AIRCASTLE

J.P. Morgan

Aviation, Transportation & Defense Conference

March 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 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 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 Securities and Exchange Commission (“SEC”), including “Risk Factors” as previously disclosed in Aircastle’s 2012 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 report. Aircastle 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.

The information contained herein is the property of Aircastle Limited and shall not be disclosed, copied, distributed or transmitted, or used for any purpose, without the express written consent of Aircastle Limited.

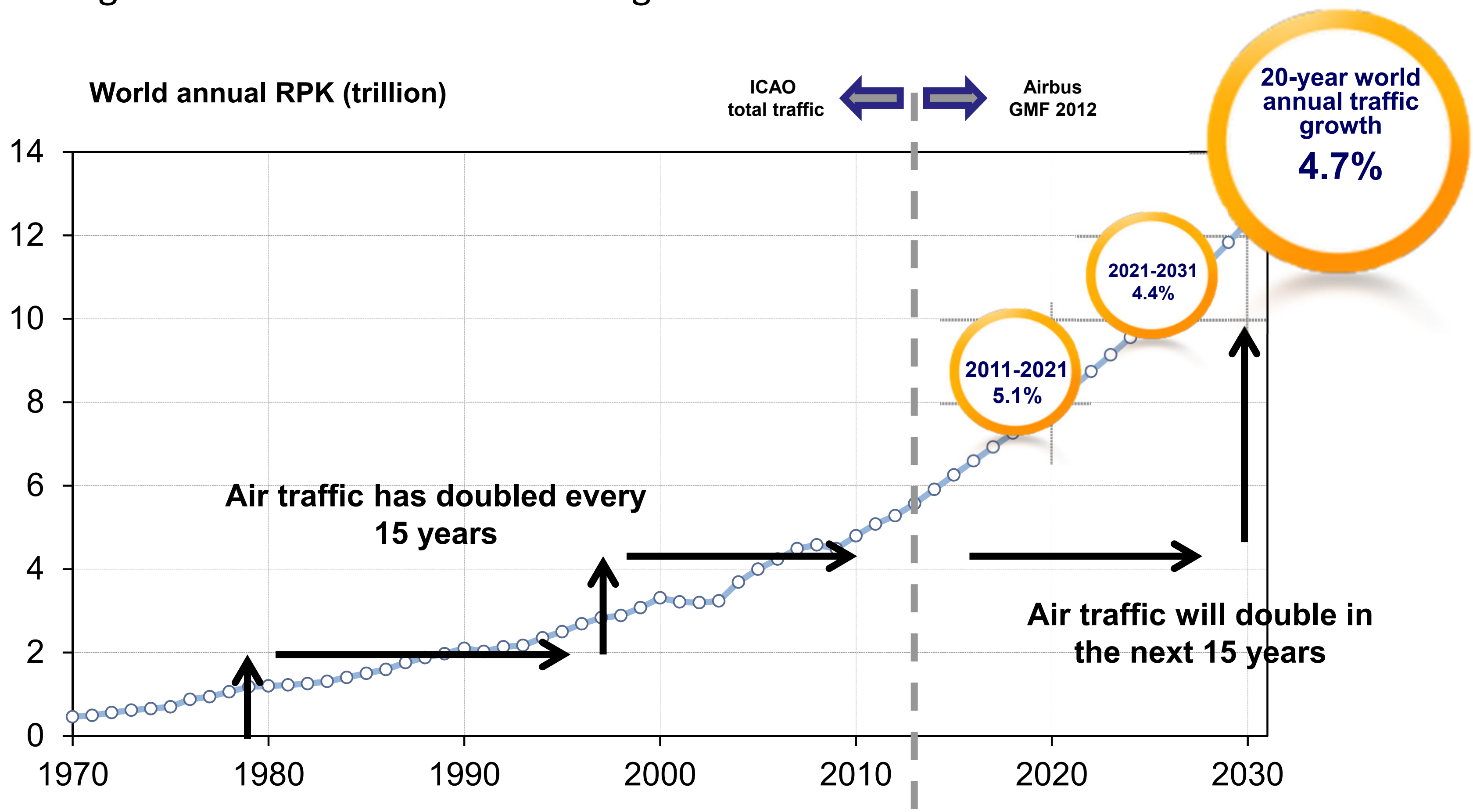
Overview

- 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

Positioned to Capitalize on Our Disciplined and Differentiated Approach

Global Air Travel a Growth Market

- Growth driven by and strongly correlated to global GDP
- Passenger traffic increased 5.3% during 2012

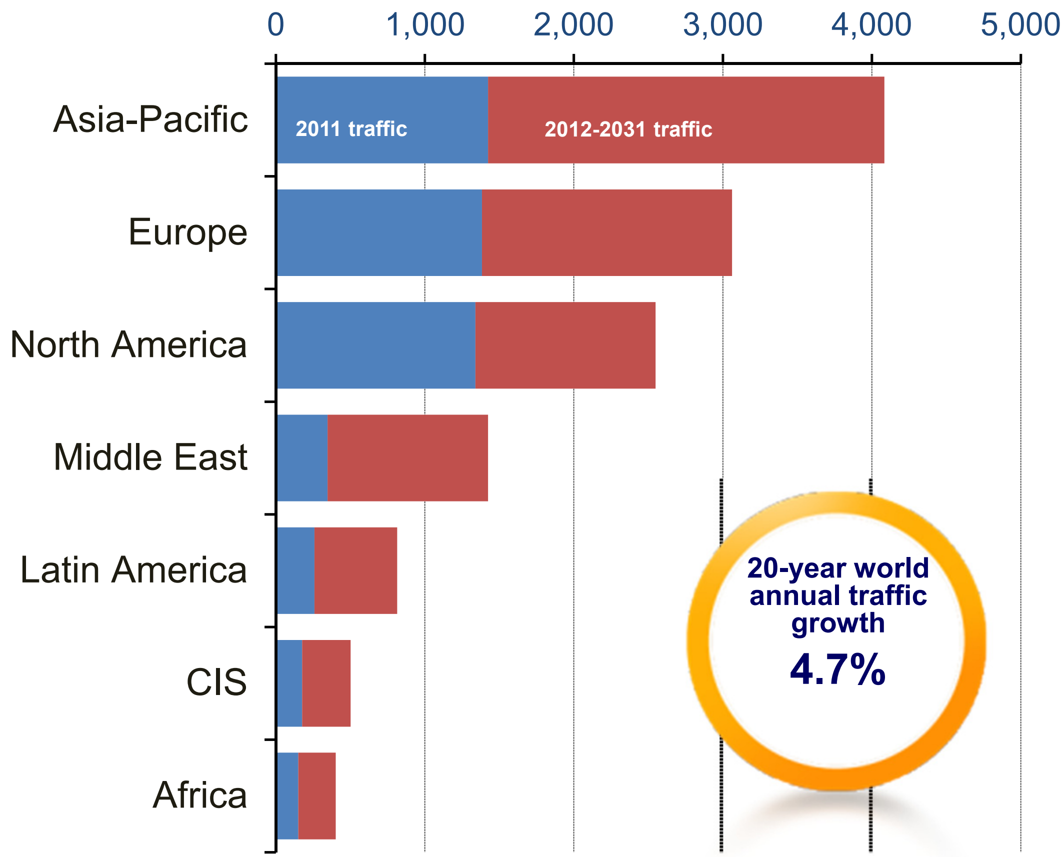


Source: Airbus Global Market Forecast 2012

AIRCASTLE

Growth Driven by Emerging Economies

World Traffic by airline domicile (RPK billions)



Region	% of 2011 world RPK	20-year growth	% of 2031 world RPK
Asia-Pacific	28%	5.4%	32%
Europe	27%	4.1%	24%
North America	27%	3.3%	20%
Middle East	7%	7.3%	11%
Latin America	5%	5.9%	6%
CIS	3%	5.4%	4%
Africa	3%	5.0%	3%

Source: Airbus Global Market Forecast 2012

Investment Targets

High Quality Wide-Bodies	Mid-Aged Aircraft	Freighters	E-Jets
• Strong residual value outlook/ lower economic depreciation than new narrow-bodies • Good quality credits and long lease terms • Less competition • Better financing availability	• Great entry prices and higher cash yields • Faster pay-out to part-out value • Good lease demand from a broad operator base • Competitive advantage in funding and sourcing • Much lower competition	• We're a leader in this market segment • Better cash yields and longer useful lives • Excellent entry prices • Longer lease terms and lower transition costs • Less sensitive to "event risks"	• Strong quality credits and long lease terms • Broad and global operator base • Best in class asset type • Less competition

Aircastle a Specialist "Value Investor"

AIRCASTLE

New Investment Profile

- $1.8 billion invested over the last two years
- 64% invested in aircraft less than five years old
- Investments weighted towards high value wide-bodies

$ in millions

Age of Aircraft Acquired	2011	2012
0 – 5 years	$728	$423
5 – 10 years	-	$119
10 – 15 years	$176	$166
> 15 years	$92	$92
Total Invested	$996	$799[1]

Type of Aircraft Acquired	2011	2012
Wide / Mid-body	$669	$383
Narrow-body / E-Jets	$148	$359
Freighters	$179	$57
Total Invested	$996	$799[1]

(1) Excludes a $44 million secured note

Evolving Geographic Profile

- Portfolio is well diversified by geography
- Increasing role of Asian customers in our portfolio while European share shrinks
- Reflective of industry market trends

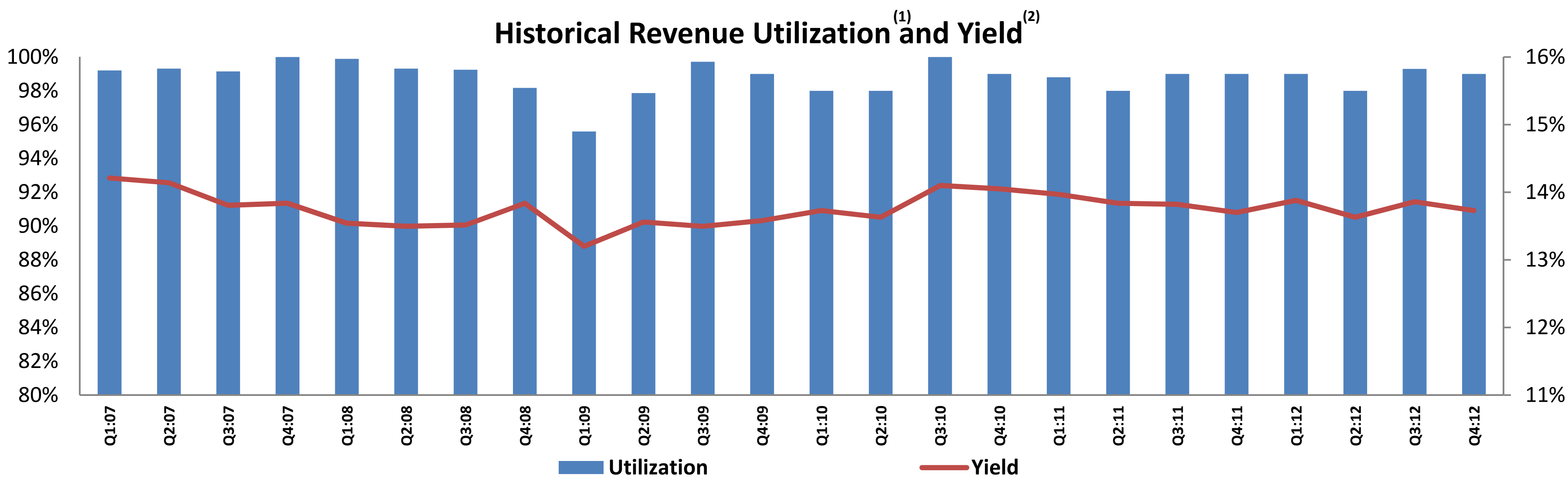
	YE 2010	YE 2012
Europe	46%	35%
Asia	26%	34%
North America	10%	10%
Latin America	8%	8%
Middle East and Africa	10%	12%
Off-Lease	-	1%
Total	100%	100%

Figures as of December 31, 2010 and 2012 and are expressed as a percentage of net book value of flight equipment held for lease and net investment in finance leases at period end.

Consistent Portfolio Performance

Strong Performance Driven by Diversified Portfolio and Active Asset Management

- Consistent portfolio utilization of 98-99% and rental yield of 14%
- Q4 and full year 2012 utilization of 99% and rental yield of 14%



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

Full Year 2012 Highlights

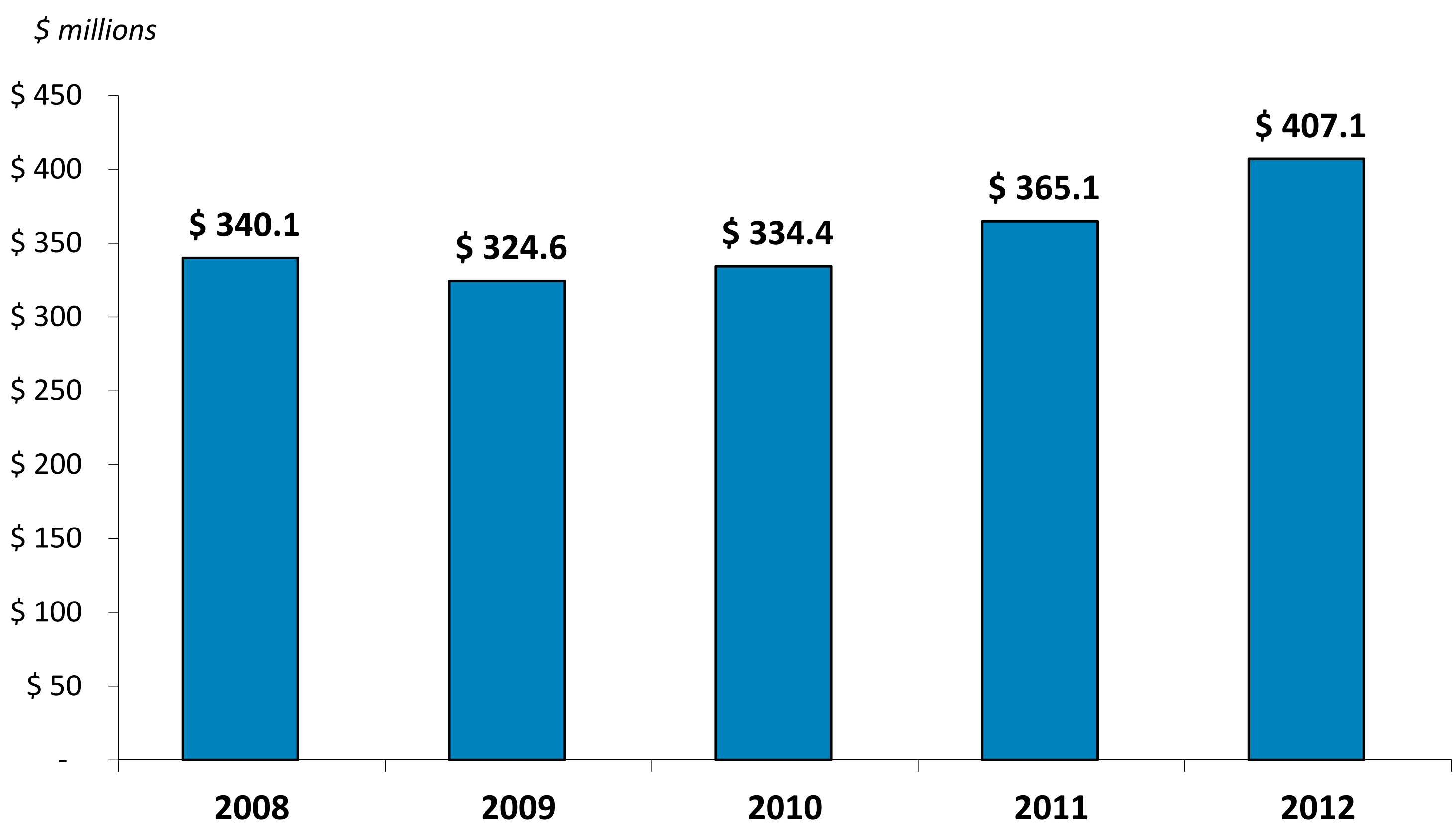
- Operating and finance lease rental revenue of $631.9[1] million versus $580.2 million in 2011, up 9%
- Adjusted EBITDA of $647.6 million versus $607.9 million in 2011, up 7%
- Net income of $32.9 million, or $0.46 per diluted share
- Adjusted net income of $57.0 million, or $0.80 per diluted share
- $843 million of aircraft investments
- 99% fleet utilization and 14% rental yield
- Gain on sale of flight equipment of $5.7 million
- Total debt financing of $1.6 billion raised in 2012, including $1.3 billion of unsecured senior debt
- Dividend increased 10% to $0.165 per share; third dividend increase in two years
- Repurchased 3.6 million shares in 2012, at an average price of $11.65 per share

(1) FY 2012 finance lease revenue totaled $8.4 million and is included in the "Other Revenue" line of Aircastle's 2012 Consolidated Statement of Operations

Operating Cash Flow

- Strong performance throughout the business cycle

Cash Flow From Operations Before Working Capital Changes



NOTE: See appendix for GAAP to Non-GAAP reconciliation

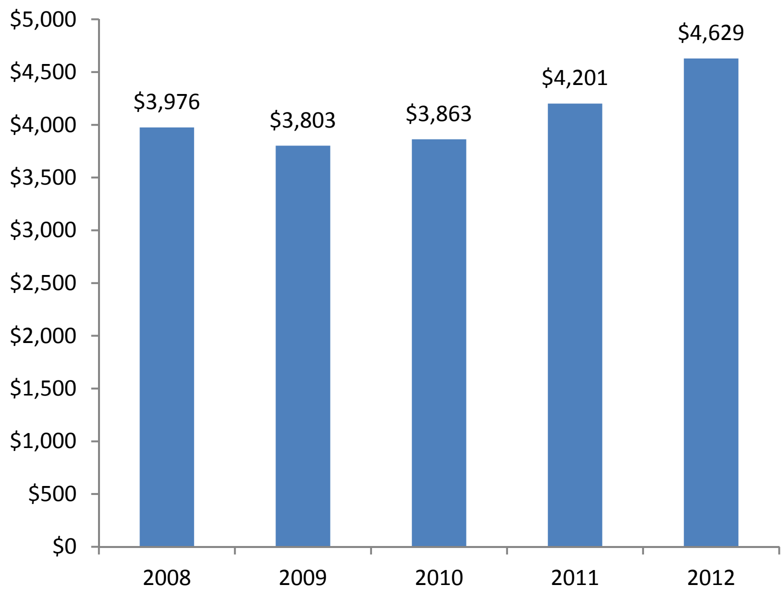
AIRCASTLE

Strong Asset Returns

- Consistent lease rental revenue drives strong cash flow
- NBV of flight equipment was $4.8 billion[1] at the end of 2012
- Q4:12 annualized lease rental[2] exit run rate of ~$650 million, including $296 million from unencumbered aircraft

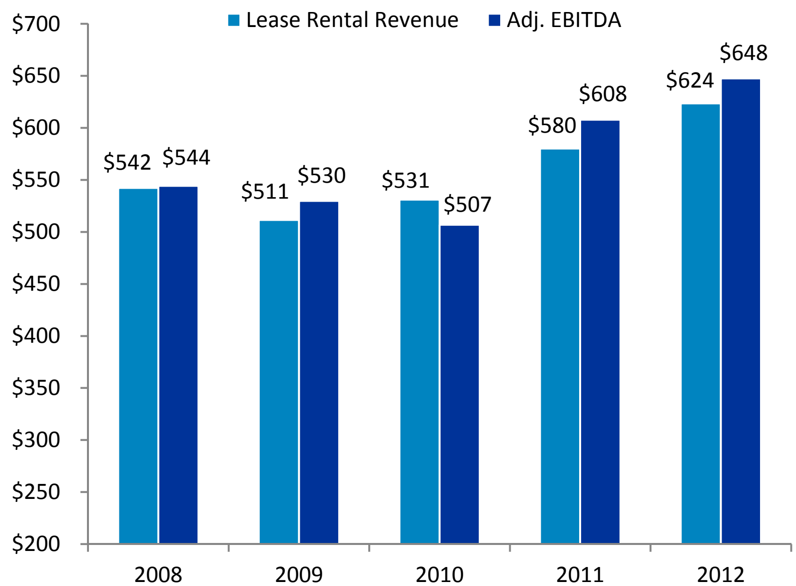
Average Flight Equip Held for Lease[1]

$ millions, net book value



Lease Rental Revenue and Adj. EBITDA[3]

$ millions



[1] Includes finance leases.
[2] Rents collected under our finance leases are included in the lease rental exit run rate, and represents ~$22.9 million of the total lease rental exit run rate, and ~$16.1 million of the lease rental exit run rate from unencumbered aircraft.
[3] Note: See appendix for reconciliation of GAAP to Non-GAAP figures.

Strong Capital Structure

- Net debt to book equity of 2.1 to 1
- No significant contracted commitments or debt maturities until 2017
- Unsecured debt to total debt increased to 49% from 15% at the end of 2011
- $2.1 billion pool of unencumbered flight equipment; 72 unencumbered aircraft

AIRCASTLE

$4.8 billion[1]

159 aircraft

$3.0 billion

Net Debt

$1.4 billion
Book Equity

As of December 31, 2012

[1] Net Book Value of Flight Equipment includes finance leases

AIRCASTLE

Positive Portfolio Trends

	Owned Aircraft at YE 2010 (1)	Owned Aircraft at YE 2011 (1)	Owned Aircraft at YE 2012 (1)
Flight Equipment Held for Lease ($ millions)	$4,066	$4,388	$4,783
Unencumbered Flight Equipment ($ millions)	$595	$677	$2,092
Number of Aircraft	136	144	159
Number of Unencumbered Aircraft	18	27	72
Passenger Aircraft (% of NBV)	67%	69%	71%
Freighter Aircraft (% of NBV)	33%	31%	29%
Weighted Avg. Fleet Age (years) (2)	11.0	10.9	10.7
Weighted Avg. Lease Term (years) (3)	4.7	4.9	5.0
Weighted Avg. Utilization (year-ended) (4)	99%	99%	99%
Portfolio Yield (year-ended) (5)	14%	14%	14%

(1) Calculated using net book value of flight equipment held for lease and net investment in finance leases 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.
(5) Lease rental revenue for the period as a percent of average net book value of flight equipment held for lease for the period.

AIRCASTLE

Demonstrated Capital Markets Access

- Raised $1.6 billion of capital in 2012, including $1.3 billion in unsecured notes
- Secured debt to total debt ratio now 51%, down from 85% a year ago
- Year-end unencumbered flight equipment of $2.1 billion
  - More than $600 million of unrestricted cash
  - Large increase from $677 million in unencumbered flight equipment at year-end 2011
- Steadily declining coupons on unsecured debt
  - 9.75 % in Dec ‘11; 7.63% and 6.75% in Apr ‘12; 6.25% in Nov ‘12

$ millions	2011	2012
Unsecured Senior Notes	$150	$1,300
ECA Loans	359	160
Funded Bank Financing (1)	108	-
Unfunded Bank Financing (2)	-	150
Total Financing Raised	$617	$1,610

(1) Secured Bank Loans
(2) Undrawn Revolving Line of Credit

Appendix

Reconciliation of GAAP to Non-GAAP Measures – Cash Flow from Operations

($ in thousands)	2008	2009	2010	2011	2012
Net cash provided by operating activities	$ 333,626	$ 327,641	$ 356,530	$ 359,377	$ 427,277
Accounts receivable	1,439	364	(412)	(4,818)	(2,530)
Restricted cash and cash equivalents related to operating activities	(9,486)	1,619	(1,560)	4,418	-
Other Assets	559	(1,796)	(3,097)	(2,675)	919
Accounts payable, accrued expenses and other liabilities	3,364	(3,189)	18,478	(1,848)	17,732
Lease rentals received in advance	(2,345)	6,086	8,672	(753)	4,036
Changes in certain assets and liabilities:	(6,469)	3,084	22,081	(5,676)	20,157
Cash Flow from Operations before Changes in Working Capital	$ 340,095	$ 324,557	$ 334,449	$ 365,053	$ 407,120

Adjusted EBITDA Reconciliation *(as defined in Sr. Notes Indenture)*

($ in thousands)	Year Ended December 31,				
	2008	2009	2010	2011	2012
Net income	$115,291	$ 102,492	$65,816	$124,270	$32,868
Depreciation	201,759	209,481	220,476	242,103	269,920
Amortization of net lease premiums (discounts) and lease incentives	(1,815)	11,229	20,081	16,445	12,844
Interest, net	203,529	169,810	178,262	204,150	222,808
Income tax provision	7,541	8,660	6,596	7,832	7,845
Discontinued operations, net of income taxes	-	-	-	-	-
EBITDA	**$526,305**	**$501,672**	**$491,231**	**$594,800**	**$546,285**
Mark-to-market (income) expense of undesignated interest rate derivatives	11,446	(959)	860	848	(597)
Share based payment expense	6,529	6,868	7,509	5,786	4,232
Impairment of aircraft	-	18,211	7,342	6,436	96,454
Contract termination expense	-	4,000	-	-	1,248
Adjusted EBITDA	**$ 544,280**	**$ 529,792**	**$ 506,942**	**$ 607,870**	**$ 647,622**

AIRCASTLE

Reconciliation of GAAP to Non-GAAP Measures – Adjusted Net Income

$ in millions

	2008	2009	2010	2011	2012
Net income (loss)	$ 115.3	$ 102.5	$ 65.8	$ 124.3	$ 32.9
Ineffective portion and termination of hedges(2)	29.6	5.4	5.8	11.6	2.9
Mark to market of interest rate derivative contracts(3)	11.4	(1.0)	0.9	0.8	(0.6)
Loan termination payment(2)	-	-	-	-	-
Write-off of deferred financing fees(2)	-	-	2.5	2.5	3.0
Stock compensation expense(4)	6.5	6.9	7.5	5.8	4.2
Term Financing No. 1 hedge loss amort. charges(1)(2)	-	-	-	-	13.3
Contract termination expense	-	4.0	-	-	1.2
Adjusted net income (loss)	$ 162.9	$ 117.8	$ 82.5	$ 145.0	$ 57.0
Net income (loss) per common share - Diluted	$ 1.47	$ 1.29	$ 0.83	$ 1.64	$ 0.46
Adjusted net income (loss) per common share - Diluted	$ 2.07	$ 1.49	$ 1.04	$ 1.92	$ 0.80

(1) Term Financing No. 1 hedge loss adjustment commenced in Q2:12. No historical experience to reflect.
(2) Included in Interest, net.
(3) Included in Other income (expense).
(4) Included in Selling, general and administrative expenses.

Management believes that Adjusted Net Income ("ANI"), 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. However, ANI is not a measure 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.