



Armée de Terre Rents Civil Aircraft for Paratrooper Training

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The initiative stems from a **“demande d’informations” (DI)** with reference **DI_Location_d_avions_certifies**: it is not yet a “classic” tender, but a phase of [market sounding](#) to understand which civil operators can provide **certified aircraft with crew** and under what technical-economic conditions.

The main administrative points emerge from the sheet on **PLACE (Portail des marchés publics)**:

- **Administration/purchasing entity:** Ministère des Armées, purchasing entity **MINARM / SCA / PFAT - Plate-forme affrètement et transport**.
- **Deadline to respond to the DI:** January 12, 2026, at 10:00 AM (Paris time).
- **Procedure and category:** “Procédure autre”, main category “Fournitures”, **no allotment** (not divided into lots).
- **CPV code:** **60424000** (rental of air transport equipment with crew).

- **Useful operational note:** on PLACE it is indicated that **electronic response is not mandatory** and no electronic signature is required for this consultation.

From the PFAT entity profile on PLACE, it is also derived where the office managing these practices is “located”: **Base aérienne 107, aeronautical zone, Vélizy-Villacoublay (78140)**, with email and phone contacts published on the portal.

Technical requirements: two aircraft, launch profiles, and safety constraints

The request explicitly aims at **two aircraft** with different capacities, to cover various training scenarios:

- **Aéronef type A:** capacity **5-10 passengers** (small groups, dedicated sessions, training).
- **Aéronef type B:** capacity **11-18 passengers** (larger groups, more “intensive” training cycles).

Compliance requirements:

- the aircraft must be **authorized to operate on national territory**;
- they must have **valid registration and airworthiness certificates**.

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Required operations (flight/employment profiles):

- execution of **SOGR** jumps (sauts à ouverture commandée retardée, delayed controlled opening) and **SOGR / SOGR at high altitude** for **training and specialization** activities;
- sessions dedicated to **maintaining skills** and **qualification** of airborne troops personnel (TAP).

Logistical/area aspects:

- the possibility of jumps in the **reference landing zone** is foreseen and, **occasionally**, also **outside** this zone, but only under specific conditions.

Safety constraints (specified in the summaries):

- **no ammunition** and **no dangerous goods** on board;

- ability to ensure the required profiles in compliance with **aeronautical regulations** and airworthiness certificates.

What PFAT asks to detail (economic part and “hidden costs”):

- **hourly rates** for aircraft distinguishing **weekdays** vs **weekends/nights/holidays**;
- any **additional costs**: maintenance, fuel, usage fees, crew support and rotation, logistics.

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Why in the Pyrénées-Atlantiques: Pau and Bayonne (ETAP and 1er RPIMa)

The department of **Pyrénées-Atlantiques** is a crucial point of the airborne component because:

- in the **Pau** area there is the **École des troupes aéroportées (ETAP)**, indicated by the French Ministry of Defense as located at **camp “Aspirant Zirnheld”** (northwest of Pau) and a reference for the [training pipeline of airborne troops](#).
- in **Bayonne** is stationed the **1er RPIMa**, and the same official recruitment page of the Armée de Terre places the regiment in the **Citadelle général Bergé**.

In practice, renting civil capabilities “as a package” (aircraft + crew + services) allows supporting **courses, qualifications, and maintenance** without being entirely dependent on the availability of military carriers.

Finally, it is not an absolute first time: MINARM procurement archive results indicate that **in 2021** a procedure related to the **rental of a certified aircraft with crew** in the department **64 (Pyrénées-Atlantiques)** was notified, a sign that the civil market lever has already been used in the past for similar needs.