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Aircraft financing transacted in other countries can be made in several forms. The popular ones are Leasing and Mortgage. Many countries have special laws to govern the aircraft financing. Moreover, many countries including Thailand have entered into the Convention on the International Recognition of Rights in Aircraft made in Geneva in 1948 for the purpose of recognising rights of private sector over an aircraft. While Thailand has a policy to open independently the aviation business in order to make Thailand become the center of the aviation business in this region but provisions of the Civil and Commercial Code are not appropriate enough for aircraft financing and may not be in accordance with the said Convention and may not be internationally recognized.

This thesis is made with the purpose to study and analyze the certain recognition of private rights in aircraft under Thai laws analytically compared to the laws of foreign countries and the several forms of aircraft financing especially leasing and mortgage agreements transacted in foreign countries such as England, France, the United States of America and Switzerland, and yet to analyze the intention and the commitments of the Geneva Convention. This thesis is based on documentary research gathering information from articles, books and materials and from the Department of Aviation, and is of the scope of study focusing primarily on the problems of aircraft financing in Thailand. However, a part of the study included the aircraft financing in foreign countries and the international convention so as to get along with the proposal that special legislation be introduced to recognize the Geneva Convention and the aircraft financing. After such study it is concluded that the provisions of the Civil and Commercial Code are not sufficiently appropriate and that the specific legislation be recommended for governing the aircraft financing.

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