1939 • The company is founded on 16 December in the conference room of the “Nidwaldner Kantonalbank” by Emil Georg Bührle.

1940 • Early March: construction starts on the production buildings.

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.

• 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”.

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.

• Pilatus Ski Club is founded.

1944 • 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.

• First flight of SB-2 Pelican (HB-AEP) on 30 May. No series production follows.

1945 • First flight of the prototype P-2 (HB-GAB) on 27 April.

1946 • Production of 53 P-2, which are delivered in two stages.

1947 • 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.

• First flight of the prototype (HB-AET) on 22 March.

1949 • 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.
1950 • 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 • Launch of the company’s own pension plan with 63 members.

1953 • Development of a training and exercise aircraft, the Pilatus P-3, to meet air force needs. 78 production P-3s were produced for the Swiss Air Force up until 1958.

1954 • Construction of a technical administration building.

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

1959 • Through to 1975: production of 1,250 radar screens (grid reflectors) on behalf of Contraves.

• First flight of PC-6 (HB-FAN) on 4 May.

1960 • Through to 1969: overhaul work on the DC-3 for Swiss Air.

• The Pilatus Porter HB-FAN with the inscription YETI flies to Nepal and takes part in the Swiss Dhaulagiri Expedition. Landings at 5,500 meters above sea-level set a new world record.

1963 • Order from sister company Contraves to produce a total of 1,400 power supply trolleys.

• Six P-3s dispatched to the Brazilian Navy were the first Pilatus exports ever!

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 • Construction of a twin-engine PC-8 D proof-of-concept aircraft using the main Porter components. Two piston engines mounted above the wing sections produce 290 horsepower each.

• The first edition of the employee magazine 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-3 B, respectively PC-7 later. First flight on 7 April.
• 22 September: Pilatus becomes general agent for the MU-2 business aircraft made by Mitsubishi Heavy Industries Ltd.

1967 • First flight of the Twin Porter PC-8 D (HB-KOA) on 15 November.

PC-8 D

• 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.

1968 • Pilatus completes and presents the first fully-automatic Pilatus brand car wash.

• Factory’s own water purification plant goes into operation.

• On 15 November the Turbo Porter fitted with an Astazou XIV turbine flies to a height of 13,485 m – a world record.

The Legendary Turbo Porter

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 B-4 glider. Redesigned for rational production, weight is reduced and compliance with stricter construction regulations ensured: model name B-4/PC-11.

• Pilatus service stations in Geneva and Kloten are sold to Jet aviation.

• The Pilatus aviation club MFGP is established.

1971 • Pilatus introduces monthly salaries for all employees.

• Through to 1973: production of 12 air inlet fairings for engine pods on the French Dassault “Mercure” aircraft, on behalf of the Eidgenössische Flugzeugwerke in Emmen.

1972 • 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.

B-4/PC-11

• Equipping and conversion of Hunter fuselages. Overhaul work performed on these aircraft from 1973 onwards.

1973 • The 1,000th Venom to be overhauled by Pilatus leaves the servicing hall.

• Sale of aircraft washing project and design to SIG.
1974 • Manufacture of the two-seat ZISCH 74 boat with a 265 hp 4-disc rotar-ty-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 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 P-3, for flight trials and presentation. Serial model completely redesigned.

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.

1978 • Rights to manufacture B-4/PC-11 sold to the Japanese company NIPPI in June.

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 A310.

1981 • Construction of the new warehouse with forwarding department and mailing office.

• Introduction of flexitime.

• Swiss parliament orders 40 PC-7 Turbo Trainers in May.

1982 • 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.

1983 • Construction of the building for chemical-physical surface treatment with materials testing facility, workshop for composite technology and offices.

1984 • First flight of PC-9 (HB-HPA) on 7 May.

1985 • The Australian government opts for the PC-9, manufactured under license.

1986 • The 750th helicopter, an Alouette II, is serviced by Pilatus.

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.

1988 • The 250th Hawker Hunter Mk 58 to be overhauled by Pilatus leaves the servicing hall.
• Start of license work on the British Aerospace (BAe) HAWK jet trainer chosen by the Swiss military.

1989 • 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.

• 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.

1990 • 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.

• 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.

• PC-12 (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.

1993 • South Africa places an order for 60 PC-7 MkIIs.

• 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

1994 • Pilatus introduces employee profit-sharing and performance-related bonuses.

• The PC-12 is approved by the Swiss Federal Office for Civil Aviation, and by the American Federal Aviation Administration (FAA).

• 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.

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

• 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.

1997 • 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 SA Aircraft Services Network).

• Celebrations to mark the rollout of the 100th PC-12.

• “RENOVE” reorganisation project: Pilatus reorganises itself into independent Business Units: Government Aviation, General Aviation and Maintenance.

1998 • Pilatus sells Pilatus Britten-Norman, its British subsidiary.

• The PC-12 sales and service network is expanded around the world.

• The sales company Pilatus Australia Pty Ltd is set up in Adelaide, Australia on 7th August.

• The company’s many years of consistent efforts for the environment are rewarded: Pilatus wins the “Albert Koechlin Stiftung” environmental award on 24 September.

1999 • 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.

• Pilatus wins an important order from Oman for 12 PC-9s, including simulator and training.

2000 • The Royal Malaysian Air Force buys 9 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).

2001 • For the first time the number of personnel climbs over 1000 employees.

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.

• On 16 January, the Irish Defence Minister signs a purchase contract for 8 PC-9 Ms. The order includes the training aircraft, a complete training system, logistics material and spare parts.

• The Bulgarian Air Force purchases 6 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.
2004 • Re-certification of our Quality Management System: EN 9100 and ISO 14001 is the new standard. They will always be renewed together in future.

• The Royal Australian Air Force signs a PC-9 upgrade contract.

• The PC-21 receives type certification in December, opening the way for series production.

• 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.

2005 • 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).

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.

• 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.

2007 • 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.

• 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.

• The PC-12 NG 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.

• 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.
2008 • 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.

• The new Assembly Hall, providing more space for 200 workplaces, is officially opened on 20 September.

2009 • A decision is made to introduce short-time working in Stans from 1 September onwards. The production-related areas of Manufacturing and Aircraft Assembly are the most directly affected. Normal working hours are resumed six months later.

• The South African Air Force commissioned Pilatus to equip its fleet of Pilatus Astra PC-7 MkIIs (35 aircraft) with a new, modern cockpit.

• In mid-November the United Arab Emirates Air Force & Air Defense opt for a fleet of twenty-five Pilatus PC-21 turboprops to meet training needs for their future military pilots. This major order also includes simulators and comprehensive logistics support. Delivery is scheduled for 2011 onwards.

2010 • In July Pilatus celebrates delivery of the 1000th PC-12.

• The South African Air Force commissioned Pilatus to equip its fleet of Pilatus Astra PC-7 MkIIs (35 aircraft) with a new, modern cockpit.

• The Swiss Air Force expands its jet pilot instructor and training system (JEPAS) and signs an order for a further two Pilatus PC-21 training systems and a simulator. Deliveries are planned for 2012.

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2011 • Pilatus launches the iPad delivery programme. New PC-12 NG owners are presented with an Apple iPad loaded with interactive content which can be individually tailored to the specific aircraft.

• The Botswana Defence Force opts to buy five PC-7 MkII training aircraft. The order also includes training support, spare parts and logistics assistance.
• Pilatus now offers a choice of ten different apprenticeship courses and trains 100 apprentices at a time.

100 Apprentices

• Successful certification of a smoke system for the PC-21 for future use by our display teams.

• Pilatus introduced a companywide Safety Management System.

2012 • The last three of a total of 25 PC-21s are officially handed over to the United Arab Emirates on 30 January.

Three UAE PC-21s

• In April, Pilatus aircraft feature prominently on the foil tops of Emmi cream capsules.

Emmi cream capsules

• On 24 May, Pilatus concludes a major training aircraft order with the Indian Air Force, for 75 PC-7 MkIIs. The maiden flight takes place just five months later.

Indian Air Force PC-7 MkII

• A day later, the Royal Saudi Arabian Air Force signs a contract for the purchase of 55 PC-21s.

• On 23 July, the third big order in a row: 24 PC-21s for the Qatar Emiri Air Force.

2013 • The formal Handover Ceremony of five PC-7 MkIIs to the Botswana Defence Force takes place on 8 February.

PC-7 MkII Botswana

• On 21 May Pilatus unveils the PC-24, the “Super Versatile Jet” at the “European Business Aviation Convention & Exhibition” (EBACE) in Geneva. The PC-24 is the first business jet worldwide with the ability to use very short runways, paved or unpaved, and a cargo door as standard. The jet also boasts an enviably spacious cabin which can be configured to individual requirements.

PC-24, the world’s first “Super Versatile Jet”

• In May, the global fleet of PC-12s reaches a major milestone by accumulating 4,000,000 flight hours.
• Pilatus Aircraft Industry (China) Co., Ltd opens for business on 5 August in the Chinese metropolis of Chongqing. The new joint venture company will allow Pilatus to establish itself in the Chinese market.

• In August Pilatus delivers the 1200th PC-12.

The 1200th PC-12

- Sales revenue surpasses the one billion Swiss franc mark for the first time in the 75-year history of the Pilatus Group.

2014 • Readers of Professional Pilot magazine rank Pilatus as the best customer service provider in the world for the 13th time in a row. Aviation International News also reports that Pilatus retains its leading position.

• Pilatus first opens its PC-24 order book at EBACE in Geneva on 20 May and sells 84 PC-24s in just one and a half days – that is all the PC-24s scheduled to come off the production line during the first three years!

A successful start for sales of the PC-24 at EBACE 2014

- Production of PC-21s for Qatar and Saudi Arabia, and of PC-7 MkIIs for India, is in full swing. The aircraft are delivered as they come off the production line.

• The PC-24 rollout celebration goes ahead at Buochs Airport on 1 August. 35,000 visitors from Switzerland and beyond arrive in Stans to party with Pilatus!

PC-24 Super Versatile Jet

• First flight of the PC-24 Super Versatile Jet on May 11th. Prototype P01 flew across central Switzerland for a total of 55 minutes. The flight went exactly as planned with no problems whatsoever.

2015 • A brand new 4-storey car park with over 1000 spaces opens in Stans on 29 September.

• The new PC-12 NG demonstrator with special livery by Hans Erni, the renowned Swiss artist, is unveiled on 16 December to mark the company's 75th anniversary.

The new livery designed by Hans Erni

• 459 new jobs have been created at the headquarters in Stans in the past three years.

• In May, the global fleet of PC-12s reaches a major milestone by accumulating 5,000,000 flight hours.

• Altenrhein Aviation Ltd is sold.
Founded in 1939, Pilatus Aircraft Ltd is the only Swiss company to develop, produce and sell aircraft to customers around the world: from the legendary Pilatus Porter PC-6 to the best-selling PC-12, a single-engine turboprop, and the PC-21, the training system of the future. Pilatus is currently developing the PC-24 – the world’s first ever business jet for use on short unprepared runways. Domiciled in Stans, the company is certified to ISO 14001 in recognition of its efforts for the environment. The Pilatus Group includes two independent subsidiaries in Broomfield (Colorado, USA) and Adelaide (Australia) as well as a joint venture company in Chongqing (China). With over 1800 employees at its headquarters, Pilatus is one of the largest employers in Central Switzerland. Pilatus provides training for over 110 apprentices in eleven different professions – job training for young people has always been a very high priority at Pilatus.