AIRCASTLE

Citigroup

2013 North American Credit Conference

November 5, 2013

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, Adjusted EBITDA, Adjusted Net Income, Operating Cash Flow, Cash Earnings and Cash ROE 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 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 report. 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 expectations include, but are not limited to, capital markets disruption or volatility which could adversely affect our continued ability to obtain additional capital to finance new investments or our working capital needs; government fiscal or tax policies, general economic and business conditions or other factors affecting demand for aircraft or aircraft values 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, 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’s filings with the SEC, including as previously disclosed in Aircastle’s 2012 Annual Report on Form 10-K, and elsewhere in this report. 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 report. 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.

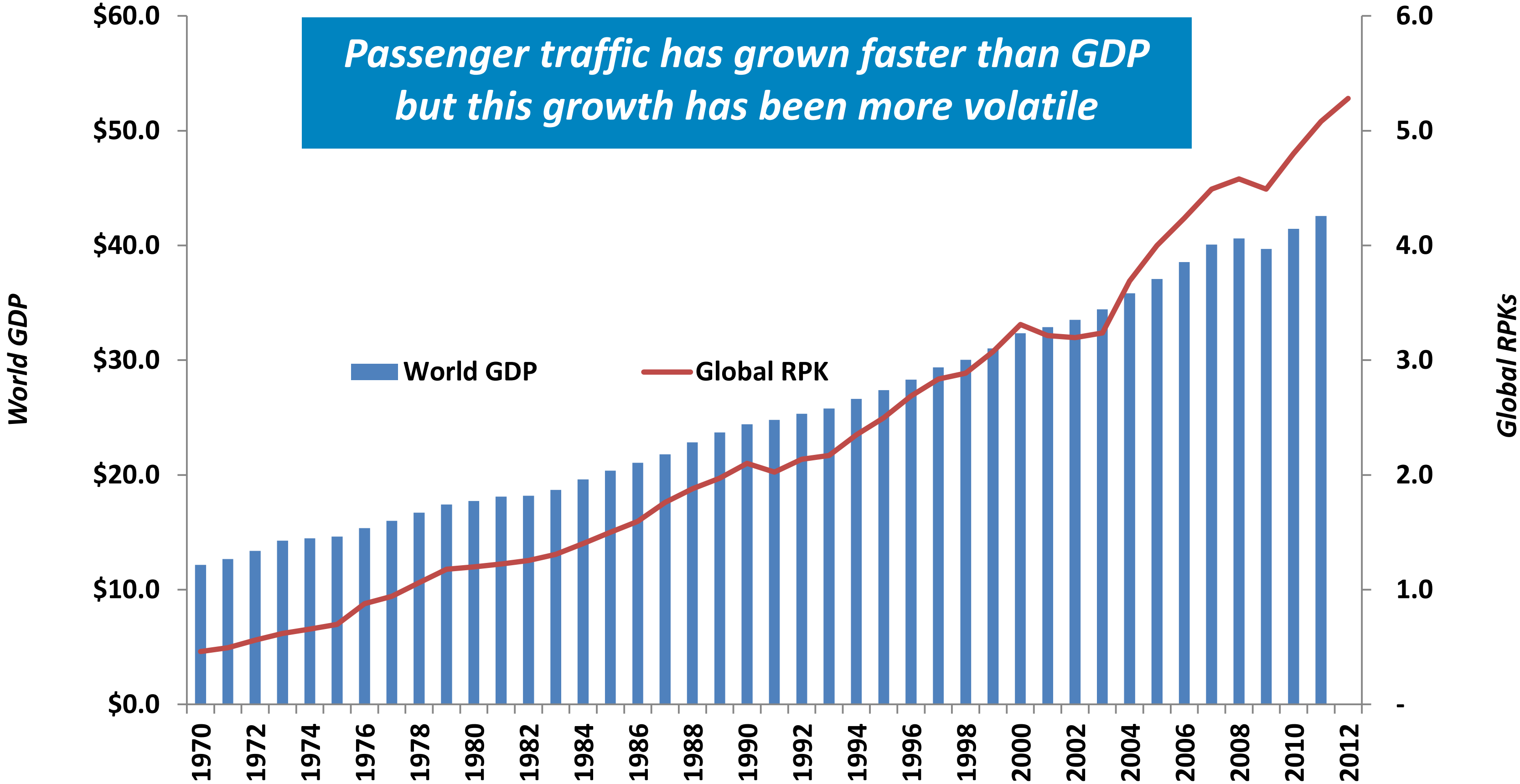
Investment Highlights

- Disciplined “value investor”
- Modern aircraft portfolio with a large and diverse customer base
- Strong portfolio management track record
- Stable cash flow and flexible, long-term capital structure
- Top tier management team and scalable platform
- The only truly globally owned aircraft leasing company
- 30 consecutive quarterly dividends

Positioned to Capitalize on Our Disciplined and Differentiated Approach

Consistent Passenger Traffic Growth

- Revenue passenger kilometers (RPKs) have grown 5.9% p.a. since 1970
  - Compares favorably to 3.1% p.a. growth in global GDP over the same period
- Lessors now own ~40% of the world's fleet of mainline (>100 seats) jets



Source: World Bank and Airbus.
Figures are in trillions. World GDP is expressed in constant 2000 US dollars.

New Investments Transforming the Portfolio

- Invested a total of $2.8 billion from 2011 through Q3:13
- Acquired $980 million in aviation assets to date during 2013
- Since 2011, 65% invested in aircraft less than five years old, mostly in wide-bodies
- Mid-aged aircraft investments continue to play an important role

$ millions

Age of Aircraft Acquired	2011	2012	Closed through 10/30/2013
0 – 5 years	$728	$423	$661
5 – 10 years	-	$119	$265
10 – 15 years	$176	$166	$41
> 15 years	$92	$92	$12
Total Invested	$996	$799[1]	$979[2]

Type of Aircraft Acquired	2011	2012	Closed through 10/30/2013
Wide / Mid-body	$669	$383	$758
Narrow-body / E-Jets	$148	$359	$221
Freighters	$179	$57	-
Total Invested	$996	$799[1]	$979[2]

1 *Excludes a $44 million secured note.*
2 *Excludes $690 million of additional committed aircraft acquisitions that are expected to close in the 4th quarter of 2013 and 1st quarter of 2014.*

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Aircraft Sales

2011

- Thirteen aircraft sold
  - Aggregate sales price of approx. $500 million
- Average age: six years
  - eight narrow-bodies: 29%
  - five wide-bodies: 71%
- Disposals primarily opportunistic; capital gains driven
- Gains of $39.1 million

2012

- Eight aircraft sold
  - Aggregate sales price of approx. $65 million
- Average age: 17 years
  - six narrow-bodies: 44%
  - two wide-bodies: 56%
- Primary focus on end of life aircraft and capital efficiency
- Gains of $5.7 million

YTD 2013

- Fifteen aircraft sold
  - Aggregate sales price of approx. $285 million
  - Three A330 freighters with an average age of three years
  - Also twelve older aircraft with an average age of 18 years
- YTD Gains of $25.6 million

Successful Track Record in Selling Both New and Used Aircraft; Asset Sales a Key Portfolio Management Tool

Note: Average age: weighted by net book value

Portfolio Evolution

- Growth focus has been on newer wide-bodies
- Freighter and classic generation exposures have been shrinking

Aircraft Fleet (% of NBV)	*12/31/2009*	*12/31/2011*	*9/30/2013*
Current Generation Wide-Bodies			
A330s	**17%**	**23%**	**32%**
777ERs	**2%**	**5%**	**9%**
Current Generation Narrow-Bodies			
737 NGs	**18%**	**17%**	**17%**
A320 CEOs	**17%**	**14%**	**13%**
Freighters			
747-400s	**27%**	**22%**	**18%**
A330s and Others	**3%**	**9%**	**2%**
Classic Generation Aircraft			
737s and A320s	**4%**	**2%**	**1%**
757s and 767s	**12%**	**8%**	**5%**
Regional Jets	**0%**	**0%**	**3%**

Positive Portfolio Trends

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	Owned Aircraft as of Dec. 31, 2010 [1]	Owned Aircraft as of Dec. 31, 2011 [1]	Owned Aircraft as of Dec. 31, 2012 [1]	Owned Aircraft as of Sept. 30, 2013 [1]
Flight Equipment Held for Lease ($ millions)	**$4,066**	**$4,388**	**$4,783**	**$5,086**
Unencumbered Flight Equipment ($ millions)	**$595**	**$677**	**$2,092**	**$2,712**
Number of Aircraft	**136**	**144**	**159**	**161**
Number of Unencumbered Aircraft	**18**	**27**	**72**	**80**
Passenger Aircraft (% of NBV)	**67%**	**69%**	**71%**	**80%**
Freighter Aircraft (% of NBV)	**33%**	**31%**	**29%**	**20%**
Weighted Avg. Fleet Age (years) [2]	**11.0**	**10.9**	**10.7**	**10.0**
Weighted Avg. Lease Term (years) [3]	**4.7**	**4.9**	**5.0**	**5.2**
Weighted Avg. Utilization (period-ended) [4]	**99%**	**99%**	**99%**	**100%**
Portfolio Yield (period-ended) [5]	**13.9%**	**13.8%**	**13.8%**	**13.7%**

1. *Calculated using net book value of flight equipment held for lease, net investment in finance leases and assets held for sale at period end.*
2. *Weighted average age (years) by net book value.*
3. *Weighted average remaining lease term (years) by net book value.*
4. *Aircraft on-lease days as a percent of total days in period weighted by net book value. 2013 results are for the three months ended 9-30-2013.*
5. *Lease rental revenue for the period as a percent of average net book value of flight equipment held for lease for the period. 2013 results are for the three months ended 9-30-2013.*

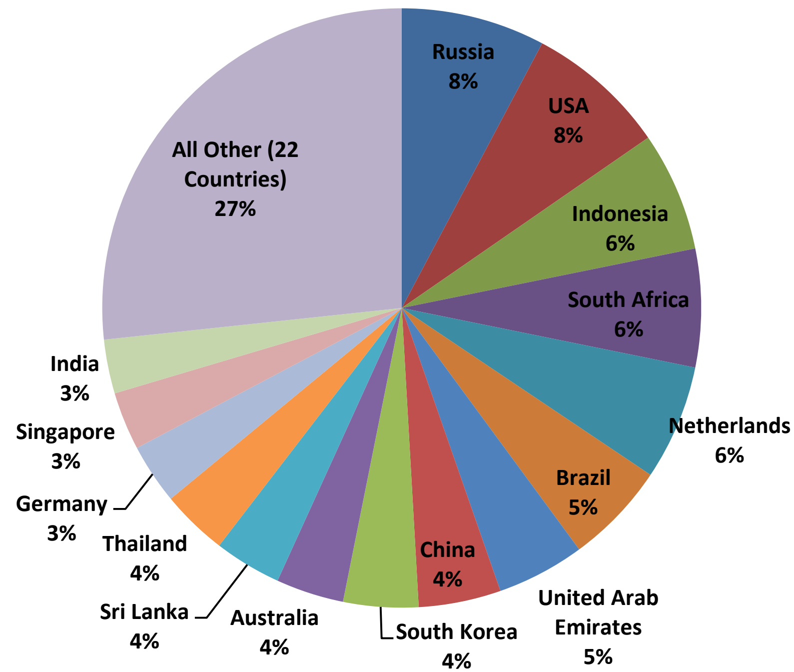
Aircraft Diversification by Customer and Geography

Broad Portfolio Diversification by Lessee and Country
68 Customers in 37 Countries

*Largest Customer Exposure is less than 7% of Total NBV **

% of NBV *	Customer	Country	# Aircraft
Greater than 6% per customer	Garuda	Indonesia	5
	South African Airways	South Africa	4
3% to 6% per customer	Emirates	United Arab Emirates	2
	US Airways	USA	11
	Virgin Australia	Australia	2
	SriLankan Airlines	Sri Lanka	5
	Airbridge Cargo[1]	Russia	2
	Singapore Airlines	Singapore	2
	Thai Airways	Thailand	1
Less than 3% per customer	Martinair[2]	Netherlands	4

*Largest Country Exposure is 8% of Total NBV **

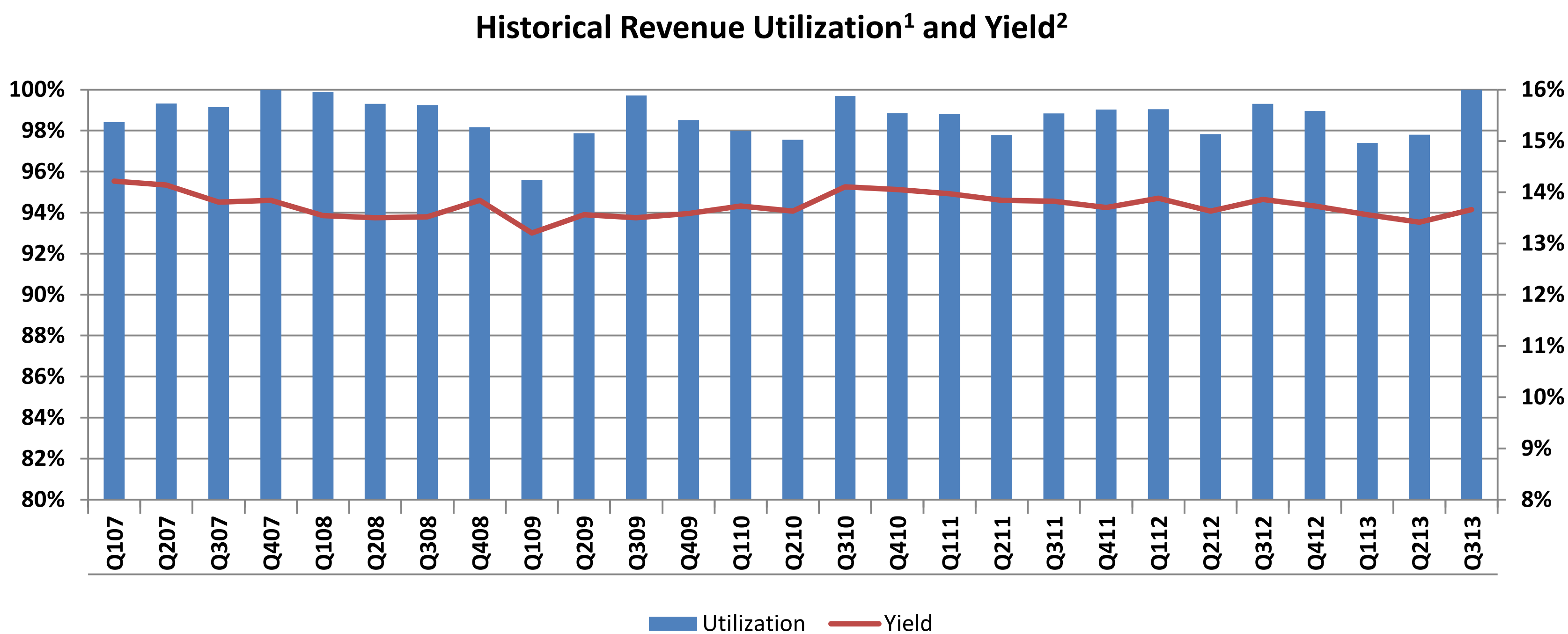


** Percentage of net book value. Figures as of September 30, 2013.*
1. *Guaranteed by Volga-Dnepr Airlines.*
2. *Martinair is a wholly owned subsidiary of KLM. If combined with KLM and two other affiliated customers, the four customers represent 7% of flight equipment held for lease.*

Strong Overall Portfolio Performance

Diversified Portfolio and Active Asset Management Drive Performance

- We monitor our customers carefully and actively manage the portfolio
- Portfolio utilization of 98%-99% and rental yield of 14% over past six years
- Q3 2013 utilization of 100% and rental yield of 13.7%



1. *Aircraft on-lease days as a percent of total days in period weighted by NBV.*
2. *Calculated as lease rental revenue / average NBV of flight equipment for the period. Rental revenue does not include maintenance revenue.*

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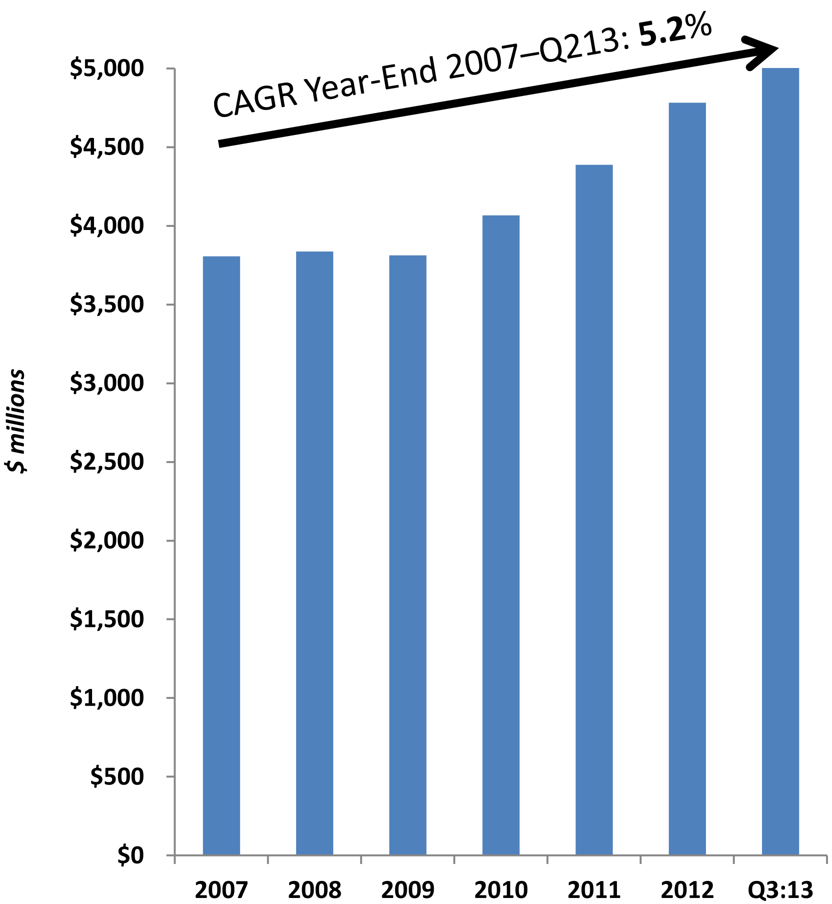
Placement Progress

- For 2013, only two aircraft remaining to place or sell, representing less than 1% of total NBV
  - Remaining two aircraft are older 767-300ERs that are likely end of life sales
- No off-lease aircraft
- For 2014, 23 remaining scheduled lease expirations, representing 8.8% of total NBV
  - Ten aircraft are likely end of life sales and represent approximately 2% of NBV

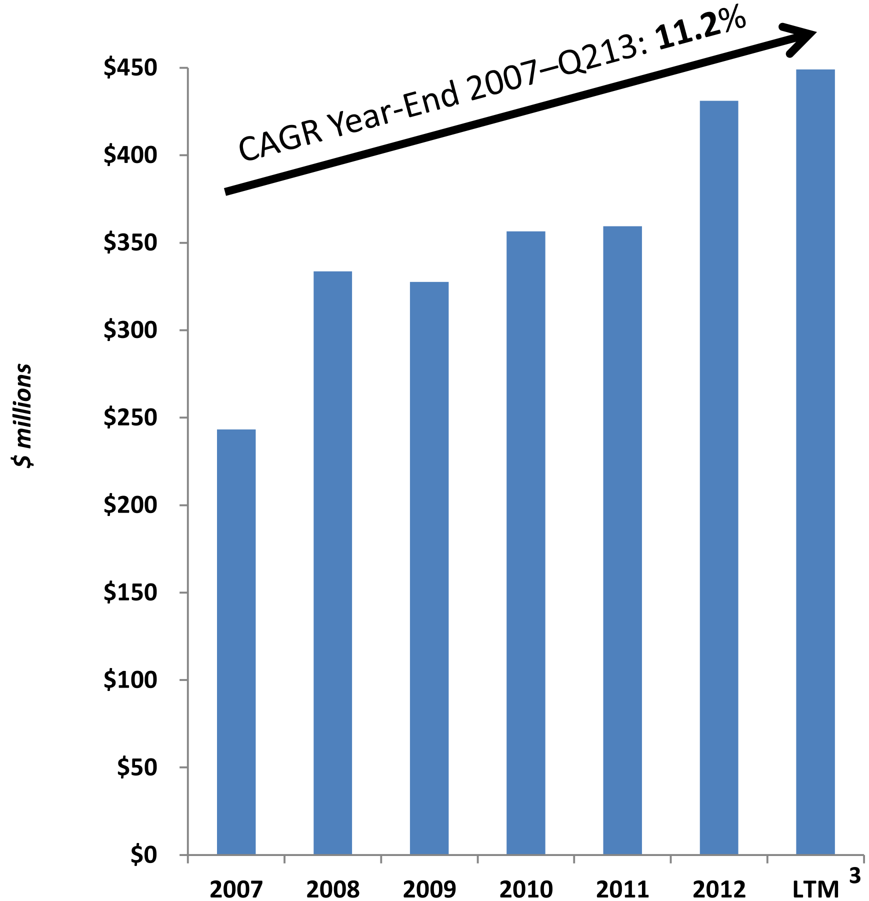
	Number of Scheduled Lease Expirations	% of Total NBV
2014	**23**	**9%**
2015	**21**	**7%**
2016	**25**	**10%**
2017	**32**	**23%**
2018	**19**	**13%**

Figures as of September 30, 2013 except where otherwise noted.

Operating Cash Flow[1] Outpaces Asset Growth



NBV of Flight Equipment[2]



Operating Cash Flow[1]

1. *Cash flow from operations plus collections on finance leases.*
2. *Total period end Net Book Value of flight equipment plus finance leases and assets held for sale.*
3. *Last twelve months through September 30, 2013*

NOTE: See appendix for GAAP to Non-GAAP reconciliation.

Transformed Capital Structure

- Consistently low leverage over time
- Significant increase in role of unsecured debt
    - Transitioned to a good balance of secured and unsecured debt
- $2.7 billion pool of unencumbered flight equipment
    - Growing unencumbered asset base generating strong cash flows, provides stability
- Recently increased our unsecured revolving credit facility to $335 million

Capital Structure Metrics

($ billions)	**12/31/2009**	**12/31/2011**	**9/30/2013**
Total Debt	$2.5	$3.0	$3.3
Debt to Equity	1.9x	2.1x	2.1x
Net Debt to Equity	1.8x	1.9x	1.9x
Secured Debt %	100%	85%	47%
Unsecured Debt %	0%	15%	53%
Unencumbered Assets [1]	$0.0	$1.0	$3.0
Unencumbered Assets to Unsecured Debt	0%	2.2x	1.7x

Capital Structure Flexibility Enables "Value Investment" Strategy

1. *Includes unrestricted cash*

Strong Capital Structure & Liquidity Profile

- Closed Q3:13 with $238 million of unrestricted cash and $192 million of restricted cash
- Q3:13 equity investment by Marubeni Corp. raised $205 million of additional equity
- No significant debt maturities due until 2017
- Repeat unsecured bond issuer with BB+/Ba2 corporate ratings
- Debt mix evolving as unsecured debt increases and portfolio-based financing shrinks
  - Bank market strong for new wide-bodies

Debt Structure Mix

($ millions)	12/31/2009	12/31/2011	9/30/2013
Secured Debt Total	$2,465	$2,536	$1,581
Portfolio Based/ Securitizations	$2,325	$1,874	$892
ECA-backed	$140	$536	$504
Bank	$0	$126	$184
Unsecured Debt	$0	$451	$1,751

Marubeni Investment in AYR

Transaction Overview

- On July 12th, Marubeni acquired 15.25% of Aircastle's common shares, after giving effect to the issuance
  - Gross proceeds of approximately $209 million
- Marubeni is a leading Japanese trading company with more than 150 years of history
  - Involved in the handling of products and provision of services in a broad range of sectors globally, including transportation machinery
- Aircastle and Marubeni also entered into a shareholder agreement that became effective upon the completion of the issuance
  - Marubeni designated two directors to Aircastle's board
  - Three-year restriction on transferring shares
  - Provisions relating to Marubeni's ability to transfer and acquire Aircastle's securities

Benefits for Aircastle

- Strategic, long term investor with global orientation
- Strong presence in Japan
  - Enhanced access to home market funding sources and transactions with airlines and investors
- Equity issuance in Q3:13 at a significant premium to pre-transaction trading levels
  - 14.5% premium to pre-announcement share price
  - 17.0% premium to pre-announcement 50-day moving average share price
- New equity capital improves Aircastle's capital base and credit profile

Appendix

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Reconciliation of GAAP to Non-GAAP Measures – EBITDA and Adjusted EBITDA

($ in thousands)	Three Months Ended September 30, 2012	Three Months Ended September 30, 2013	Nine Months Ended September 30, 2012	Nine Months Ended September 30, 2013
Net income (loss)	$ (45,847)	$ (74,558)	$ 3,079	$ (18,640)
Depreciation	68,413	70,469	200,024	212,448
Amortization of net lease discounts and lease incentives	6,838	9,737	6,392	25,527
Interest, net	54,101	57,843	167,203	183,651
Income tax provision	1,701	(597)	5,976	6,719
EBITDA	$ 85,206	$ 62,894	$ 382,674	$ 409,705
Adjustments:				
Impairment of Aircraft	78,676	106,136	88,787	112,335
Non-cash share based payment expense	1,128	1,067	3,233	2,931
Loss (gain) on mark to market of interest rate derivative contracts	-	(855)	(599)	(3,727)
Contract termination expense	1,248	-	1,248	-
Adjusted EBITDA	$ 166,258	$ 169,242	$ 475,343	$ 521,244

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. We define Adjusted EBITDA as EBITDA (as defined above) further adjusted to give effect to adjustments required in calculating covenant ratios and compliance as that term is defined in the indenture governing our senior unsecured notes. Adjusted EBITDA is a material component of these covenants.

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Reconciliation of GAAP to Non-GAAP Measures – Adjusted Net Income (Loss)

	Three Mos. Ended Sept. 30,		Nine Mos. Ended Sept. 30,	
	2012	2013	2012	2013
	(Dollars in thousands)			
Net income (loss)	$ (45,847)	$ (74,558)	$ 3,079	$ (18,640)
Loan termination fee[1]	-	-	-	2,954
Ineffective portion and termination of hedges[1]	1,474	91	1,840	2,222
Gain on mark to market of interest rate derivative contracts[2]	-	(855)	(599)	(3,727)
Write-off of deferred financing fees[1]	-	150	2,914	3,975
Stock compensation expense[3]	1,128	1,067	3,233	2,931
Term Financing No. 1 hedge loss amortization charges[1]	4,506	4,591	8,922	13,478
Securitization No. 1 hedge loss amortization charges [1]	-	423	-	1,168
Contract Termination Expense	1,248	-	1,248	-
Adjusted net income (loss)	$ (37,491)	$ (69,091)	$ 20,637	$ 4,361

1. *Included in Interest, net.*
2. *Included in Other income (expense).*
3. *Included in Selling, general and administrative expenses.`*

Beginning with our report for the quarter ended March 31, 2012, management, to be more consistent with reporting practices of peer aircraft leasing companies, has revised the calculation of ANI to no longer exclude gains (losses) on sales of assets, and to exclude non-cash share based payment expense in the calculation of ANI. Beginning with our quarterly report for the quarter ended June 30, 2012, we also excluded Term Financing No. 1 hedge loss amortization charges which are reported in Interest, net on our consolidated statement of income from the calculation of ANI. The same applies to hedge loss amortization charges associated with Securitization No. 1, which began in the first quarter of 2013. The calculation of ANI for the three months ended March 31, 2012 has been revised to be comparable with the current period presentation.

Management believes that ANI, when viewed in conjunction with the Company's results under US GAAP and the below reconciliation, provides useful information about operating and period-over-period performance, and provides additional information that is useful for evaluating the underlying operating performance of our business without regard to periodic reporting elements related to interest rate derivative accounting and gains or losses related to flight equipment and debt investments.

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Reconciliation of GAAP to Non-GAAP Measures – Operating Cash Flow

($ thousands)	2008	2009	2010	2011	2012	LTM
Net cash provided by operating activities	$ 333,626	$ 327,641	$ 356,530	$ 359,377	$ 427,277	$440,634
Collections on Finance Leases	-	-	-	-	3,852	8,469
Operating Cash Flow	$ 333,626	$ 327,641	$ 356,530	$ 359,377	$ 431,129	$ 449,103

Management believes that Operating Cash Flow when viewed in conjunction with the Company's results under US GAAP and the above reconciliation, provide useful information about operating and period-over-period performance, and provide additional information that is useful for evaluating the underlying operating performance of our business without regard to periodic reporting elements related to non-cash revenue and expense items and interest rate derivative accounting.

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Reconciliation of GAAP to Non-GAAP Measures – Cash Earnings and Cash ROE

$ in thousands	2008	2009	2010	2011	2012	LTM
Net cash provided by operating activities	$ 333,626	$ 327,641	$ 356,530	$ 359,377	$ 427,277	$ 440,634
Collections on Finance Leases	-	-	-	-	3,852	8,469
Gain on Sale of Flight Equipment	6,525	1,162	7,084	39,092	5,747	28,286
Less: Depreciation	(201,759)	(209,481)	(220,476)	(242,103)	(269,920)	(282,344)
Cash Earnings	$ 138,392	$ 119,322	$ 143,138	$ 156,366	$ 166,956	$ 195,045
Average Shareholder's Equity	$ 1,203,372	$ 1,201,702	$ 1,316,978	$ 1,373,663	$ 1,410,117	$1,497,130
Cash Earnings / Average Shareholder's Equity	11.5%	9.9%	10.9%	11.4%	11.8%	13.0%

Note: Average Shareholder's Equity is the sum of the current and prior year shareholder's equity divided by two. Management believes that the cash return on equity metric (Cash ROE) when viewed in conjunction with the Company's results under US GAAP and the above reconciliation, provide useful information about operating and period-over-period performance, and provide additional information that is useful for evaluating the underlying operating performance of our business without regard to periodic reporting elements related to non-cash revenue and expense items and interest rate derivative accounting.

Limitations of EBITDA, Adjusted EBITDA, Cash ROE and Operating Cash Flow

An investor or potential investor may find EBITDA, Adjusted EBITDA , Cash ROE and Operating Cash Flow important measures in evaluating our performance, results of operations and financial position. We use these non-US GAAP measures to supplement our US GAAP results in order to provide a more complete understanding of the factors and trends affecting our business.

EBITDA, Adjusted EBITDA, Cash Earnings, Cash ROE and Operating Cash Flow have limitations as analytical tools and should not be viewed in isolation or as substitutes for US GAAP measures of earnings. Material limitations in making the adjustments to our earnings to calculate EBITDA, Adjusted EBITDA, Cash ROE and Operating Cash Flow, and using these non-US GAAP measures as compared to US GAAP net income, income from continuing operations and cash flows provided by or used in operations, include:

- depreciation and amortization, though not directly affecting our current cash position, represent the wear and tear and/or reduction in value of our aircraft, which affects the aircraft's availability for use and may be indicative of future needs for capital expenditures;
- the cash portion of income tax (benefit) provision generally represents charges (gains), which may significantly affect our financial results;
- elements of our interest rate derivative accounting may be used to evaluate the effectiveness of our hedging policy; hedge loss amortization charges related to Term Financing No. 1 and Securitization No. 1; and
- adjustments required in calculating covenant ratios and compliance as that term is defined in the indenture governing our senior unsecured notes.

EBITDA, Adjusted EBITDA, Cash ROE and Operating Cash Flow are not alternatives to net income, income from operations or cash flows provided by or used in operations as calculated and presented in accordance with US GAAP. You should not rely on these non-US GAAP measures as a substitute for any such US GAAP financial measure. We strongly urge you to review the reconciliations to US GAAP net income, along with our consolidated financial statements included elsewhere in our Annual Report. We also strongly urge you to not rely on any single financial measure to evaluate our business. In addition, because EBITDA, Adjusted EBITDA, Cash ROE and Operating Cash Flow are not measures of financial performance under US GAAP and are susceptible to varying calculations, EBITDA, Adjusted EBITDA, Cash ROE and Operating Cash Flow as presented here, may differ from and may not be comparable to, similarly titled measures used by other companies.