

# Aircraft Lease Agreement (Dry/Wet/ACMI)

Aviation & Air Services

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This guide explains what the tool produces, how to use the output, and what to watch for. The actual output (draft/report) is generated on the tool page.

## Background

Drafts a framework aircraft lease — dry, wet or ACMI — covering rent, deposit, maintenance reserves, term, delivery and return conditions and responsibilities. Use it as a structured starting point for an aircraft lease.

## Purpose of this tool & output

Draft or review an aircraft lease

## How the output is used

Use the draft to draft or review an aircraft lease (dry, wet or ACMI) — term, rate, maintenance reserves, insurance, delivery and redelivery — reviewed by a lawyer.

## Who receives it

The agreement is between the lessor and the lessee; each keeps a signed copy, with the DGCA notified as required.

## Fees & charges

Stamp duty per your state stamp act on the lease value; regulatory and registration costs are separate.

## Who should vet it

An aviation finance lawyer, to check the maintenance-reserve, insurance, default and redelivery-condition clauses before signing.

## Important cautions

A draft framework, not legal advice; aircraft leases are highly complex (reserves, return conditions, Cape Town, forex, registration) and must be specialist-drafted. Engage aviation legal and finance counsel before signing.

## Companion documents

- Aircraft Charter Agreement
- Ground Handling Agreement
- Air Cargo / Freight Agreement
- Flight / Drone Training Agreement
- MRO / Maintenance Services Agreement
- Pilot / Crew Employment Agreement

This is AI-assisted guidance. Verify with a qualified professional before any binding decision. Fees, authorities and

processes vary by state and change over time — confirm with your state authority.