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Fourth Quarter 2010 Earnings Call

March 10, 2011

Forward-Looking Statements / Property of Aircastle

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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 Net Income and Adjusted Net Income plus Depreciation and Amortization 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, which may adversely affect our continued ability to obtain additional capital to finance our working capital needs, volatility in the value of our aircraft or in appraisals thereof, which may, among other things, result in increased principal payments under our term financings and reduce our cash flow available for investment or dividends; 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 or unavailability of capital 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 Limited’s filings with the SEC, including “Risk Factors” as previously disclosed in Aircastle’s 2009 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.

Highlights

- 99% Fleet utilization for the fourth quarter and full year
- 14.0% portfolio yield for the fourth quarter and 13.9% for the full year
- Purchased eleven aircraft for $500 million, six in the fourth quarter
  - Took delivery of two new Airbus A330Fs with long-term leases to Hong Kong Airlines
  - Financial results just starting to reflect "Built-in" Airbus program growth and 2010 investments
- Secured $1.1 billion of financing commitments
  - Nearly $700 million of funding commitments for new A330 deliveries
  - Issued $300 million in senior unsecured notes
- Ended year with $240 million of unrestricted cash and $50 million of unsecured revolver capacity
- Board of Directors approved a $60 million share repurchase program

Demonstrated Servicing Track Record

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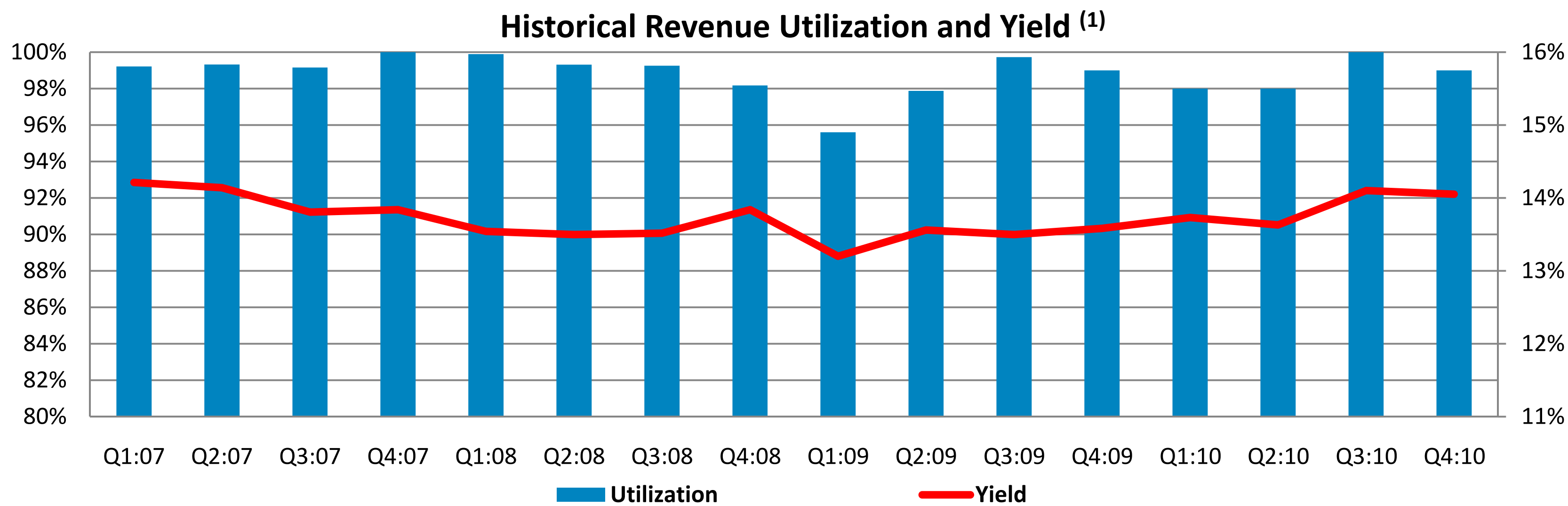
- Excellent track record during volatile economic conditions
- Q4:10 revenue utilization of 99% and rental yield of 14.0%
- Full year 2010 revenue utilization of 99% and rental yield of 13.9%
- Expected Q1:11 revenue utilization of at least 98% and rental yield of 14%



(1) Yield is calculated as lease rental revenue / average NBV for the period

Lease Placement & Aircraft Sales Activity

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2011 Leasing Activity

- 9 of 11 scheduled expirations placed / contracted for sale:
  - 6 aircraft have executed or committed leases or lease renewals
  - 1 aircraft has signed letter of intent for lease
  - 2 aircraft subject to sales agreements
- Five aircraft early terminated in Q1:11
  - 4 x A320 (Egypt) and 1 x A319 (Jordan)
  - Represent ~2% of Q4:10 lease rental revenue
  - Actively remarketing

Sales /Other Activities

- Insurance proceeds resulted in pretax gain on disposition of $8.4 million during Q4:10
  - One 737-700 declared total loss in Q4:10
- Sale of four 737-400SF freighters expected to result in pre tax income of $9.5 million during Q1:11
- Two additional contracted sales in 2011
  - One 737- 500 in Q2:11
  - One 757- 200 in Q4:11
- Signed lease with Virgin Blue for one new A330-200 delivering in Spring 2012
  - All A330 orders now subject to signed lease agreements

Aircraft Acquisitions

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~$500 Million of Investments in 2010

- Two new A330-200F aircraft
- Three Airbus A330-200 aircraft in sale-leaseback transaction with SriLankan Airlines
- Two Boeing 747-400F production freighters, delivered on long-term leases
- Four Boeing 737-800 aircraft

Ended 2010 with ~$700 Million of “Built-in” Asset Growth

- Airbus A330 Program Deliveries Q1:11 – 1H:12

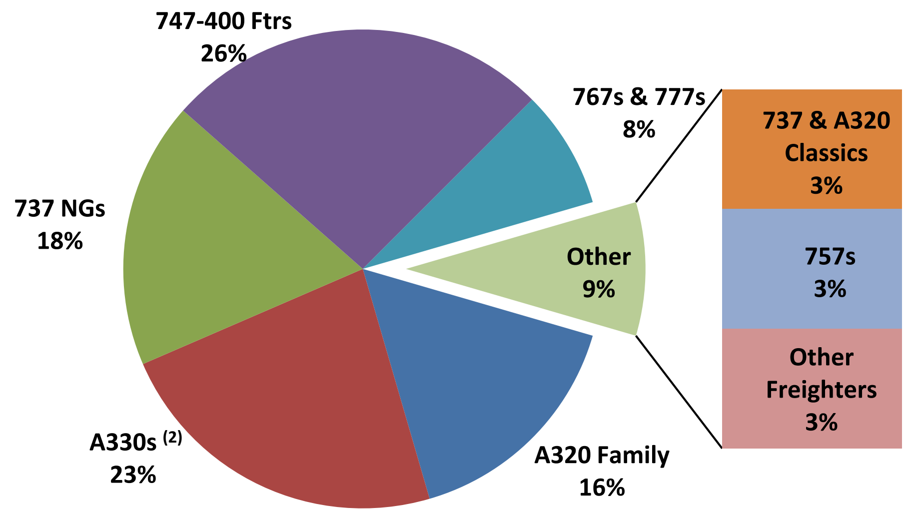
Growing and Attractive Base of Investment Opportunities

- “Built-in” growth and new investments position the company for solid performance in 2011
- Leverage our origination, placement and freight market strengths as well as our capital market debt access
- Portfolio built through 67 transactions with 54 counterparties

Modern Portfolio with Strong Revenue Stream

- Modern commercial jet portfolio
  - 90% by net book value is latest generation of technology
- Investments oriented to early and middle part of an aircraft's production
  - Longer useful lives than "last off the line" units
- 33% of our portfolio by net book value in cargo aircraft
  - Diversification by end market
  - Excellent lessee performance throughout downturn
- Long remaining average lease term
- Provides strong cash flow performance

Diversification – Aircraft Type(1)



Portfolio Statistics(1)(3)

# Lessees / # Countries	64 / 36
Portfolio Remaining Lease Term	4.7
Freighter Remaining Lease Term	7.4
Weighted Average Age	11.0

(1) Percentage of NBV. Figures as of 12/31/10

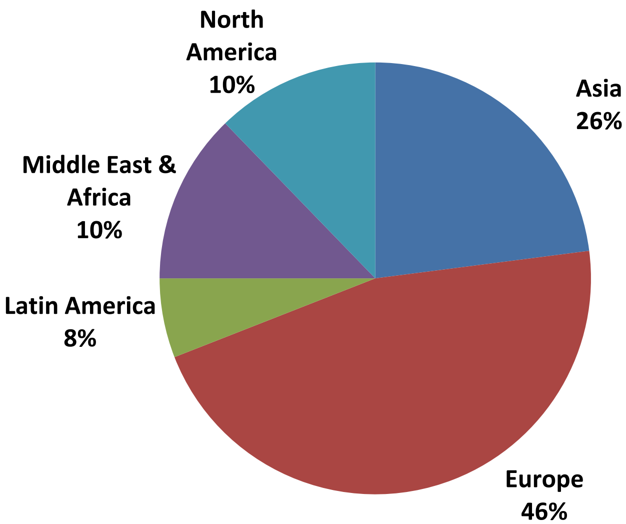
(2) Includes one A330-200 Freighter

(3) Years weighted by NBV

Diversified Customer Base

- Portfolio spread across a variety of carriers around the world
- Largest customer exposure is less than 7% of net book value
- Combined, the top 10 customers represent 49% of net book value

Geographical Diversity(*)



(*) Percentage of NBV. Figures as of 12/31/10.

% of NVB	Customer	Country	# Aircraft
Greater than 6% per customer	Emirates	United Arab Emirates	2
	Martinair (1)	Netherlands	5
3% to 6% per customer	HNA Group (2)	China	8
	US Airways	USA	8
	SriLankan Airlines	Sri Lanka	5
	Airbridge Cargo (3)	Russia	2
	Avianca	Colombia	2
	China Eastern Airlines (4)	China	8
	Iberia Airlines	Spain	6
	GOL (5)	Brazil	6

(1) Martinair is a wholly owned subsidiary of KLM. Although KLM does not guarantee Martinair's obligations under the relevant lease, if we combined Martinair with our one aircraft on lease with KLM, the two, together with another affiliated customer, represent 11% of flight equipment held for lease.
(2) Eight aircraft on lease to affiliates of the HNA Group, although the HNA Group does not guarantee the leases.
(3) Guaranteed by Volga-Dnepr.
(4) Includes the aircraft leased to Shanghai Airlines, which was recently acquired by China Eastern Airlines. China Eastern Airlines does not guarantee the obligations of the aircraft we lease to Shanghai Airlines.
(5) GOL has guaranteed the obligations of an affiliate, VRG Linhas Aereas, and accordingly, the two are shown combined in the above table.

As of 12/31/10.

Q4:10 Revenue Summary

- Lease rental revenue of $139.3 million was higher by $11.6 million versus Q4:09 due primarily to the impact of aircraft acquisitions net of disposals
- Maintenance revenue in Q4:10 was down $10.0 million versus the prior year period due to fewer scheduled and unscheduled lease terminations

Revenue Summary

$ millions	Q4:09	Q4:10
Lease Rental Revenue	$127.8	$139.3
Maintenance Revenue	11.1	1.1
Amortization of Net Lease Discounts and Lease Incentives	(3.3)	(6.1)
Total Lease Rentals	135.6	134.3
Interest Income and Other Revenue	0.2	0.4
Total Revenues	**$135.8**	**$134.7**

Revenue Trends

- Lease rental revenue is a consistent performance driver of the operating and financial results
- Maintenance and other lease termination revenue in any reporting period is dependent upon a number of factors: the timing of lease expiries, early terminations and maintenance events and the utilization of the aircraft

	2009				2010			
($ millions)	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Revenues								
Lease rental revenue	$ 126.0	$ 129.4	$ 128.3	$ 127.8	$ 130.1	$ 128.1	$ 133.5	$ 139.3
Amortization of net lease discounts & lease incentives	(1.1)	(2.8)	(4.0)	(3.3)	(4.8)	(4.9)	(4.2)	(6.1)
Maintenance revenue	6.6	9.6	31.4	11.1	5.3	6.8	2.5	1.1
Interest income	0.6	0.6	0.6	0.1	-	-	-	-
Other revenue	-	0.1	9.5	0.1	-	0.1	0.4	0.4
Total Revenues	**$132.1**	**$136.9**	**$165.7**	**$135.8**	**$130.5**	**$130.2**	**$132.2**	**$134.7**

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Full Year 2010 Revenue Summary

- Lease rental revenue of $531.1 million was higher by $19.6 million versus 2009 due primarily to aircraft acquisitions net of dispositions of $22.5 million, partially offset by lower rentals from lease transitions, extensions and floating rate leases totaling $2.9 million
- Maintenance revenue in 2010 was down $43.0 million versus the prior year period due to fewer scheduled and unscheduled lease terminations
- Other revenue decreased $8.7 million due to the absence of lease termination payments in 2010
- Amortization of net lease discounts and lease incentives increased $8.9 million

Revenue Summary		
$ millions	**2009**	**2010**
Lease Rental Revenue	$511.5	$531.1
Maintenance Revenue	58.7	15.7
Amortization of Net Lease Discounts and Lease Incentives	(11.2)	(20.1)
Total Lease Rentals	559.0	526.7
Interest Income and Other Revenue	11.6	1.0
Total Revenues	**$570.6**	**$527.7**

Q4:10 Earnings Summary

- Adjusted net income plus depreciation and amortization for the quarter was $76.6 million, down $1.0 million year over year, due primarily to:
  - Higher lease rental revenue of $11.6 million and lower maintenance and other costs of $2.5 million, partially offset by
  - Lower maintenance and lease termination revenue totaling $10.0 million and higher adjusted interest expense of $5.9 million
- Adjusted net income for the quarter was $14.2 million, down $6.9 million year over year, and reflects:
  - Lower total revenues of $1.1 million, higher depreciation of $3.1 million and higher adjusted interest expense of $5.9 million, partially offset by
  - Lower maintenance and other costs of $2.5 million

Earnings Summary

$ millions, except per share amounts	2009	2010
EBITDA	$124.6	$134.8
Net Income	$23.0	$20.2
Adjusted Net Income	$21.1	$14.2
per diluted common share	$0.27	$0.18
Adjusted Net Income + Depreciation & Amortization	**$77.5**	**$76.6**
per diluted common share	**$0.98**	**$0.96**

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Full Year 2010 Earnings Summary

- Adjusted net income plus depreciation and amortization for the year was $308.4 million, down $17.1 million year over year, due primarily to:
  - Lower maintenance and lease termination revenue totaling $51.7 million and higher adjusted interest expense of $5.6 million, partially offset by
  - Higher lease rental revenue of $19.6 million, lower maintenance and other costs of $9.8 million and lower impairment charges of $10.9 million
- Adjusted net income for the year was $67.9 million, down $36.9 million year over year, and reflects:
  - Lower total revenues of $42.9 million, higher depreciation of $11.0 million and higher adjusted interest expense of $5.6 million, partially offset by
  - Lower maintenance and other costs of $9.8 million and lower impairment charges of $10.9 million

Earnings Summary

$ millions, except per share amounts	2009	2010
EBITDA	$501.7	$491.2
Net Income	$102.5	$65.8
Adjusted Net Income	$104.8	$67.9
per diluted common share	$1.32	$0.85
Adjusted Net Income + Depreciation & Amortization	**$325.5**	**$308.4**
per diluted common share	**$4.10**	**$3.87**

Liquidity and Long Term Debt

- Ended 2010 with $240.0 million of unrestricted cash and $191.1 million of restricted cash
- Year end 2010 lease rental exit run rate of $570 million annualized including $93 million annualized from unencumbered aircraft assets
  - Estimate of Q1:11 exit run rate is $570 million reflecting acquisitions, disposals and aircraft off lease

Long-Term Debt Summary as of December 31, 2010

$ millions, except # of aircraft	Maturity	# Aircraft	Interest Rate(1)	Outstanding
Securitization No. 1(2)	Jun – 31	33	5.78%	$ 415.1
Securitization No. 2(2)	Jun – 37	54	5.53%	997.7
Term Financing No. 1(2)	May – 15	27	5.79%	643.2
ECA Supported Financings	May-21 – Aug-22	4	2.65% - 4.48%	267.3
A330 PDP financing		-	2.76%	88.5
2010-1 Notes	Aug-18	-	9.75%	296.1
Unencumbered Aircraft	-	18	-	-
Total		**136**		**2,708.0**

(1) Reflects current swap rate or index + spread, for all financings except the ECA financings which are fixed rate debt

(2) For Securitization No. 1 and No. 2 and Term Financing No. 1, all cash flows available after expenses and interest will be applied to debt amortization if the debt is not refinanced by June 2011, June 2012 and May 2013, respectively

Appendix

Supplemental Financial Information

(In thousands, except per share amounts)	Three Months Ended December 31, 2009	Three Months Ended December 31, 2010	Year Ended December 31, 2009	Year Ended December 31, 2010
Revenues	$135,794	$134,718	$570,585	$527,710
EBITDA	$124,561	$134,834	$501,672	$491,231
Adjusted net income	$ 21,116	$ 14,230	$104,793	$ 67,868
Adjusted net income allocable to common shares	$ 20,751	$ 14,040	$103,052	$ 66,914
Per common share - Basic	$ 0.27	$ 0.18	$ 1.32	$ 0.85
Per common share - Diluted	$ 0.27	$ 0.18	$ 1.32	$ 0.85
Adjusted net income plus depreciation and amortization	$ 77,528	$ 76,558	$325,503	$308,425
Adjusted net income plus depreciation and amortization allocable to common shares	$ 76,188	$ 75,535	$320,095	$304,091
Per common share - Basic	$ 0.98	$ 0.96	$ 4.10	$ 3.87
Per common share - Diluted	$ 0.98	$ 0.96	$ 4.10	$ 3.87
Basic common shares outstanding	78,013	78,541	77,986	78,488
Diluted common shares outstanding	78,013	78,541	77,986	78,488

Reconciliation of GAAP to Non-GAAP Measures

(In thousands)	Three Months Ended December 31,		Year Ended December 31,	
	2009	**2010**	**2009**	**2010**
Net income	$ 22,992	$ 20,229	$102,492	$ 65,816
Depreciation	53,102	56,204	209,481	220,476
Amortization of net lease discounts and lease incentives	3,310	6,124	11,229	20,081
Interest, net	41,885	49,684	169,810	178,262
Income tax provision	3,272	2,593	8,660	6,596
EBITDA	$124,561	$134,834	$501,672	$491,231

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.

Reconciliation of GAAP to Non-GAAP Measures

(In thousands)	Three Months Ended December 31, 2009	Three Months Ended December 31, 2010	Year Ended December 31, 2009	Year Ended December 31, 2010
Net income	$22,992	$20,229	$102,492	$65,816
Ineffective portion and termination of cash flow hedges(1)	623	2,506	5,387	5,805
Mark to market of interest rate derivative contracts(2)	(403)	(130)	(959)	860
Accelerated write off of deferred financing fees	—	—	—	2,471
Gain on sale of flight equipment(2)	(1,000)	(8,375)	(1,162)	(7,084)
Gain on sale of debt investments(2)	(5,096)	—	(4,965)	—
Termination of engine purchase agreement(2)	4,000	—	4,000	—
Adjusted net income	21,116	14,230	104,793	67,868
Depreciation	53,102	56,204	209,481	220,476
Amortization of net lease discounts and lease incentives	3,310	6,124	11,229	20,081
Adjusted net income plus depreciation and amortization	$77,528	$76,558	$325,503	$308,425

(1) Included in Interest, net

(2) Included in Other income (expense)

Management believes that Adjusted Net Income ("ANI") and Adjusted Net Income plus Depreciation and Amortization ("ANIDA"), when viewed in conjunction with the Company's results under 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 interest rate derivative accounting as well as gains/(losses) related to flight equipment and debt investments. Additionally, management believes that ANIDA provides investors with an additional metric to enhance their understanding of the factors and trends affecting our ongoing cash earnings, from which capital investments are made, debt is serviced and dividends are paid. However, ANI and ANIDA are not measures of financial performance or liquidity under GAAP and, accordingly, should not be considered as alternatives to net income (loss) or cash flow from operating activities as indicators of operating performance or liquidity.

Supplemental Financial Information

(In thousands)	Three Months Ended December 31, 2010 Shares	Percent[2]	Year Ended December 31, 2010 Shares	Percent[2]
Weighted average shares				
Common shares outstanding – Basic	78,541	98.66 %	78,488	98.59 %
Unvested restricted common shares	1,063	1.34 %	1,119	1.41 %
Total weighted average shares outstanding	79,604	100.00 %	79,607	100.00 %
Common shares outstanding – Basic	78,541	100.00 %	78,488	100.00 %
Effect of dilutive shares[1]	—	—	—	—
Common shares outstanding - Diluted	78,541	100.00 %	78,488	100.00 %
Net income allocation				
Net income	$20,229	100.00 %	$ 65,816	100.00 %
Distributed and undistributed earnings allocated to unvested restricted shares	(270)	(1.34)%	(925)	(1.41)%
Earnings available to common shares	$19,959	98.66 %	$ 64,891	98.59 %
Adjusted net income allocation				
Adjusted net income	$14,230	100.00 %	$ 67,868	100.00 %
Amounts allocated to unvested restricted shares	(190)	(1.34)%	(954)	(1.41)%
Amounts allocated to common shares	$14,040	98.66 %	$ 66,914	98.59 %
Adjusted net income plus depreciation and amortization allocation				
Adjusted net income plus depreciation and amortization	$76,558	100.00 %	$308,425	100.00 %
Amounts allocated to unvested restricted shares	(1,023)	(1.34)%	(4,334)	(1.41)%
Amounts allocated to common shares	$75,535	98.66 %	$304,091	98.59 %

(1) The Company had no dilutive common share equivalents for the periods presented.

(2) Percentages rounded to two decimal places.

Supplemental Financial Information

(In thousands)	Three Months Ended December 31, 2009		Year Ended December 31, 2009	
	Shares	Percent[2]	Shares	Percent[2]
Weighted average shares				
Common shares outstanding – Basic	78,013	98.27 %	77,986	98.34 %
Unvested restricted common shares	1,372	1.73 %	1,318	1.66 %
Total weighted average shares outstanding	79,385	100.00 %	79,304	100.00 %
Common shares outstanding – Basic	78,013	100.00 %	77,986	100.00 %
Effect of dilutive shares[1]	—	—	—	—
Common shares outstanding - Diluted	78,013	100.00 %	77,986	100.00 %
Net income allocation				
Net income	$22,992	100.00 %	$102,492	100.00 %
Distributed and undistributed earnings allocated to unvested restricted shares	(397)	(1.73)%	(1,703)	(1.66)%
Earnings available to common shares	$22,595	98.27 %	$100,789	98.34 %
Adjusted net income allocation				
Adjusted net income	$21,116	100.00 %	$104,793	100.00 %
Amounts allocated to unvested restricted shares	(365)	(1.73)%	(1,741)	(1.66)%
Amounts allocated to common shares	$20,571	98.27 %	$103,052	98.34 %
Adjusted net income plus depreciation and amortization allocation				
Adjusted net income plus depreciation and amortization	$77,528	100.00 %	$325,503	100.00 %
Amounts allocated to unvested restricted shares	(1,340)	(1.73)%	(5,408)	(1.66)%
Amounts allocated to common shares	$76,188	98.27 %	$320,095	98.34 %

(1) The Company had no dilutive common share equivalents for the periods presented.

(2) Percentages rounded to two decimal places.