to manufacture boarding stairs for the MD-80/90 airliner. 345 sets of stairs are made until the end of 1999.
- Construction of another works building.

1990

- Business operations are hit by international political and economic factors (recession, demilitarisation, Gulf crisis). Workshop jobs are safeguarded thanks to substantial levels of subcontractor work.
- Delivery of 10 PC-9s to the Federal Republic of Germany with specially developed target-tow system.
- Agreement with Beech USA about involvement in the JPATS program for over 700 PC-9 MkII training aircraft for the US Air Force and US Navy.
- Approval of the "proof of concept prototype" for the PC-12.
- Start of production in Buochs with Jetstream, Super Puma and subcontractor work until 1995.

1991

- Critical order volumes in early 1991 necessitate restructuring and other measures. 200 jobs lost and cost-cutting plans introduced.
- Pilatus commits itself to the PC-12 to secure its long-term future. HB-FOA completes its first flight on 31 May. This aircraft is taken out of service at the end of 1996 after 644 flying hours.

1992

- Development of the PC-7 MkII starts on 17 August; first flight of HB-HMR on 28 September after just 42 days.



PC-7 MkII

- The PC-12 flight trial program proceeds according to schedule. Expansion of civilian aircraft servicing business compensates for decrease in military servicing orders.

1993

- Cell construction and pre-assembly work on the PC-6 Porter are transferred to Letov in Prague.
- The management and employee representatives design a modern flexible working hours model.
- First flight by the second PC-12 prototype, HB-FOB, on 28 May.



- South Africa places an order for 60 PC-7 MkIIs towards the end of the year.
- The PC-12 has passed key cost-intensive flight trial and certification phases.
- The contract for transferring PC-12 cell construction work to Portugal is signed.
- Pilatus leaves the Jetstream and Eurocopter subcontractor programs.
- Signing of an important subcontractor agreement for the production of F/A-18 "Outerwings".
- The planned take-over of Piper fails due to the product liability risk.

1994

- Pilatus introduces employee profit-sharing and performance-related bonuses.
- The PC-7 MkII is approved in September and the first twelve aircraft for South Africa are delivered according to schedule.
- The PC-12 is approved by the Swiss Federal Office for Civil Aviation on 30 March, and by the American Federal Aviation Administration (FAA) on 15 June.
- Pilatus participates with all its products at the "Air 94" air show at Buochs Airport. The event proves very popular with the public.
- The PC-6 Porter is equipped with a four-bladed propeller.

1995

- Strict export regulations prevent an important business deal with Mexico for training aircraft.
- The US Air Force and US Navy opt for 711 Beech Pilatus PC-9 MkII (JPATS program) in what is the success story of the year. The deal generates license fees for Pilatus.
- Start of development work on the PC-12 Eagle for coast and border surveillance.

1996

- The Swiss National Council decides that training aircraft do not come under the War Materials Act.

- The sales company Pilatus Business Aircraft, Ltd. is set up in Denver, Colorado (USA) on 1 May.



Pilatus Business Aircraft, Ltd.

## 1997

- With the payload increased to 4.5 tons, the PC-12 is now the best performer in its category.
- Pilatus Maintenance becomes a separate business division with integral aircraft and helicopter overhauls, component maintenance and other services.
- The modularization of the PC-7 MkII and PC-9 improves flexibility and delivery capacity.
- Swiss voters deliver a resounding "No" to the arms export initiative. This clarifies the framework conditions for the export of training aircraft once and for all.
- After 26 years, Pilatus returns to Geneva Airport with the acquisition of Transairco SA – TSA (now RUAG Aerospace AG Aircraft Services Network).
- Approvals for Commercial Single Engine IFR in two important markets: the USA and Australia.
- Celebrations to mark the rollout of the 100th PC-12.
- Another milestone in Pilatus history: a new milling system goes into operation.
- "RENOVE" reorganisation project: Pilatus reorganises itself into independent Business Units: Government Aviation, General Aviation and Maintenance.
- The Pilatus Ideas Pool (PIP), a new forum for suggestions, is introduced.

## 1998

- Government Aviation feels the continuing impact of the economic crisis in Far East markets.
- Pilatus sells Pilatus Britten-Norman, its British subsidiary.
- Airlines in Canada and the USA commit to the PC-12.
- The PC-12 sales and service network is expanded around the world.
- A renaissance for the legendary PC-6 Porter with deliveries of 11 units.
- The company's many years of consistent efforts for the environment are rewarded: Pilatus wins the "Albert Koechlin Stiftung" environmental award on 24 September.

- November: Pilatus embarks on the PC-21 development project to build the world's best-ever turboprop training aircraft.



PC-21

1999

- Pilatus wins an important order from Oman for 12 PC-9s, including simulator and training.
- Pilatus celebrates several anniversaries on 28 August: 60 years of Pilatus, 40 years of the PC-6 Porter and 20 years of the PC-7 trainer.



2000

- The Royal Malaysian Air Force buys nine PC-7 MkII training aircraft plus training systems, logistics and spares.
- Pilatus announces that a Swiss investor group has signed a contract to take over 100% of the Unaxis share capital (formerly Oerlikon-Bührle).

2002

- Rollout of the new PC-21 training aircraft, on 30 April. First flight takes place on schedule two months later, on 1 July.

2003

- Pilatus takes over FFA Aircraft Maintenance AG in Altenrhein as of 1 January. Altenrhein Aviation Ltd is founded.

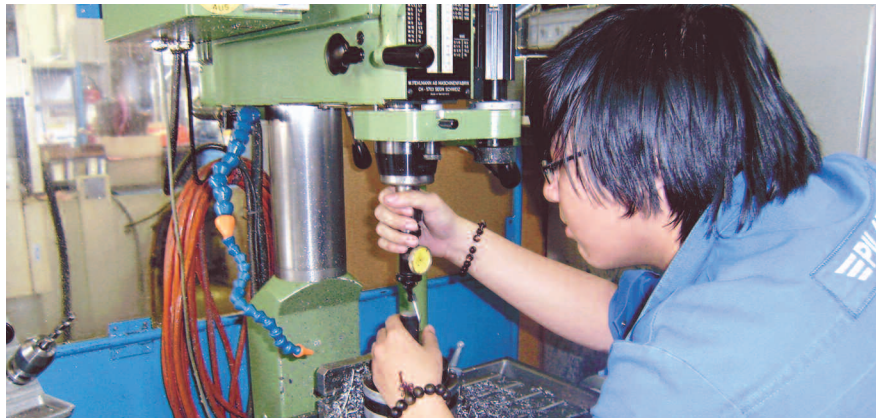


Altenrhein Aviation Ltd

- On 16 January, the Irish Defence Minister signs a purchase contract for eight PC-9 Ms. The order includes the training aircraft, a complete training system, logistics material and spare parts.

2004

- The Bulgarian Air Force purchases six PC-9 M training aircraft, one transport and liaison PC-12 aircraft, plus training systems, logistics material and spare parts. Deliveries take place in 2004.
- Orders for the PC-12 flood-in, setting a record in March when the company announces that the annual production for 2005 is sold out.
- Re-certification of our Quality Management System: EN 9100 and ISO 14001 is the new standard. They will always be renewed together in future.
- Pilatus realises it has a responsibility to create training places. In the next four years over 90 apprentices will be in training with Pilatus.



Polymechanic at work

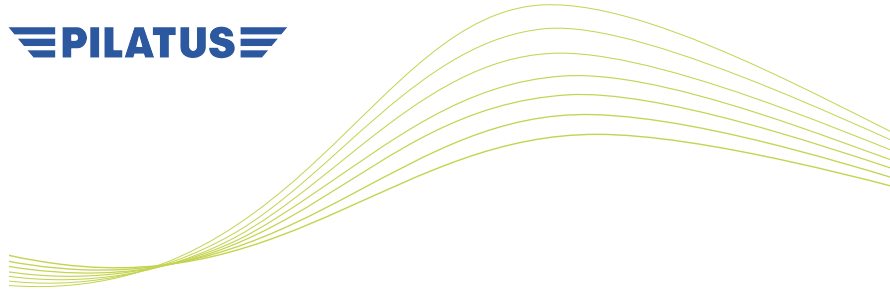
- The Royal Australian Air Force signs a PC-9 upgrade contract.
- The second PC-21 prototype P02 successfully completes its first flight on 7 June.
- The PC-21 receives type certification in December, opening the way for series production.
- The legendary Pilatus Porter PC-6 is still in great demand despite its 45-year-old design. Several totally overhauled models and three new aircraft are delivered to customers.
- The 500th PC-12 is ready for delivery to the USA in December 2004. At the same time, Pilatus reaches 1,000,000 PC-12 flying hours - a further anniversary to celebrate.



500th PC-12

2005

- On 10 January, a new Corporate Design is introduced, creating a consistent appearance for the Pilatus brand. It is not only mandatory for Pilatus headquarters but also for all Pilatus subsidiaries.



- A tragic aircraft accident on 13 January shocks Pilatus and the whole environment. The PC-21 prototype P02 is completely destroyed and our Chief Test Pilot loses his life. The Federal Office for Civil Aviation (FOCA) mandates an aircraft grounding for the remaining PC-21 prototype but is soon abolished on 21 January, based on the provisional investigation results of the Swiss Aircraft Accident Investigation Bureau (AAIB).
- Pilatus rents the painting shop in the RUAG area in Ennetbürgen to increase its painting capacity.
- A total of 80 PC-12s are produced in 2005, setting a new record. Due to the intense orders, the production rate for 2006 is raised to 90 PC-12 aircraft.
- On 29 August the first PC-21 serial production aircraft S/N 101 performs its first flight.



PC-21 S/N 101

- The UK based company 3i acquires a minority share in Pilatus.
- The PC-12 model is enhanced by a MTOW increase of 240 kg to 4740 kg, optimizations to the ailerons reduce control forces by 60%, new wingtips similar to the PC-21, new crew seats, and aerodynamic improvements are introduced. On 14 December, Pilatus receives the Type Certificate for this new model PC-12/47 from the Swiss FOCA followed by the US FAA Type Certificate on 23 December.

2006

- On 20 February, the Malaysian Ministry of Defence signs a contract for ten PC-7 MkII Turbo Trainer aircraft. Deliveries are to take place in 2007.

- On 28 April, Pilatus celebrates the delivery of its 600th PC-12 to Aviation Sales, Inc., our Sales and Service Center in Denver, Colorado (USA).
- In May, Pilatus celebrates the 10th anniversary of the founding of its U.S. arm, Pilatus Business Aircraft, Ltd. The wholly-owned subsidiary was founded in 1996 and is involved in selling, completing, and supporting approximately 70% of the PC-12 deliveries in the world.
- On 31 May, the Swiss Federal Council adopts the Defence Program 2006, which contains six PC-21s for the Jet Pilot Training System (JEPAS) operated by the Swiss Air Force. After the approval from the parliament in autumn, the Swiss National Assembly accepts the Defence Program on 13 December 2006.
- The Board of Directors elects Oscar J. Schwenk, formerly President and CEO, as the new Chairman of the Board of Directors. He assumes his new position from 1 July. Thomas Bosshard was elected as the new CEO of Pilatus Aircraft Ltd with effect from 1 July.
- The newly formed Pilatus PC-12 Centre Southern Africa, which is based at Rand Airport close to Johannesburg, is the new exclusive factory-authorized sales and service centre for Southern Africa. It begins operations on 1 October.
- On 16 October, at the NBAA Meeting and Convention, Pilatus reveals that the company's flagship PC-12 will receive several major enhancements, including fully integrated avionics, a new cockpit design, higher performance, and advanced systems. The aircraft is scheduled to be certified by the end of 2007.
- In November, Pilatus is selected from four competing bids to supply the PC-21 Advanced Turboprop Trainer Aircraft to the Republic of Singapore Air Force. Commencing in June 2008, Pilatus will supply nineteen PC-21s and a 20-year engineering and logistics support programme.
- On 16 January, financing for the Singapore order is signed with the Bank of New Zealand Australia.
- On 22 January, an agreement is signed with armasuisse for six PC-21 training aircraft, associated logistics and engineering services, plus mission planning and debriefing systems for the PC-21 Jet Pilot Training System used by the Swiss Air Force.

2007



PC-21 in the Swiss Air Force colours

- Aviation Sales, Inc., one of our leading PC-12 distributors, delivers its 100th PC-12 in early February.

- On 13 March, the Board of Directors approves an investment application for a new assembly hall to be constructed essentially from wood. The total investment of CHF 27.3 million also includes offices and a fully-equipped Visitor Centre. Building work commences on 18 June, after reception of the appropriate permit.



- On 11 April, Pilatus announces that TSA, a fully-owned subsidiary acquired in 1997, has been sold to the RUAG technology group for strategic reasons. TSA will remain in charge of PC-12 sales and servicing in France, Belgium and French-speaking Africa.
- In mid-April, the V. Kelner Pilatus Center Inc., our sales and service centre in Thunder Bay, Ontario (Canada), hands over the 700th PC-12 to an existing PC-12 customer.
- On 27 April, Pilatus receives the IFR certification for the PC-21 from the Swiss FOCA.
- The "Next Generation PC-12" makes its first appearance at the 60th NBAA, held from 25 to 27 September in Atlanta, Georgia. The new model proves extremely popular, and sells out - until the end of 2009 - shortly after its launch.



PC-12 NG Cockpit

- On 5 December, the official handover of the ten Royal Malaysian Air Force PC-7 MkIIIs takes place. One of these aircraft is also the 800th Pilatus turbo trainer.



- In 2007, the cockpit overhaul of the 18 Swiss Air Force PC-7s, started in 2005, is successfully completed. The fleet has already been in operation for 25 years.



NCPC-7

2008

- 92 PC-12s are delivered in 2007. Production is to be increased to 96 in 2008 to meet continuing high demand. Pilatus Customer Support scores top marks in the customer surveys conducted by AIN and the Professional Pilot magazine (turboprop category). First place went to Pilatus for the fourth and sixth consecutive years respectively.
- Fredy Glarner and Markus Bucher, both long-serving Pilatus employees, are appointed Head of Manufacturing and Head of Aircraft Assembly respectively, effective as of 1 January. The previous occupants of these posts retired from the company.
- On 29 February the contract for the conversion of ten further Swiss Air Force PC-7s is signed with armasuisse.
- The PC-12 NG is certified by the European Aviation Safety Agency (EASA) and the FAA on 28 March. After turning out 788 Legacy PC-12s, production now shifts to the PC-12 NG. 2008 sees the delivery of 97 PC-12s, including 73 PC-12 NGs – and the 800th PC-12.
- On 2 April one of the world's largest cargo aircraft, an Antonov An-124, takes off for Western Australia, carrying the first part-delivery of PC-21s for the Republic of Singapore Air Force. The last of the first six aircraft, of a total of 19, is handed over on 28 May and cleared for full flight operations.
- armasuisse takes delivery of the first four PC-21s for the Swiss Air Force in early May, and flight operations commence in Emmen. Final acceptance of all six PC-21s goes ahead in July – right on time for the first round of pilot training.
- The new Assembly Hall, providing more space for 200 workplaces, is officially opened on 20 September in the presence of staff, contractors and guests from the world of politics and business. A week later, the doors open to the general public. Some 7000 visitors from near and far take advantage of this opportunity.
- On 16 October, the South African Air Force signs a contract to upgrade the avionics system on 35 of its PC-7 MkIIIs, purchased in 1993. As a unit, the South African Air Force fleet completed its 100,000th flight hour in 2006.
- The new Sales and Service Center for Northeast America is announced in December. The new center, Pro Star Aviation in Londonderry, New Hampshire, will assume responsibility for sales, marketing and servicing of PC-12s in New York, New Jersey, Delaware, Connecticut, Rhode Island, New Hampshire, Vermont, Maine Massachusetts and Michigan.

- In 2008, Professional Pilot and Aviation International News magazines vote Pilatus Customer Service top of the turboprop category for the seventh and fifth consecutive years, respectively. Professional Pilot magazine puts us ahead of all our competitors in the Jets category in the overall ranking.