A corporation may be registered as owner of an aircraft only if it has French nationality. Furthermore, in the case of an unincorporated association, all the associates or members, and in the case of a corporation, the chairman of the board, the president and at least two-thirds of the managing officers must be French nationals.

Article 6. Aircraft registered in France shall lose French nationality if the conditions set forth in the preceding article are no longer fulfilled or if its owner registers it in a foreign country.

Article 7. Aircraft registered abroad may be registered in France only upon proof that the foreign registration has been cancelled.

Article 8. Legal relations among persons aboard foreign aircraft in flight shall be governed by the law of the home State of such aircraft whenever the law of the country overflown would normally govern.

However, in the case of a crime or delict committed aboard a foreign aircraft, the French courts shall have jurisdiction if the person committing the crime or the victim is a French national or if the aircraft lands in France after the crime or delict.

The courts of jurisdiction shall be those of the place where the aircraft lands in the case an arrest is made at the time of landing, and those of the place of arrest in the case where the person committing the violation is later arrested in France.

Article 9. The register shall indicate the name and domicile of the owner of the aircraft, the category of the contrivance, its name and order number. The registration shall serve as title.

Article 10. Aircraft shall be considered personal property as concerns application of the Civil Code. However, any assignment of ownership must be by written instrument and shall be without effect in regard to third persons unless registration has been made.

Any change in ownership by death and any judgment changing, establishing or declaratory of ownership must be registered at the request of the new owner.

Article 11. The register shall be public and anyone may obtain a certified copy thereof.

Chapter II—Mortgages and Servitudes on Aircraft

Article 12. Aircraft as defined in Article 1 may only be mortgaged by agreement between the parties. Insofar as [aircraft] belong to the owner of the aircraft, a mortgage attaches to the airframe, the engines propellers, board instruments and all other parts permanently installed on the aircraft, whether they are fixed thereon or are temporarily detached.

Article 12–1. A mortgage may be imposed by a single instrument on all or part of an air fleet belonging to the same owner, provided the varying elements constituting the fleet are specified.

Article 12–2. A mortgage may be extended to cover spare parts fitting the type of one or more aircraft mortgaged, provided such parts are specified.

Such spare parts must be kept in one or more places which have been made public as provided for in Article 12–3. When they are used on any aircraft for which they intended, they must be replaced immediately. The creditor shall be notified of such use.