AIRCASTLE

2012 Citi Global Industrials Conference

September 19, 2012

Forward-Looking Statements / Property of Aircastle

Certain items in this presentation and other information we provide from time to time, may constitute forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995 including, but not necessarily limited to, statements relating to our ability to acquire, sell, lease or finance aircraft, raise capital, pay dividends, and increase revenues, earnings, EBITDA and Adjusted Net Income and the global aviation industry and aircraft leasing sector. Words such as “anticipates,” “expects,” “intends,” “plans,” “projects,” “believes,” “may,” “will,” “would,” “could,” “should,” “seeks,” “estimates” and variations on these words and similar expressions are intended to identify such forward-looking statements. These statements are based on management’s current expectations and beliefs and are subject to a number of factors that could lead to actual results materially different from those described in the forward-looking statements; Aircastle Limited can give no assurance that its expectations will be attained. Accordingly, you should not place undue reliance on any forward-looking statements contained in this presentation. Factors that could have a material adverse effect on our operations and future prospects or that could cause actual results to differ materially from Aircastle Limited’s expectations include, but are not limited to, significant capital markets disruption and volatility and the significant contraction in the availability of bank financing, which may adversely affect our continued ability to obtain additional capital to finance new investments or our working capital needs, volatility in the value of our aircraft; general economic conditions and business conditions affecting demand for aircraft and lease rates; our continued ability to obtain favorable tax treatment in Bermuda, Ireland and other jurisdictions; our ability to pay dividends; high or volatile fuel prices, lack of access to capital, reduced load factors and/or reduced yields, operational disruptions caused by political unrest in North Africa, the Middle East or elsewhere, uncertainties in the Eurozone arising from the sovereign debt crisis and other factors affecting the creditworthiness of our airline customers and their ability to continue to perform their obligations under our leases; termination payments on our interest rate hedges; and other risks detailed from time to time in Aircastle Limited’s filings with the Securities and Exchange Commission (“SEC”), including as previously disclosed in Aircastle’s 2011 Annual Report on Form 10-K, and in our other filings with the SEC, press releases and other communications. In addition, new risks and uncertainties emerge from time to time, and it is not possible for Aircastle to predict or assess the impact of every factor that may cause its actual results to differ from those contained in any forward-looking statements. Such forward-looking statements speak only as of the date of this presentation. Aircastle Limited expressly disclaims any obligation to release publicly any updates or revisions to any forward-looking statements contained herein to reflect any change in its expectations with regard thereto or change in events, conditions or circumstances on which any statement is based.

Overview

- Aircastle (NYSE: AYR) is a leading commercial jet aircraft lessor
- Modern aircraft portfolio with a large and diverse customer base
- Excellent servicing track record and strong contracted lease revenue stream
- Integrated investment and capital structure strategies
- Good liquidity position and demonstrated bond market access
- Disciplined investor with focus on shareholder value

Aircastle is well positioned to capitalize on its disciplined and differentiated approach

Investment Thesis

Positive Long-Term Industry Fundamentals

Modern Aircraft Portfolio & Diverse Customer Base

Effective Portfolio Management & Broad-Based Origination Approach

Stable Cash Flows & Conservative Capital Structure

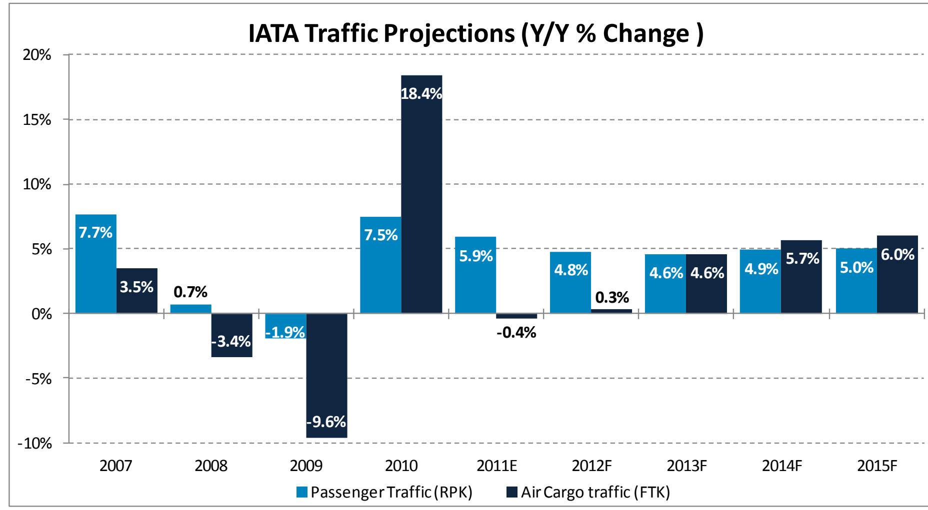
Management Focused on Shareholder Value Creation

Industry Fundamentals

Long Term Growth in Air Transport Traffic

- Both passenger and cargo air traffic driven by global economic activity (Historically 1.5-2.0x global GDP)
- Developing markets (e.g., China, India etc.) accounted for nearly 30% of YTD 2012 new aircraft deliveries

International Air Transport Association



Source: IATA fact sheet, June 2012

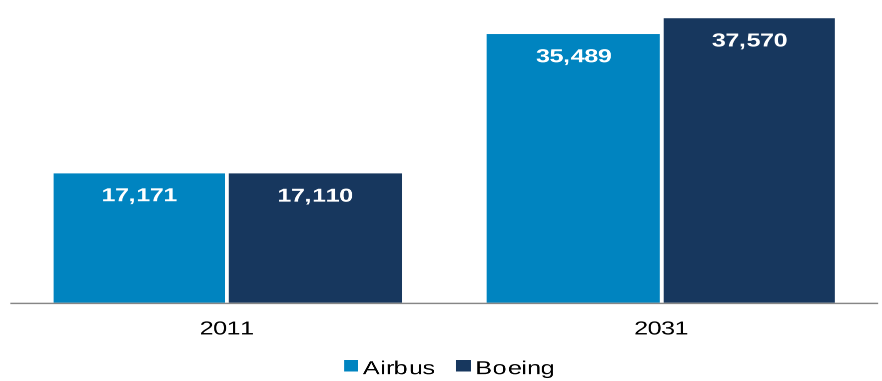
Global Fleet Expected to Grow Substantially

- World fleet expected to double over the next 20 years
- Growth driven by large emerging economies and substantial re-fleeting activity

Source: Boeing, Airbus, excludes regional jets

Boeing & Airbus Mainline Fleet Projections

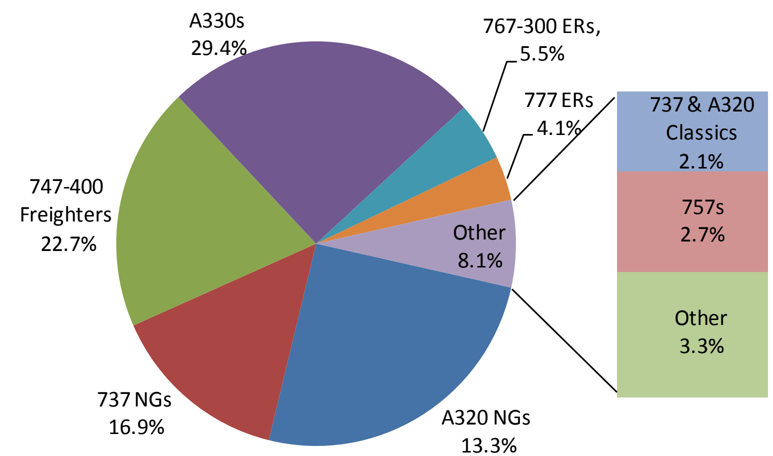
Source: Boeing, Airbus, excludes regional jets



Modern Portfolio with Strong Revenue Stream

- Modern aircraft portfolio comprised of 155 commercial jets
- Investments oriented to early and middle part of an aircraft's production
  - Longer useful lives than "last off the line" units
- 30% of our portfolio by net book value in cargo aircraft
  - End market diversification
  - Excellent lessee performance throughout last downturn
- Provides strong cash flow performance

Diversification – Aircraft Type[1]



Portfolio Statistics[1,2]

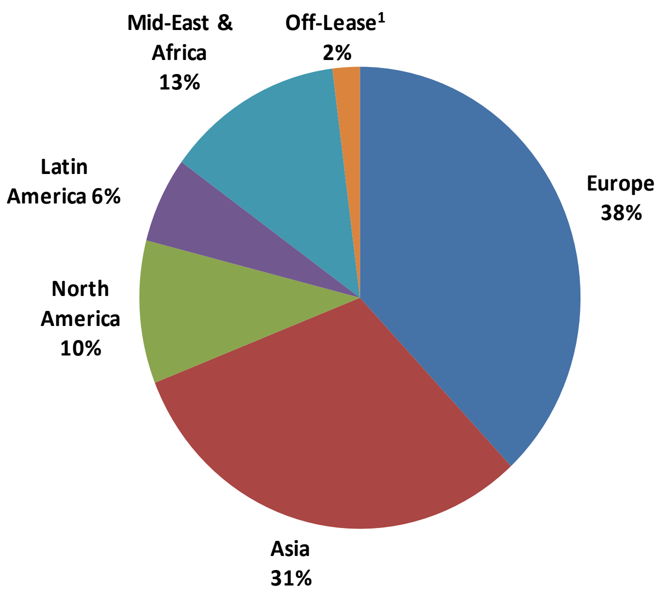
# Lessees / # Countries	67 / 36
Portfolio Remaining Lease Term	4.9
Passenger Remaining Lease Term	4.5
Freighter Remaining Lease Term	6.0
Weighted Average Age	11.1

Figures as of June 30, 2012.
[1] Percentage of net book value.
[2] Years weighted by net book value.

Well Diversified Customer Base

- Largest customer exposure represents less than 8% of net book value
- Combined, our top 10 customers represent ~46% of net book value
- Asia represents 31% of our portfolio, up from 27% in Q1:12
- Europe represents 38% of our portfolio, down from 41% in Q1:12; diversified across 69 aircraft and 35 lessees

Geographical Diversity*



% of NBV	Customer	Country	# Aircraft
Greater than 6% per customer	South African Airways	South Africa	4
	Hainan Airlines Co.	China	9
3% to 6% per customer	Emirates	United Arab Emirates	2
	US Airways	USA	11
	Martinair[(1)]	Netherlands	5
	SriLankan Airlines	Sri Lanka	5
	Airbridge Cargo[(2)]	Russia	2
	GOL[(3)]	Brazil	7
Less than 3% per customer	Iberia Airlines	Spain	6
	Asiana	South Korea	2

Figures as of June 30, 2012.

(*) Percentage of net book value.

1 Martinair is a wholly owned subsidiary of KLM. If combined with KLM, the two, together with two other affiliated customers, represent 9% of flight equipment held for lease.
2 Guaranteed by Volga-Dnepr.
3 GOL has guaranteed the obligations of an affiliate, VRG Linhas Aereas.

Well Dispersed Lease Placements

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2012 Lease Placements

- 6 aircraft (~3% of total net book value of flight equipment) with expirations being marketed for lease or sale in 2012
- World and Cimber aircraft (6 in total) successfully leased

2013 – 16 Lease Placements

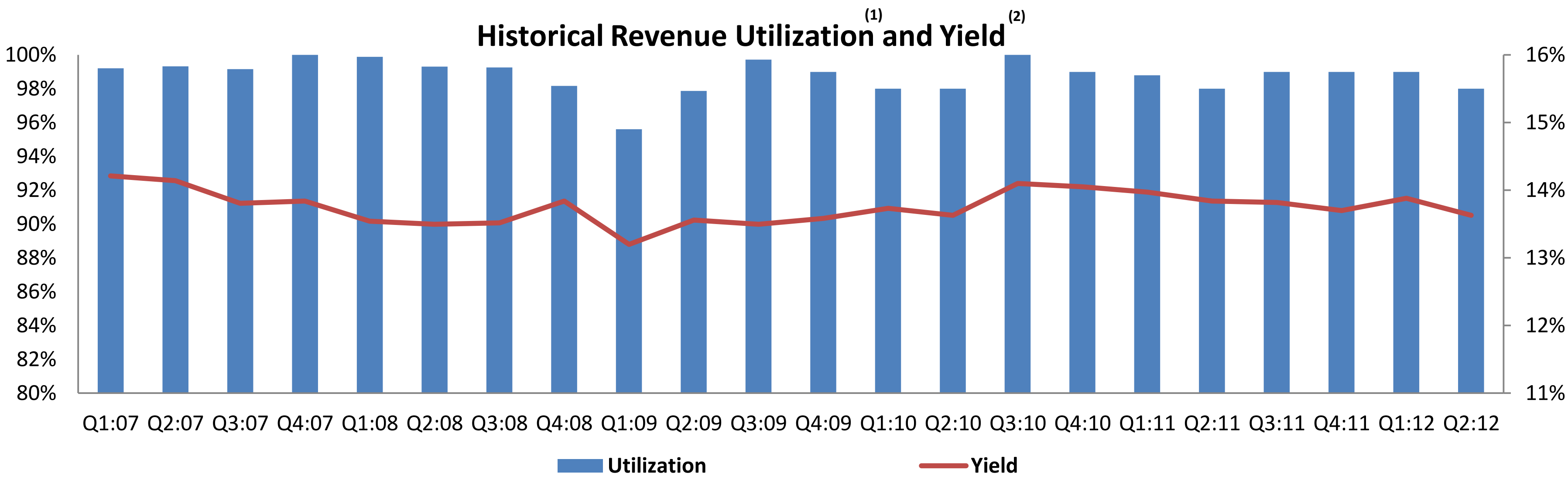
	Number of Leases Expiring	% of Total NBV
2013	24	8%
2014	32	15%
2015	16	6%
2016	23	12%

All NBV figures represent net book value of flight equipment; all figures as of June 30, 2012

Portfolio Performance

Consistently strong performance driven by active asset management and diversification

- Portfolio utilization of 98-99% and a rental yield of ~14% throughout the business cycle
- Q2:12 utilization of 98% and rental yield of ~14% (includes lease rental from finance leases)



(1) Aircraft on-lease days as a percent of total days in period weighted by net book, excludes aircraft in conversion.
(2) Calculated as lease rental revenue / average NBV of flight equipment for the period (rental revenue does not include maintenance revenue).

Acquisitions & Dispositions in 2012

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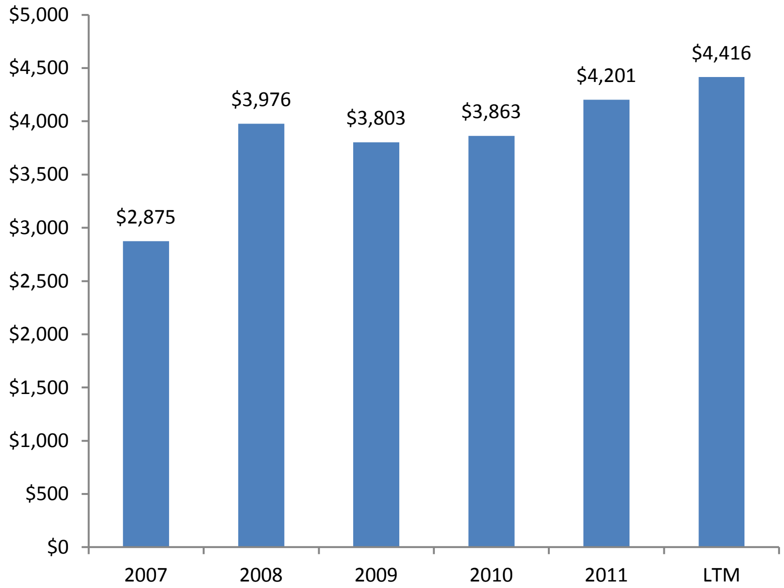
	Acquisitions	Dispositions
Strategy	• Focus on areas where we see value/ have a competitive edge: – High quality wide-bodies – Broadly used mid-age aircraft – Freighters	• Primary focus on selling end of life aircraft – Where selling makes more sense than reinvesting and re-leasing
Financial Targets	• Incremental cash ROEs >15%	• Aim for sales where we believe we can redeploy capital more profitably
Results	• Invested ~$500M during H1:12 • ~$200M in commitments to close in H2:12 • Increased percentage of fleet on lease to Asia-Pacific airlines • No more order stream commitments	• YTD sold three aircraft (two during H1:12) for roughly break-even results • Also disposed of one 767-300ER following an insurance settlement
Assets	• Two relatively new A330s including our last order stream aircraft • Five current gen narrow-bodies • Six 767-300ERs on finance leases • One 747-400 freighter • A loan secured by a 777ER	• Two 737 Classics • One 757 • One 767-300ER that suffered a casualty event

Strong Asset Returns

- Consistent lease rental revenue drives strong cash flow
- NBV of flight equipment was ~$4.7 billion at the end of Q2:12
- Q2:12 annualized lease rental[1] exit run rate of ~$646 million, including $294 million from unencumbered aircraft

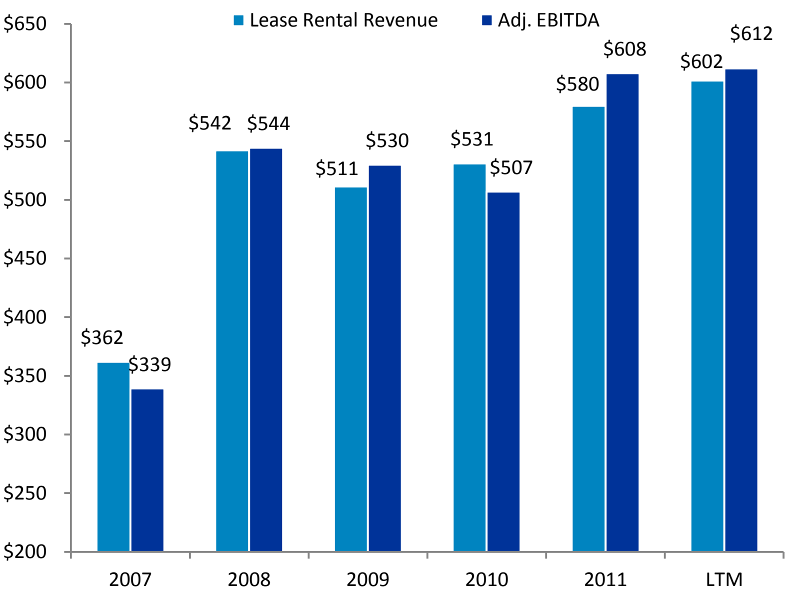
Average Flight Equip Held for Lease

$ millions, net book value



Lease Rental Revenue and Adj. EBITDA[2]

$ millions



1. *The quarter end lease rental run rate from unencumbered aircraft was ~$294 million. Rents collected under our finance leases are included in the lease rental exit run rate, and represents ~$16 million of the total lease rental exit run rate and the lease rental exit run rate from unencumbered aircraft.*
2. *Note: See appendix for reconciliation of GAAP to Non-GAAP figures.*

Capital Structure and Liquidity Summary

- Unrestricted cash of ~$291 million; $50 million undrawn revolving credit facility
- Unencumbered flight equipment of ~$2.0 billion
- Secured debt to total debt ratio is 61%; no remaining LTV tests
- Q2:12 net debt to equity ratio of 2.0x; net debt to total capitalization ratio of 62%

($ in millions)	As of March 31, 2012		As of June 30, 2012	
	O / S	Rate[1]	O / S	Rate[1]
Total Secured Debt[2]	$ 2,473	5.11%	$ 1,924	3.10%
Total Unsecured Debt[3]	$ 451	9.75%	$ 1,251	8.04%
Total Debt and Weighted Avg. Rate[1]	$ 2,923	5.82%	$ 3,175	5.05%
Shareholders' equity	$ 1,447		$ 1,467	
Total capitalization	$ 4,370		$ 4,643	
Total debt to equity	2.0 x		2.2 x	
Net debt to equity	1.8 x		2.0 x	

All figures as of June 30, 2012 except where otherwise noted.
1 Includes the interest rate on floating rate borrowings plus the applicable borrowing margin and the related interest rate swap cost. In the case of fixed rate obligations, includes the stated fixed rate of interest on the applicable debt obligations.
2 Includes floating rate debt in effect at the most recent applicable reset date plus the margin, and ECA Term Financings and Bank Financings which are fixed rate obligations.
3 Includes Senior Notes due 2017, 2018 and 2020, which are fixed rate obligations.

Shareholder Value Focused: Attractive Dividend

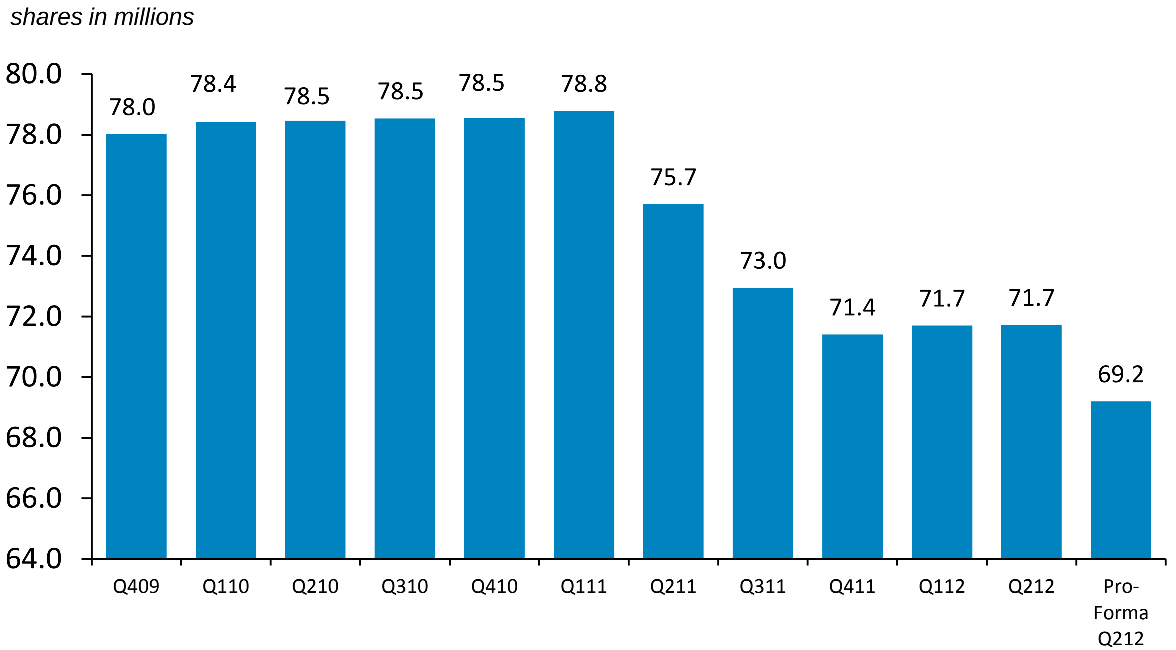
- Common dividends are regularly reviewed in the context of capital deployment
- Increased common dividend twice during 2011, and by 50%, over the previous year-end rate
- Declared dividends for 25 consecutive quarters (~$405 million total; IPO through Q3:12)

($ in millions, except per share amounts) Declaration Date	Payment Date	Dividend Per Share	Dividend Paid
December 6, 2010	January 14, 2011	$0.100	$8.0
March 8, 2011	April 15, 2011	$0.100	$7.9
June 27, 2011	July 15, 2011	$0.125	$9.4
September 14, 2011	October 14, 2011	$0.125	$9.0
November 8, 2011	December 15, 2011	$0.150	$10.8
February 17, 2012	March 15, 2012	$0.150	$10.9
May 2, 2012	June 15, 2012	$0.150	$10.8
August 1, 2012	September 14, 2012	$0.150	$10.5

Shareholder Value Focused: Repurchase Authorizations

- Repurchased 7.6 million shares in 2011 at an average cost of $11.92 per share ($90 million)
- Aircastle's Board authorized an additional $50 million share repurchase program on May 24, 2012
  - 2.5 million shares repurchased at $11.40 per share, or $28.5 million, on August 13, 2012

Weighted Average Diluted Shares



Summary and Conclusion

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- A disciplined investor with a focus on shareholder value
- Modern aircraft portfolio with diverse customer base
- Active aircraft acquisition activity through the first six months of 2012
- Strong servicing track record and solid contracted lease revenue stream
- Bond market access is a key differentiator for Aircastle given the dislocated bank market
- No debt maturities due until 2017

Aircastle is well positioned to capitalize on its differentiated investment strategy

Appendix

Reconciliation of GAAP to Non-GAAP Measures

($ in millions)	2007	2008	2009	2010	2011	LTM
Net income	$ 127.3	$ 115.3	$ 102.5	$ 65.8	$ 124.3	$ 107.2
Depreciation	126.4	201.8	209.5	220.5	242.1	255.5
Amortization of net lease discounts and lease incentives	(7.4)	(1.8)	11.2	20.1	16.4	9.9
Interest, net	92.7	203.5	169.8	178.3	204.2	215.7
Income tax provision	7.7	7.5	8.7	6.6	7.8	7.3
Discontinued operations, net of income taxes	(12.9)	-	-	-	-	-
EBITDA	$ 333.7	$ 526.3	$ 501.7	$ 491.2	$ 594.8	$ 595.7
+ Mark to market of interest rate derivative contracts (Inc) / Exp	$ (1.2)	$ 11.4	$ (1.0)	$ 0.9	$ 0.8	$ (0.4)
+ Share based payment expense	6.7	6.5	6.9	7.5	5.8	4.8
+ Contract termination expense	-	-	4.0	-	-	-
+ Impairment of aircraft	-	-	18.2	7.3	6.4	11.3
Adjusted EBITDA	$ 339.3	$ 544.3	$ 529.8	$ 506.9	$ 607.9	$ 611.5

We define EBITDA as income from continuing operations before income taxes, interest expense, and depreciation and amortization. We use EBITDA to assess our consolidated financial and operating performance, and we believe this non-GAAP measure is helpful in identifying trends in our performance. Using EBITDA assists us in comparing our operating performance on a consistent basis by removing the impact of our capital structure (primarily interest charges on our outstanding debt) and asset base (primarily depreciation and amortization) from our operating results. Adjusted EBITDA for purposes of this table is calculated in accordance with the calculation of "EBITDA" as that term is defined in the indenture governing our senior unsecured notes. Adjusted EBITDA is defined as net income (loss) plus net interest expense, income tax expense (benefit) and depreciation and amortization, further adjusted to give effect to adjustments required in calculating covenant ratios and compliance under the notes. Adjusted EBITDA is a material component of these covenants.