

CAHIER DES CHARGES PARTICULIÈRES
FOR THE SALE BY TENDER OF JUNE 17, 2025

**Aircraft DASSAULT FALCON 2000LX SN 237
with Medical Evacuation Capability (MEDEVAC)**



ARTICLE 1 – OBJECT FOR SALE

The Direction Nationale d'Interventions Domaniales (DNID), a service under the French Ministry of Economy and Finance, is responsible for the sale of assets belonging to the French State via its website **encheres-domaine.gouv.fr**.

The French Air and Space Force is offering for sale a Dassault Falcon 2000LX, serial number SN237.

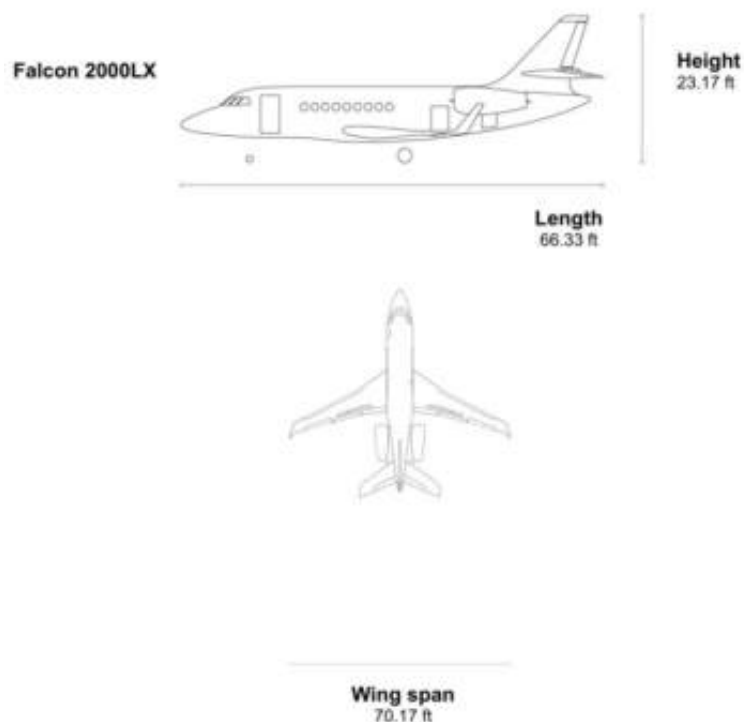
In addition to transport missions, the Falcon 2000LX SN237 of the French Air and Space Force has performed medical evacuation flights for military personnel or civilians suffering from the most severe pathologies, requiring the highest level of technical expertise and exemplary reactivity. For over thirteen years, it has carried out its missions on all continents where French forces are deployed.

The terms of this sale are described in the present specification document.

This Cahier des Charges Particulières (CCP) aims to sell by "tender," as a single lot, a **DASSAULT FALCON 2000LX SN 237 with medical evacuation capability (MEDEVAC)**.

This lot will be referred to as "the aircraft" throughout this specification document.

Falcon 2000LX	
Avionics Manufacturer	Honeywell
Avionics Type	EASy
Engine Manufacturer	P&W Canada
Nbr x Type	2 x PW308C
SL-ISA Thrust	7,000 lb
Flat rated to	ISA + 15°C
MPI / CZI (maturity)	3,500 hr / 7,000 hr
Thrust reverser	2



TECHNICAL SPECIFICATIONS

2012 FALCON 2000LX S/N 237 (F-RAFD)

EASA/EU-OPS1 (Subparts K & L) compliant
EASY II (4th cert), ADS-B Out, SBAS-LPV, Dual Jeppesen, CPDLC ATN-B1, FANS 1/A

AF TT 7245

LANDINGS 5098 LDGS

ENGINE TYPE: PW308C covered by Pratt & Whitney Canada "FMP" Contract (Military Contract)
Eligible to ESP Contract with following Buy-In Fees (for 2 engines): 100k\$ for SILVER
420k\$ for GOLD
780k\$ for PLATINUM

#1 ENGINE: PCE-CF0503 7053 h

CYCLES 4934

#2 ENGINE: PCE-CF0494 6137 h
Loaner Installed CF0383 5468 h

CYCLES 3905 (in shop for HSI)

APU TYPE: GTCP36-150 (F2M) S/N P597 TSN : 4024 h Covered by MSP "SILVER"

MAINTENANCE: Under CAMP. Fresh "2C check" by DFS Nov. 2024. Next "3C check" due in April 2030.
Under FalconCare Elite up to recent 2C.

EXTERIOR: Overall Matterhorn white.

INTERIOR: Beige leather seats, Brown carpet harmony, Cherry wood veneer and Satin Champagne Gold metal plating.

SEATING: 10 Pax floor plan w/3rd crew seat
Convertible Twin-Stretcher Lifeport Medevac Kit (to be delivered with 1 Stretcher + Power Lift)
Structural Provisions for additional Medical Cabinet
Galley pocket sliding door, Fwd & Aft Lavatories, 2 Aft Cabin Storage Cabinets

Honeywell Primus Epic System (EASy II, 4th cert)

VHF COMMUNICATION SYSTEMS	TRIPLE	HONEYWELL TR-866B
HF COM	DUAL	COLLINS HF 9000 W/ SELCAL
FLIGHT DECK AUDIO.....	TRIPLE	HONEYWELL AV-900
EMERGENCY LOCATOR TRANSMITTER.....		ELTA ADT-406
SATCOM SYSTEM		HONEYWELL MCS-7120 AERO H+/SBB (WIFI)
VOR/ILS/MARKER NAVIGATION SYSTEM.....	DUAL	HONEYWELL NV-875B
ADF SYSTEM	DUAL	HONEYWELL DF 855
GPS	DUAL	HONEYWELL
FLIGHT MANAGEMENT SYSTEM.....	TRIPLE	HONEYWELL
ELECTRONIC JEPPESEN CHARTS.....	DUAL	HONEYWELL EASY
COLOR WEATHER RADAR SYSTEM.....		HONEYWELL PRIMUS 880
DME SYSTEM	DUAL	HONEYWELL DM-855
AIR TRAFFIC CONTROLLER	DUAL	HONEYWELL XS-857A (Mode S)
RADAR ALTIMETER SYSTEM	DUAL	HONEYWELL RT-300
TCAS II SYSTEM.....		ACSS TCAS-3000 (TCAS 7.1)
HEAD-UP GUIDANCE SYSTEM.....		ROCKWELL COLLINS HGS-4860
MICRO INERTIAL REFERENCE SYSTEM.....	DUAL	HONEYWELL LASEREF V
COCKPIT VOICE RECORDER		HONEYWELL SSCVR (120 MINUTES)
FLIGHT DATA RECORDER		HONEYWELL SSFDR
EGPWS		HONEYWELL EASY

ADDITIONAL EQUIPMENT:

Honeywell EASY: Communications Management Function (CMF).

Entertainment: Rockwell Collins FCM5 system with Airshow 4000, Dual Blu-Ray player, 3ea. PC (VGA) and 3ea. Auxiliary Cabin Audio/Video interfaces, 2ea. HDMI, 2ea. 17" LCD monitors, 8ea. Rockwell 8.4" LCD plug-in monitors with 8ea. receptacles.

Galley: Central Water System, Iacobucci Espresso coffee machine, Microwave & X large High-temp Oven.

Emergency: 2ea. 9-man Life Rafts, 115Cu Ft enlarged O₂ bottle, 3rd Eros Oxygen Mask and Two Eros convertible Full Face Masks w/ removable goggles, Additional Smoke Hood, Telescopic Tow Bar.

Misc: Goodrich Ice Detector, 230VAC 60HZ 2000VA Inverter w/15ea. outlets, EMTEQ LED direct/indirect lighting, 2 vertical fin Teleflex recognition lights, Milhope Flight Deck printer, Facsimile/Copier Brother T106. - SB applied: Brake/Wheel Well Heat.





The aircraft is sold as is and without any warranty.

The description and photos of the property are strictly indicative and non-contractual.

ARTICLE 2 – SITUATION JURIDIQUE DE L'AÉRONEF

2.1 Qualification civilian or military

The aircraft has been demilitarized and does not have any specific features in its structure, composition, or equipment that could associate it with military material.

In particular, it is understood that UHF communications will be neutralized.

2.2 Nationality of the aircraft

The aircraft is of French nationality by its registration, as well as by the language of its customizable labels and screen displays. The aircraft will be de-registered just before the transfer of ownership. The aircraft bears no distinctive marks of the French State.

2.3 Absence of privilege or mortgage

The aircraft, acquired and operated by the State, is free from any mortgage or privilege as defined by the French Transport Code (Article L. 6122-1 and following).

2.4 Airworthiness

The aircraft has a certificate of registration validated on May 9, 2023, valid until October 11, 2025 (Annex 1), an airworthiness certificate (Annex 2), and a state airworthiness certificate issued on June 3, 2015 (Annex 3).

It will be "clear of maintenance" for a period of 90 days and 150 flight hours.

2.5 Registration

The aircraft is listed on the military registration database under the serial number 237 (registration certificate: Annex 1). Just before the transfer of ownership, it will be deregistered by the Direction de la Sécurité Aéronautique de l'État (DSAé).

ARTICLE 3 – PROSPECTION

The dissemination of this specification document is carried out by the DNID in accordance with the procedures applicable to sales by tender.

The provisions of this specification document are fully applicable to all candidates, regardless of the authority that brought the procedure to their attention.

ARTICLE 4 – ADDITIONAL QUESTIONS AND VISIT

4.1 Additional questions

► *Technical :*

Any questions regarding the **technical aspects** of the aircraft should be sent exclusively by email to:

CDT Patrick LEMOINE
État-Major de l'Armée de l'Air et de l'Espace (EMAAé)
Courriel : patrick-h.lemoine@intradef.gouv.fr

Any questions regarding the **maintenance aspects** of the aircraft should be sent exclusively by email to:

Direction de la Maintenance Aéronautique (DMAé)
Courriel : dmae-fabc.chef.fct@intradef.gouv.fr

► **Administrative and legal :**

Questions regarding the sales procedure and the submission of offers should be sent exclusively by email and in French or accompanied by a translation into French to:

Stéphanie Ndacyayisenga
Direction Nationale d'Interventions Domaniales (DNID)
Courriel : dnid.pvm@dgfip.finances.gouv.fr

4.2 Visit :

A visit to the aircraft will be organized on **Wednesday, June 4, 2025, from 10:00 AM to 12:00 PM (GMT+2, Paris time)** at the Air Base 107 in Villacoublay, located at Route de Gisy, 78140 Vélizy-Villacoublay, France.

Candidates wishing to attend this visit must request it by no later than Monday, **May 29, 2025, at Midnight (GMT+2, Paris time)**.

Candidates may be represented by an authorized representative able to present a signed power of attorney.

Requests, accompanied by a color copy of the front and back of each visitor's passport, should be sent exclusively by email to:

bgae.velizy-villacoublay+non-officiel@gendarmerie.defense.gouv.fr
(copie : dnid.pvm@dgfip.finances.gouv.fr)

The possibility of a visit will also be subject to validation of compliance with the constraints imposed by the French Air and Space Force.

The visit to the aircraft and its documentation is mandatory to submit a purchase offer. A certificate will be issued to each visitor.

ARTICLE 5 – SPECIFIC CONDITIONS
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5.1 Acceptance flight

The candidate whose purchase offer has been accepted may benefit from an acceptance flight of the aircraft between Villacoublay Air Base (BA107) and an airport located in mainland France, chosen by the French Air and Space Force, on **Tuesday, July 1, 2025**.

In case of operational necessity, the French Air and Space Force reserves the right to postpone the flight for up to a maximum of 72 hours.

A technician may be placed on board by the French Air and Space Force.

The direct operational costs associated with this flight are the sole responsibility of the selected candidate and will be paid to the State at a rate of **€4,900 (excl. VAT) per flight hour**.

This flight will be conducted by a crew of the French Air and Space Force, under their responsibility and insurance. The aircraft's logbook will be updated with any potential issues by the crew at the end of the flight, constituting the acceptance report. This will be a "normal" flight.

Any corrections of defects identified during the flight that exclusively affect the airworthiness of the aircraft will be rectified under the responsibility of the French Air and Space Force and at their expense within 10 days following said flight.

The aircraft is sold in an airworthy condition and as is.

In the event that the selected candidate withdraws after the acceptance flight, the DNID will reassign the contract to the second-best offer.

5.2 Taxes

– **The sale is not subject to VAT** : it falls under the regime of second-hand goods, according to which the auction sale of a second-hand item by a so-called "transparent" intermediary is not subject to VAT ;

– **The sale is subject to a domain tax** of 6% calculated on the purchase price proposed by the candidates in their offer. The payment terms for this tax are specified in Article 7 below.

5.3 Insurances

As of the date of the transfer of ownership, the purchaser must insure the aircraft. The French Air and Space Force or the DNID cannot, under any circumstances, be held responsible for any costs and damages of any nature incurred during the operations of access, removal, and return to flight, as specified in Articles 9 and 11 below.

The purchaser must obtain valid insurance by the date of the transfer of ownership.

The purchaser is informed that the export of the goods for sale is subject, in all cases, to the regulations in force on foreign trade control, as recalled in Article 13 below.

5.4 Change of registration

The aircraft has a state registration. The operations for re-registration will be the responsibility of the purchaser following the transfer of ownership.

5.5 Delivery conditions and transfer of ownership

The transfer of ownership of the aircraft will take place upon delivery, which is subject to the following conditions:

- Payment of the total amount due
- Providing of a certificate of title of ownership (bill of sale)
- Providing of a certificate of deregistration from the military register by the Direction de la Sécurité Aéronautique de l'État (DSAé)

The aircraft must meet the following conditions, to the extent that they are applicable within the limits, tolerances, deviations, margins, and acceptable condition ranges authorized by the manufacturer's maintenance, structural repair, and operation manuals (the "Delivery Conditions"):

- (a) The aircraft must comply with the specification attached to this specification document.

(b) The aircraft must be delivered to the buyer in an airworthy condition, with all systems and components in normal working order and with a valid airworthiness certificate and a certificate of deregistration from the military register.

(c) The aircraft must be delivered to the buyer with a clear title, free and clear of all liens, claims, and encumbrances.

(d) The aircraft's engines and APU must be enrolled in their respective manufacturer's maintenance programs (FMP, MSP), which will be fully paid by the seller for all hours recorded up to the date of delivery. The seller will request the transfer of these programs to the buyer upon delivery. Any transfer fees will be the responsibility of the buyer.

(e) The buyer will be responsible for the costs, subscriptions, and publications of the manufacturer's aircraft computerized maintenance program ("CAMP") for the aircraft. The seller will request that CAMP transfer the program to the buyer upon delivery. Any transfer fees will be the responsibility of the buyer.

(f) All mandatory service bulletins and airworthiness directives issued for the aircraft that require compliance by the date of delivery or before that date must be complied with without delay or extension.

(g) The aircraft shall be free of detected corrosion in accordance with the manufacturer's maintenance plan.

(h) The aircraft shall have no damage history; damage means any damage or alteration (or history of undocumented damage or alteration) to the aircraft or any of its parts, or any necessary repair that (i) is classified, or would be classified if the aircraft were permanently registered in an EASA member state, as a "major repair" as defined in Annex I (Part-21) No. 21.A.435 of Regulation (EU) No. 748/2012 or as a "major modification" as defined in Annex I (Part-21) No. 21.A.91 of Regulation (EU) No. 748/2012, or (ii) requires or has required any deviation from the aircraft's construction specification or standard production configuration not approved by the manufacturer, and/or (iii) requires repetitive or recurrent inspections that deviate from the aircraft manufacturer's normal maintenance procedures or required modifications to the normal life limits of components, revision intervals, and/or overhaul intervals for the aircraft.

(i) The aircraft must be delivered with complete and up-to-date documentation (all airframe, engine, and accessory logbooks, manuals, weight and balance manuals, labels, technical files, traceability files, task cards, revision files, maintenance files) in the seller's possession, as well as removable equipment, flight kit, part labels, and cabin and galley equipment, with the exception of normal wear and tear.

ARTICLE 6 – MODALITIES OF TENDER SALE : SUBMISSION OF A BID

6.1/ Redaction and submission of a bid :

Purchase offers **must** be written in **French language** on the form titled "submission" attached in Annex 4.

These offers must:

- **Include:**

- A price, exclusive of taxes, **stated exclusively in euros;**

- Its validity period (*at least four months from the deadline for submission of offers*)

- **Be accompanied by the following documents, otherwise the offer will be rejected:**

- A commercial, legal, and financial presentation dossier of the company.
- A presentation of the projected operational modalities of the aircraft
- The aircraft visit certificate
- The completed "usage and non-transfer" form (Annex 5)

- **If the purchaser is an individual:**

- A copy of a valid identification document (front and back) or a certificate of civil status of the purchaser;

- **If the purchaser is a legal entity:**

- A copy of the K-bis extract (or equivalent) of the purchasing company issued within the last six months or the registration certificate of the company for foreign companies;
- The company's articles of association;
- The company's shareholding structure (allowing tracing back to the ultimate beneficial owner);
- A power of attorney signed by the company's director, board of directors, or executive body authorizing the signatory to ratify the commitment.

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| <ul style="list-style-type: none">• A deposit of 500,000.00 € (five hundred thousand euros) shall be paid at the time of the purchase offer in accordance with Article 7 below. |
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It is recommended that the bidder for a purchase offer anticipate the payment of the deposit, taking into account the transfer times (especially from abroad to France), so that the funds can arrive in the account specified in Article 7.3 before the deadline for submission of offers.

With the exception of the completed "usage and non-transfer" form (Annex 5), **all documents must be written in French language**. In the event that the original documents are not in French, it is requested to present the original foreign-language documents along with their French translations.

6.3 Offers presented by agents :

Purchase offers submitted by an agent without disclosing the identity of the candidate will not be accepted.

6.4 Limit date for offers submission :

- By mail :

Offers must be received by **no later than June 17, 2025, at 4:00 PM (GMT+2, Paris time)** to:

Direction Nationale d'Interventions
Domaniales
Appels d'offres,
DASSAULT F2000LX SN237
Mme NDACYAYISENGA
bureau 125
Les Ellipses
3, avenue du Chemin de Presles
94417 SAINT-MAURICE Cedex

In the case of **postal delivery**, offers must be sent by **registered mail** (or another method, such as Chronopost, DHL, etc., that allows for timestamping) and in a double envelope. The sealed inner envelope should only bear the following indication:

Vente par Appel d'Offres du 17 juin 2025
DASSAULT FALCON 2000LX SN237

- By e-mail :

Offers can be sent by email with a read receipt, respecting the same submission deadline (no later than **June 17, 2025, at 4:00 PM** (GMT+2, Paris time)) to the **following address**:

dnid.pvm@dgfip.finances.gouv.fr

The subject line should indicate "AO DASSAULT F2000LX SN237 – Candidate's Name."

The documents must be sent in PDF format and should not exceed 20 MB. For offers submitted by email, the candidate can request an automatic read receipt via their email options at the time of sending their offer.

In case of difficulty, candidates can request a secure link to submit their offer or to send documents exceeding 20 MB by emailing **dnid.pvm@dgfip.finances.gouv.fr** with the subject line "AO DASSAULT F2000LX SN237." The documents must be sent in PDF format.

The date of receipt of the offer sent by email or mail will be considered the official date of receipt.

6.5 Selection of bid and notification

6.5.1 Classification of the offers and notification to bidders

On June 9, 2025, marking the closure of the consultation, the DNID and the French Air and Space Force will open the offers and determine the identity of the purchaser based on the selection criteria detailed in this article and the documents presented in the dossier.

The DNID and the French Air and Space Force reserve the right to deal only with the purchaser who, in their opinion, merits preference, taking into account not only the announced price but also all other elements that allow for an assessment of the offer's compliance with the provisions of this specification document.

The lot will not be awarded to a candidate who, on the date of the opening of the bids, is in debt to the Public Treasury, particularly due to the non-payment of all or part of the price of goods purchased during domain sales.

They reserve the right not to proceed if it appears that none of the offers are satisfactory.

Offers are ranked according to these criteria.

In the event of withdrawal, refusal to remove the aircraft, or non-payment of the price by the candidate who submitted the best offer, the aircraft will be awarded to the candidate ranked in second position. This candidate is subject to the same obligations as the candidate who submitted the best offer. In particular, they benefit from an acceptance flight according to the modalities presented in Article 11 and must pay the price according to the terms specified in Article 7.2.

6.5.2 – Notification to bidders

Notification is made, with a read receipt, **to the email address provided by the purchaser** in the submission document. Notification will be deemed complete upon presentation of the email to the candidate.

The decision will be communicated to the candidates by no later than Friday, June 20, 2025, via email containing:

- For the candidate who submitted the best offer: the submission approved by the Director of the DNID (completed Annex 4);
- For the candidate ranked in second position: notification of this ranking;
- For other candidates: notification of the refund of the deposit of €500,000, which will be returned to the account from which the payment was made.

6.5.3 – Deposits Management

Except for the candidate who submitted the best offer and the candidate ranked in second position, the deposit of €500,000 will be refunded by the Domain Specialized Accountant by no later than July 7, 2025.

The deposit paid by the candidate ranked in second position will be retained until no later than July 31, 2025.

Refunds of deposits will be made exclusively to the original issuing bank account.

ARTICLE 7 – DETERMINATION OF PRICE AND PAYMENT

7.1 Upon reception of the bid :

Each candidate submits a price offer for the lot. The total amount to be paid corresponds to the principal price proposed for the lot increased by the amount representing the domain tax of 6% applied on the basis of the principal price.

It is the responsibility of each candidate to determine the amount of their price offer by making all the verifications they deem necessary to ascertain the exact value of the asset.

It is reminded that each candidate must pay, under penalty of non-receipt of their offer, a deposit of €500,000 (five hundred thousand euros). The payment must be made exclusively in euros.

This deposit must be made **only by wire transfer** to the account of the Domain Specialized Accountant (see IBAN in Article 7.2 below) and must be received by no later than June 17, 2025, at Midnight (GMT+2, Paris time).

7.2 Approbation of the bid

Approval of the selected offer by the Director of the DNID will be notified to the interested party by email to the address mentioned in the submission and will be subject to:

- Acceptance of the aircraft by the selected candidate following the acceptance flight. The selected candidate must present the document signed by them titled "NOTICE OF TECHNICAL ACCEPTANCE OR REJECTION" provided in Annex 6;
- Payment of the remaining balance of the principal price proposed in the submission;
- Payment, in addition to the price, of a flat tax of six percent (6%) for sales fees calculated on the principal price.

7.3 Payment

Payments (deposit and balance) must be made to the Domain Specialized Accountant, Les Ellipses – 3 avenue du Chemin de Presles, 94417 SAINT-MAURICE Cedex.

Payment will be made by bank transfer issued to the order of the DOMAIN SPECIALIZED ACCOUNTANT, whose details are specified below:

COMPTABLE SPÉCIALISÉ DU DOMAINE			
Identification nationale (Banque de France Paris)			
Code banque	Code guichet	Compte n°	Clé RIB
30001	00064	R7550000000	13
IBAN AUTOMATISÉ : FR46-3000-1000-64R7-5500-0000-013			
• BIC : BDFEFRPPCCT			

The wire transfer should include the reference "F2000LXSN237."

7.4 – Penalty for lack of integral payment of the product

In the event of non-payment of **the total amounts due** (principal price and flat tax) within *8 days* from the technical acceptance of the aircraft following the acceptance flight or any necessary corrections of defects identified during the acceptance flight, the sale will be rescinded, **and the deposit paid will be retained** by the Domain **without the need for a formal notice** and regardless of the cause of the delay, under the conditions specified in Article 12 below.

The aircraft will then be awarded to the offer ranked in second position.

ARTICLE 8– NO WARRANTY STATUS

Civil regulations on sales allow the seller to exempt themselves from any contractual warranty, except for those resulting from their personal actions.

In this particular case, involving a domain procedure where the DNID's prerogatives are limited to those of a special agent for sales operations, the contractual operation includes no commercial warranty and none of the ordinary civil warranties under the law.

Submitting a bid implies that the purchaser acknowledges having visited the lot and agrees to the condition of the property as it is.

This notably means that:

- Submitting a bid commits the bidder to not raise any subsequent claims regarding the state, nature, quality, composition, operation, or characteristics of the transferred goods, or concerning any particular constraints that may be identified during the use of the property;
- The purchaser, by the very act of making an offer, releases the State from any liability in case of an accident or incident occurring with the sold property;
- The purchaser acknowledges that no dispute concerning the legal status of the property and its financial impact, resulting notably from transportation costs, removal, bringing into compliance, customs duties, etc., could be deemed admissible.

ARTICLE 9 – RESPONSIBILITY

9.1 Transfer of risks linked to transfer of title :

Given that this is a domain sale without warranty, the sold goods will be subject to the risks and perils of the purchaser from the date of the **conditional** transfer of ownership mentioned in Article 10.

9.2 Responsibility before transfer of title:

In the event of destruction or loss of the goods due to the actions of the purchaser prior to the transfer of ownership, the purchaser will be required to reimburse the State the value of the goods, in accordance with the amount of their bid or, failing that, in accordance with the reserve price. In the event of partial deterioration, the purchaser will, at their own expense, ensure the restoration of the damaged equipment or reimburse the State the cost of repairs carried out by its services, within the limit of a repair estimate that will be communicated to them prior to any intervention.

9.3 Responsibility after transfer of title:

► Storage Fees

The storage fees for the aircraft are the responsibility of the purchaser from the date of the transfer of ownership.

► Insurance

The purchaser must insure the aircraft under the conditions specified in Article 5.3 above.

► Air Traffic Regulations

The purchaser must comply with all regulations concerning air traffic, lights and signals, startup, flying over cities and airports, in such a way that the Domain is never troubled or sought after in this regard.

The purchaser is personally responsible for all consequences that may arise for the responsible owner, any loss of objects or goods or elements during flight, any damage caused by a forced landing, or any accident involving passengers during a journey. The French State intends to completely disclaim any responsibility in this regard.

In general, the purchaser is solely responsible for all infractions and offenses provided for in the aviation code and bears alone the sanctions provided by law, without the French State ever being sought after in this regard.

► Non-Recourse Clause

The purchaser remains responsible for any damage suffered or caused by the acquired goods placed at their disposal and for which they have custody.

Given that this is a sale without warranty, the purchaser agrees not to take any legal action against the French State or its agents for the aforementioned damages. The purchaser agrees to indemnify

the French State against any legal proceedings of any kind that may be brought directly against it or against its agents, as well as against any financial penalties that may be imposed as a result of this sale. In the event of judicial proceedings, the purchaser agrees to regularize any voluntary intervention to join the defense of the selling State.

In the event of damage resulting from the sale operations, any settlement between the purchaser and a potential victim stipulates the waiver of any action for liability against the French State or its agents for the damages in question.

ARTICLE 10 – TRANSFER OF TITLE

10.1 Establishment of the Purchaser's Property Right Under Triple Resolutive Condition

On the date of notification by electronic mail with read receipt of the submission approved by the DNID, the candidate becomes the owner of the aircraft. However, this transfer of ownership is subject to **three resolutive conditions**:

- Technical acceptance of the aircraft following the acceptance flight without reserve,
- Full payment of the price under the conditions specified in Article 7 of this specification document,
- Compliance with the delivery conditions specified in Article 5.

The transfer of ownership will only occur after the acceptance flight, full payment of the price, and delivery of the aircraft.

10.2 Confirmation of the Purchaser's Property Right Upon Lifting of the Triple Resolutive Condition

Once the acceptance flight is subject to technical acceptance by the purchaser or after any necessary corrections of defects related exclusively to the airworthiness of the aircraft are made under the responsibility of the French Air and Space Force and at their expense within 10 days following the acceptance flight, the property right will be confirmed upon payment of the remaining balance of the total price due and delivery of the aircraft.

In the event of non-payment of the remaining balance of the price by the purchaser, the operation of the resolutive condition results in the automatic rescission of the sale under the conditions specified in Article 12 below.

In this case, the aircraft is awarded to the candidate ranked in second position, and their submission is approved by the Director of the DNID in accordance with Article 7. This candidate is subject to the same obligations as the candidate who submitted the best offer and, in particular, benefits from an acceptance flight.

ARTICLE 11 – ACCEPTANCE FLIGHT FOLLOW-UP

The aircraft is sold in its cosmetic presentation condition.

An acceptance flight between Villacoublay Air Base (BA1097) and an airport located in mainland France, chosen by the French Air and Space Force, will be conducted on **Tuesday, July 1, 2025**. In case of operational necessity, the French Air and Space Force reserves the right to postpone the flight for up to a maximum of **72 hours**.

At the conclusion of this flight, four situations may arise:

11.1 Technical Acceptance of the Aircraft as is

Technical acceptance must be completed by **the day of the acceptance flight**.

In the present situation, the purchaser has 8 days from the date of the acceptance flight to pay the remaining balance of the principal sale price and the associated domain tax according to the modalities specified in Article 7 above.

The purchaser is responsible for taking possession of the property at their own expense and risk from the date of the transfer of ownership.

All operations related to preparing the aircraft for flight and takeoff are the responsibility of the purchaser as the owner and operator.

The purchaser must comply with the directives of the aeronautical platform manager, just like all other aircraft that may maneuver within its premises. The purchaser ensures strict compliance with the regulations regarding air traffic control.

In the event of assistance operations, the purchaser is responsible for all formalities required by the competent authorities and for any fees incurred by the aeronautical assistance team.

11.2 Requirement for Corrections to Be Made Following the Flight

In the case of technical acceptance with a list of points to correct, only the defects related to the airworthiness of the aircraft are to be corrected by the seller following the acceptance flight.

In the present situation, the purchaser has 8 days from the completion of corrections of defects related exclusively to the airworthiness of the aircraft, carried out under the responsibility of the French Air and Space Force, or a maximum of 18 days from the acceptance flight, to pay the remaining balance of the principal sale price and the associated domain tax according to the modalities specified in Article 7 above.

The purchaser is responsible for taking possession of the property at their own expense and risk from the date of the transfer of ownership.

All operations related to preparing the aircraft for flight and takeoff are the responsibility of the purchaser as the owner and operator.

The purchaser must comply with the directives of the aeronautical platform manager, just like all other aircraft that may maneuver within its premises. The purchaser ensures strict compliance with the regulations regarding air traffic control.

In the event of assistance operations, the purchaser is responsible for all formalities required by the competent authorities and for any fees incurred by the aeronautical assistance team.

11.3 Technical Rejection

In the event of technical rejection following the flight due to non-compliance of the aircraft with its delivery specification, which includes cases of incidents during the flight, the State will propose an action plan (including repair). If the candidate accepts the action plan, the procedure continues in accordance with the proposed action plan. If the candidate accepts the action plan and then withdraws during the execution of the action plan, the deposit amount is retained.

If the candidate refuses the action plan, the deposit is refunded.

11.4 Refusal to Remove

In the event of the purchaser's withdrawal before the acceptance flight or in the case of a justified refusal due to defects not related to the airworthiness of the aircraft, the deposit amount is retained, and the aircraft is awarded to the candidate who submitted an offer ranked in second position.

ARTICLE 12 – LEGAL CLAUSE

If the purchaser fails to comply with the obligations set out in this specification document, the DNID may pursue the execution of the sale or declare it null and void without the need for a formal notice.

ARTICLE 13 – SALE TO EXPORT

The export of the goods for sale is subject in all cases to the regulations in force regarding the control of foreign trade.

The DNID does not intervene in the procedures for obtaining export licenses and provides no guarantee regarding the outcome of export authorization requests that may be submitted by the purchaser.

ARTICLE 14 – CLAUSES AND GENERAL CONDITIONS

The General Administrative Clauses for the Sale of Movable Property by the Domain, in effect as of January 1, 2018, are applicable to this sale to the extent that they have not been modified by the preceding articles.

It is available for consultation on the website "<https://encheres-domaine.gouv.fr>".

ARTICLE 15 – RESOLUTION OF DISPUTES AND LITIGATIONS

The present sale is subject to French law.

Any disputes arising from the interpretation or application of the general and specific clauses and conditions governing this sale must be submitted to the Domain through a prior claim within 30 days following the notification or delivery of the decision to accept or reject the offer, as specified in Article 6.

The Domain will rule within 30 days from the receipt of the claim memorandum; the absence of a response within this period will be deemed a tacit rejection.

In case of any remaining difficulty, the administrative decision can be referred to the contract judge within two months from the date of its notification by addressing the Créteil Judicial Court (Val-de-Marne, France).

Done at Saint-Maurice (France), May 9, 2025.

ANNEXE 1



CERTIFICAT D'IMMATRICULATION (Certificate of registration)

Le directeur de la sécurité aéronautique d'État certifie que :
(The Director of the State Aviation Safety Authority certifies that)

L'aéronef : **Falcon 2000 AUG**
(Aircraft)

N°(1) : 237

Constructeur : **Dassault Aviation**
(Manufacturer)

Appartenant à (2) : **Armée de l'Air et de l'Espace**
(Owner) **60, boulevard du Général Vallin CS 21623 75509 Paris cedex 15**

Organisme chargé de la gestion du maintien de la navigabilité ou exploitant (3) : **Sabena Technics DNR**
(Continuing airworthiness management organisation or Operator) **Aéroport Dinard-Pleurtuit Sain Malo 35801 Dinard**

Référence du marché ou de la convention (le cas échéant) :
(Contract or agreement reference)

a fait l'objet d'une inscription sur le registre d'immatriculation de la direction de la sécurité aéronautique d'État et a reçu l'indicatif suivant :
(Has been entered on the State Aviation Safety Authority register and has received the following call sign)

F-RAFD

L'utilisation de l'aéronef est liée à la détention du présent certificat d'immatriculation associé à un document de navigabilité en état de validité.
(The aircraft operation is contingent on the holding of this certificate of registration and the current certificate of airworthiness)

Fait à Villacoublay : le 09/05/2023

Référence : CI-AA-2015-06-0002

Pour le directeur de la sécurité aéronautique d'État et par délégation (4)
(For the director of the State aviation safety and by delegation)

Lieutenant-colonel Patrick SEITZ
Chef de service adjoint
Bureau direction maintien de la navigabilité
Direction de la sécurité aéronautique d'État

Ce certificat devra être retourné à la direction de la sécurité aéronautique d'État-BA 107- route de Gisy-78129 Villacoublay air en cas de : réforme, destruction de l'aéronef, expiration de validité du document de navigabilité, changement de propriétaire ou décision du dirigeant responsable de l'exploitant.
(This certificate shall be return to the state aviation safety authority- BA 107- route de Gisy-78129 Villacoublay air in case of: removal from active duty, aircraft destruction, validity expiration of Airworthiness document, owner change or decision of operator accountable manager)

(1) Numéros de série (Production, client), de présérie ou de prototype.

(2) Nom et adresse du propriétaire ou de l'autorité d'emploi affectataire.

(3) Nom et adresse de l'organisme chargé de la gestion du maintien de la navigabilité s'il diffère de celui énoncé au (2).

(4) Nom, fonction et signature du responsable délégué.

ANNEXE 2

 <i>Liberté • Égalité • Fraternité</i> RÉPUBLIQUE FRANÇAISE MINISTÈRE DES ARMÉES	
CERTIFICAT D'EXAMEN DE NAVIGABILITÉ <i>AIRWORTHINESS REVIEW CERTIFICATE</i>	
Référence du CEN : CEN-AA-2023-10-0005 <i>ARC reference :</i>	
Conformément au décret n°2013-366 du 29 avril 2013, le directeur de la sécurité aéronautique d'État certifie que l'aéronef suivant : <i>Pursuant to the executive order n°2013-366 of 29 april 2013, the Director of the State Aviation Safety Authority certifies that the following aircraft :</i>	
Constructeur de l'aéronef : Dassault Aviation <i>Aircraft manufacturer :</i>	
Désignation de l'aéronef : Falcon 2000 / Falcon 2000EX <i>Aircraft designation :</i>	
Immatriculation de l'aéronef : F-RAFD <i>Aircraft registration :</i>	
Numéro de série de l'aéronef : 237 <i>Aircraft serial number :</i>	
est considéré navigable au moment de l'examen. <i>is considered to be airworthy at the time of the review.</i>	
Date de délivrance : 12/10/2023 <i>Date of issue :</i>	Date d'expiration : 11/10/2024 <i>Date of expiry :</i>
Signature : Pour le directeur de la sécurité aéronautique d'État et par délégation <i>Signed: For the director of the State aviation safety and by delegation</i>	
 Le général de brigade Jean Baptiste POURET <i>Director of the State Aviation Safety Authority</i> Direction de la sécurité aéronautique d'État	
1 ^{ère} prolongation : l'aéronef est resté dans un environnement contrôlé conformément aux dispositions du point M.A.901 de la partie EMAR/FR M au cours de l'année écoulée. L'aéronef est considéré navigable au moment où le certificat est délivré. <i>1st extension: the aircraft has remained in a controlled environment in accordance with point M.A.901 part EMAR/FR M for the last year. The aircraft is considered to be airworthy at the time of this issue.</i>	
Date de délivrance : 11/10/2024 <i>Date of issue :</i>	Date d'expiration : 11/10/2025 <i>Date of expiry :</i>
Signature : HELOT Arnaud <i>Signed:</i> 	Autorisation n°: 176N SABENA TECHNICS DNR <i>Authorisation n°:</i> E2.02 Rev. 04
	Numéro d'agrément: ETAR/FR M-016 <i>Approval reference:</i>
2 ^{ème} prolongation : l'aéronef est resté dans un environnement contrôlé conformément aux dispositions du point M.A.901 de la partie EMAR/FR M au cours de l'année écoulée. L'aéronef est considéré navigable au moment où le certificat est délivré. <i>2nd extension: the aircraft has remained in a controlled environment in accordance with point M.A.901 part EMAR/FR M for the last year. The aircraft is considered to be airworthy at the time of this issue.</i>	
Date de délivrance : <i>Date of issue :</i>	Date d'expiration : <i>Date of expiry :</i>
Signature : <i>Signed :</i>	Autorisation n°: <i>Authorisation n°:</i>
	Numéro d'agrément: <i>Approval reference:</i>

ANNEXE 3

 RÉPUBLIQUE FRANÇAISE MINISTÈRE DE LA DÉFENSE	CERTIFICAT DE NAVIGABILITÉ N° CDN-AA-2015-06-0002 CERTIFICATE OF AIRWORTHINESS ARMÉE DE L'AIR	
1. Marques de nationalité et d'immatriculation <i>Nationality and registration marks</i> <div style="text-align: center; font-weight: bold;">F- RAFD</div>	2. Constructeur et désignation du type de l'aéronef <i>Manufacturer and manufacturer's designation of aircraft</i> <div style="text-align: center; font-weight: bold;">DASSAULT AVIATION Falcon 2000 AUG</div>	3. Numéro de série de l'aéronef <i>Aircraft serial number</i> <div style="text-align: center; font-weight: bold;">237</div>
4. Catégorie: Avion de transport <i>Category: Transport aircraft</i>		
<p>5. Le présent certificat de navigabilité est délivré à l'aéronef ci-dessus désigné, conformément au décret n° 2013-366 du 29 avril 2013 ; cet aéronef est considéré comme navigable lorsqu'il est entretenu et utilisé conformément aux dispositions du décret n° 2013-367 du 29 avril 2013, et aux limites d'emploi applicables. <i>This certificate of airworthiness is issued pursuant to the decree n° 2013-366 of 29 april 2013 in respect of the above mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the decree n° 2013-367 of 29 april 2013, and the pertinent operating limitations.</i></p>		
<div style="display: flex; justify-content: space-between;"> <div style="width: 40%;"> Date de délivrance : 03/06/2015 <i>Date of issue :</i> </div> <div style="width: 55%;"> Signature : Pour le directeur de la sécurité aéronautique d'État et par délégation <i>Signed : For the director of the State aviation safety and by delegation</i> </div> </div> <div style="text-align: center; margin-top: 10px;">  <i>Directeur de la sécurité aéronautique d'État</i> </div>		
Limitations/Remarques : Néant / none <i>Limitations/Remarks :</i>		
<p>6. Le présent certificat de navigabilité est valide tant qu'il n'est pas retiré ou suspendu par la direction de la sécurité aéronautique d'État. <i>This certificate of airworthiness is valid unless revoked by airworthiness authority.</i></p> <p>Un certificat d'examen de navigabilité en cours de validité doit être joint au présent certificat. <i>A current airworthiness review certificate shall be attached to this certificate.</i></p>		

ANNEXE 4

SOUMISSION Appel d'offres du 17 juin 2025

Je soussigné(e) :

Agissant pour le compte de la société :

Adresse :

Téléphone :

Courriel :

1°/ DÉCLARE me porter acquéreur du lot suivant tel que visés à l'article 1 du Cahier des Charges Particulières du 9 mai 2025 aux conditions suivantes :

Lot	Offre de prix principal en EUROS	Taxe forfaitaire de 6 % EN EUROS	Prix total EN EUROS (taxe de 6 % comprise)
Dassault Falcon 2000LX SN 237			

Cette offre est valable jusqu'au(Délai minimal : 4 mois à compter de la date de vente)

2°/ M'ENGAGE :

- À verser au Comptable spécialisé du Domaine un acompte d'un montant de 500 000 €

3°/ M'ENGAGE en cas d'acceptation de l'offre précitée :

- À verser au Comptable spécialisé du Domaine au plus tard dans les 8 jours suivant le vol d'acceptation ou les 8 jours suivant la fin des corrections des défauts relevant exclusivement de la navigabilité de l'aéronef effectuées sous la responsabilité de l'Armée de l'Air et de l'Espace ou les 8 jours suivants la fin de réalisation du plan d'action le paiement du lot (**prix principal** déduction faite de l'acompte versé + **taxe forfaitaire de 6 %** pour frais de vente) ;
- À me conformer à toutes les clauses et conditions du Cahier des charges générales des ventes des biens mobiliers du Domaine et du Cahier des charges particulières du 9 mai 2025 dont je déclare avoir pris connaissance.

A, le.....

signature

CADRE RÉSERVÉ A L'ADMINISTRATION

Soumission approuvée aux conditions suivantes :

A, le.....

- prix principal :€
- taxe forfaitaire 6 % :€
- prix total de la vente :€

Le Directeur de la DNID (*signature*)

ANNEXE 5

NON-TRANSFER AND USE DECLARATION

Reference is made to the Auction in relation to the **Dassault Falcon 2000LX SN 237** (the "Aircraft") between.....
(the "Declaring Party") as "Buyer" and The French Republic represented by French Air Force "Seller".

The Declaring Party agrees that the Aircraft (including any part of it, documentation, supply and/or service related to the Aircraft) may be subject to any applicable export-control laws or economic sanctions issued, enacted or enforced by the European Union, the French government agencies, the United States government agencies and/or any other competent jurisdiction (the "Export-Control Laws").

Therefore, the Declaring Party hereby represents and warrants that :

- a. the Declaring Party (including its ownership chain and its ultimate beneficial owner) is not subject to any sanction or restriction under the Export-Control Laws which may prevent xx from delivering and/or supporting the operations of the Aircraft ; and
- b. the Aircraft shall be used and operated in compliance with the applicable Export-Control Laws such as but not limited to, the Council Regulations (EU) 833/2014 and (EU) 765/2006, and the US 15 CFR part 740.15 Aircraft, vessels and spacecraft (AVS), as amended from time to time ; and
- c. the Aircraft shall not be resold, exported or re-exported or otherwise transferred (i) in Russian Federation or for use in the Russian Federation pursuant to Council Regulation (EU) No 833/2014 as amended from time to time, (ii) in Belarus or for use in Belarus pursuant to Council Regulation (EU) 765/2006 as amended from time to time or (iii) to any sanctioned or restricted entity or individual as designated by the relevant Export-Control Laws such as but not limited to Embargoed Countries, Denied Person, Excluded Entity, Specially Designated Nationals and Blocked Persons, Military End-User as defined and listed by the United States government agencies ; and
- d. the Aircraft shall never be under the control of, chartered or leased to (i) any natural or legal person, entity or body in Russian Federation or for use in Russian Federation pursuant to the Council Regulation (EU) 833/2014 as amended from time to time, (ii) any natural or legal person, entity or body in Belarus or for use in Belarus pursuant to the Council Regulation (EU) 765/2006 as amended from time to time and (iii) or any sanctioned or restricted entity or individual as designated by the relevant Export-Control Laws such as but not limited to Embargoed Countries, Denied Person, Excluded Entity, Specially Designated Nationals and Blocked Persons, Military End-User List as defined and listed by the United States government agencies ; and
- e. the Aircraft shall not be engaged in any transaction that would involve dealing in the property or interests in property of any entity or individual sanctioned by the applicable Export-Control Laws.

Made on, 20....

For the Declaring Party

Signature :

Name :

ANNEXE 6

NOTICE OF TECHNICAL ACCEPTANCE OR REJECTION

Notice of Acceptance or Rejection

Dear Sir/Madam :

Pursuant to that certain Pre-Owned Aircraft Purchase "Cahier des Charges" dated May 9 2025 by and between The French Republic represented by French Air Force ("Seller") and _____. ("Buyer"), pertaining to that certain F2000LX aircraft bearing manufacturer's serial number 237 ("Pre-Owned Aircraft"), this letter confirms that Buyer has completed its Buyer's inspection of the Pre-Owned Aircraft on _____.

Buyer hereby irrevocably and unconditionally confirms and agrees that (check relevant paragraph below) :

[] (1) No items were discovered during the Buyer's inspection that cause the Pre-Owned Aircraft to be out of compliance with the Delivery Conditions requirements set out in the "Cahier des Charges", and the Pre-Owned Aircraft is satisfactory and is hereby accepted in accordance with the terms of the "Cahier des Charges".

[] (2) Buyer accepts the Pre-Owned Aircraft subject to correction of all items set out in Delivery Conditions of the "Cahier des Charges" and compliance with all other terms and conditions of this "Cahier des Charges"; provided, however, Seller shall acknowledge by countersignature below that the items listed in writing are discrepancies.

[] (3) Buyer rejects the Pre-Owned Aircraft and the Agreement is hereby terminated.

Countersignature by Seller is required if Buyer has accepted pursuant to paragraph 2 above.

Seller agrees to perform the correction of all discrepancies as listed in Appendix A.

BUYER :

By : _____

Name :

Title :

Date :

THE FRENCH REPUBLIC

By : French Air Force

Name :

Title :

Date :