



Deutsche Bank 2020 Aircraft Finance & Leasing Conference

September 9, 2020

All statements included or incorporated by reference in this presentation, other than characterizations of historical fact, are forward-looking statements within the meaning of the federal securities laws, including the Private Securities Litigation Reform Act of 1995. Examples of forward-looking statements include, but are 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 EBITDA 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 our historical performance and that of our subsidiaries and on our current plans, estimates and expectations 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 such forward-looking statements which are subject to certain risks and uncertainties that could cause actual results to differ materially from those anticipated as of the date of this presentation. These risks or uncertainties include, but are not limited to, those described from time to time in Aircastle’s filings with the SEC and disclosed under “Risk Factors” in Item 1A of Aircastle’s 2019 Annual Report on Form 10-K for the period ended December 31, 2019, and in our Form 10-Q for the quarterly period ended March 31, 2020. 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 expressly disclaims any obligation to revise or update publicly any forward-looking statement to reflect future events or circumstances.

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\$7.2bn
Flight Equipment Held for
Lease

\$1,019mm
Total Revenue¹

283

Owned and Managed
Aircraft

80

Lessees Across

44
Countries

\$2.2 billion of
Available Liquidity²

\$717 million of
Next 12 Month
Contractual
Commitments²

2.6x

Net Debt to Equity

81%

Unsecured Debt/ Total
Debt

IG Ratings

S&P: BBB-

Fitch: BBB

Moody's: Baa3

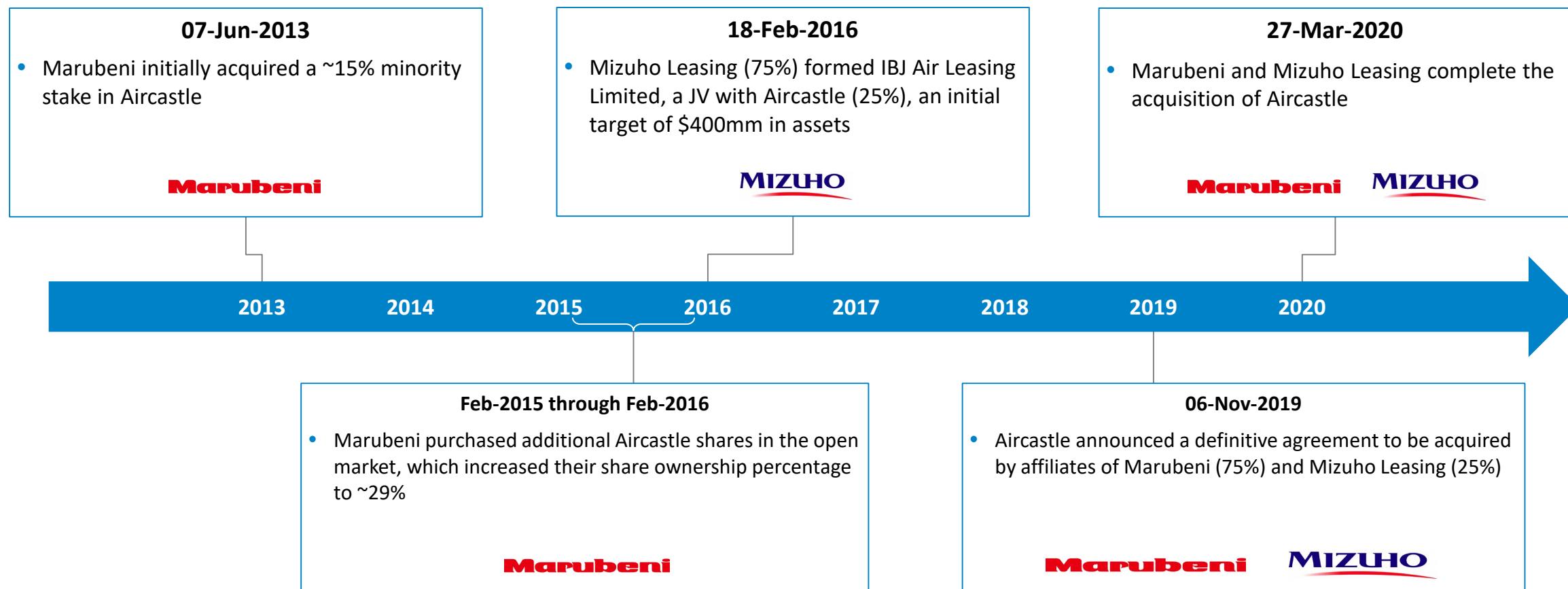
Source: Company filings. Note: Financial information as of June 30, 2020.

¹ Represents last twelve months as of June 30, 2020.

² Available liquidity and contractual commitments are as of August 1, 2020. Includes undrawn unsecured revolving credit facilities of \$600 million and \$371 million unrestricted cash. Available revolver capacity includes \$150 million L+200 revolving credit facility with Mizuho Bank Ltd, a related party, executed on July 30, 2020. The agreement has a one-year term with an option to extend one year. Also includes pro-forma proceeds from a five-year senior unsecured \$650 million note issue which priced on August 5, 2020, projected CFFO of \$417 million through August 1, 2021, and contracted assets sales of \$117 million.

Longstanding Relationship with Marubeni and Mizuho Leasing

- On November 6, 2019, Aircastle announced a definitive agreement to be acquired by affiliates of Marubeni (75%) and Mizuho Leasing (25%), which closed on March 27, 2020
- Strategic ownership from Marubeni and Mizuho will drive continued growth for Aircastle, given their continued support for Aircastle’s proven strategy and long history as investors and commercial partners prior to the acquisition



Recent Developments and COVID-19 Update

Recent Developments

- The COVID-19 outbreak pandemic and associated quarantines, travel bans, and restrictions worldwide have materially impacted airline traffic throughout the world, including for our airline customers
- We are currently unable to predict how long these restrictions will remain in place and the aggregate impact to our financial performance
- As of August 1, 2020, most lessees have requested some form of accommodation and each request has been dealt with on a case-by-case basis. Accommodation arrangements have been finalized with ~50% (40 out of 80) of our lessees, generally in the form of partial lease deferrals for payments due during the first and second quarter of 2020
- Our Lease Utilization Rate for in Q2 2020 was 95.1%, compared to 98.9% in Q1 2020
- Fitch Ratings upgraded Aircastle's senior unsecured debt rating to BBB from BBB- on March 27, 2020 following the completion of its acquisition by Marubeni and Mizuho Leasing. Fitch and S&P have affirmed our senior unsecured debt ratings at BBB and BBB- respectively, while Moody's has placed Aircastle on review for downgrade of its Baa3 rating

Actions Taken to Address COVID-19

Customer Engagement

- As of August 1, 2020, we have agreed to defer approximately \$99mm in lease payments (approximately 12% of our total lease and finance revenues for the twelve months ended June 30, 2020)
- Continue to work with airline customers on lease deferral negotiations

Cost Savings and Liquidity Initiatives

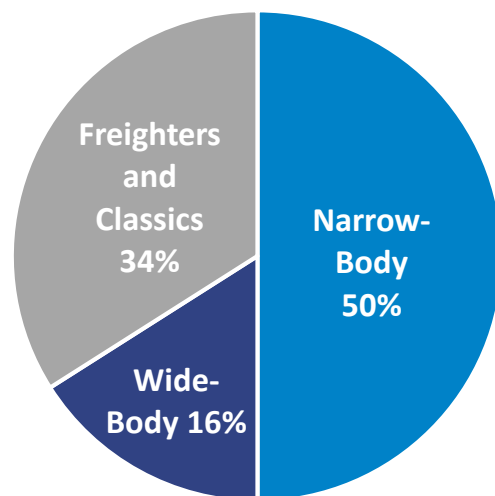
- Limited near-term capex requirements
- Recently deferred some of our E-Jet E-2 deliveries that were scheduled to be delivered over the next twelve months to December 2025. This reduced our one-year commitments by approximately \$111.3mm
- On July 30, 2020, executed a new \$150mm RCF with Mizuho Bank
- On August 5, 2020, priced \$650mm 5.25% Senior Unsecured Notes due 2025

Attractive Asset Mix, with Limited Capital Obligations

- As of Q2 2020, Aircastle owned and managed 283 aircraft
 - All aircraft in the fleet are in-production aircraft models
- Over the last seven years, Aircastle has dramatically shifted its portfolio mix towards narrow-body aircraft, which now account for 78% of NBV, compared to 35% in Q2 2013
 - Wide-body, freighter, and classic exposure reduced from 65% of NBV to 22% in the same time period
- Opportunistic secondary market investment strategy and lack of OEM order book drive limited near-term capital obligations, providing balance sheet flexibility

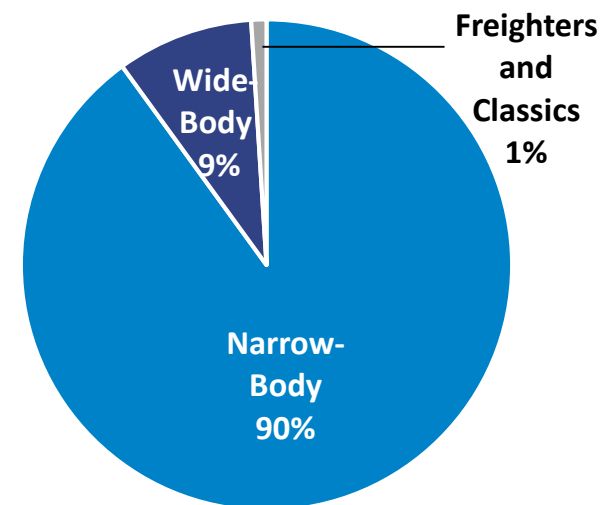
Aircastle Owned Fleet, by Aircraft Type (# of Aircraft)

Portfolio Composition as of Q2:13



Total: 158

Portfolio Composition as of Q2:20

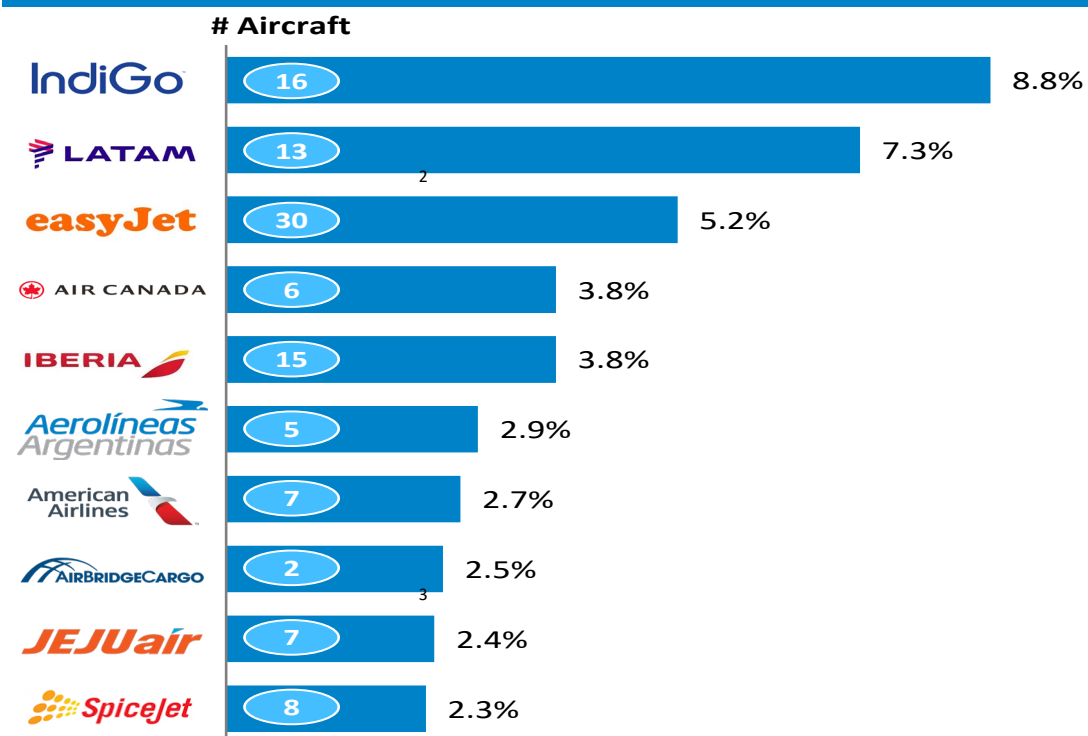


Total: 274

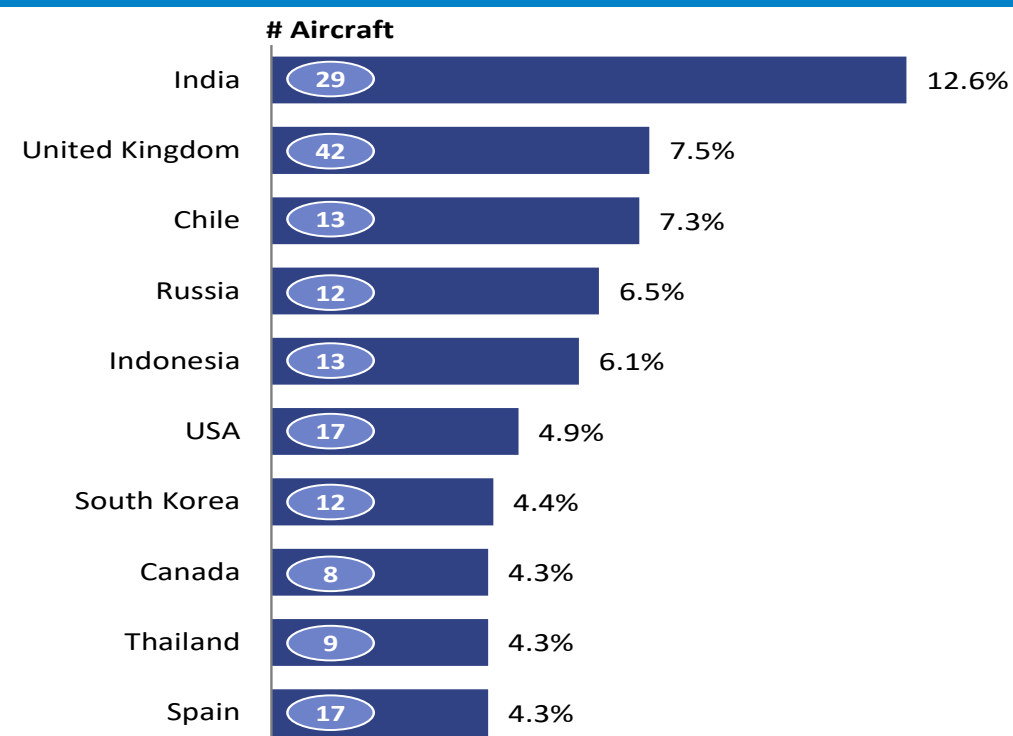
Diversified Customer Base with Broad Geographic Distribution

- 80 airline customers in 44 countries across the globe
- Balanced distribution of the aircraft fleet by geographic region
 - Asia represents 39% of portfolio NBV followed by Europe 27%, South America 13%, North America 10%

Customer Exposure (by % of NBV)¹



Country Exposure (by % of NBV)¹



¹ As of June 30, 2020.

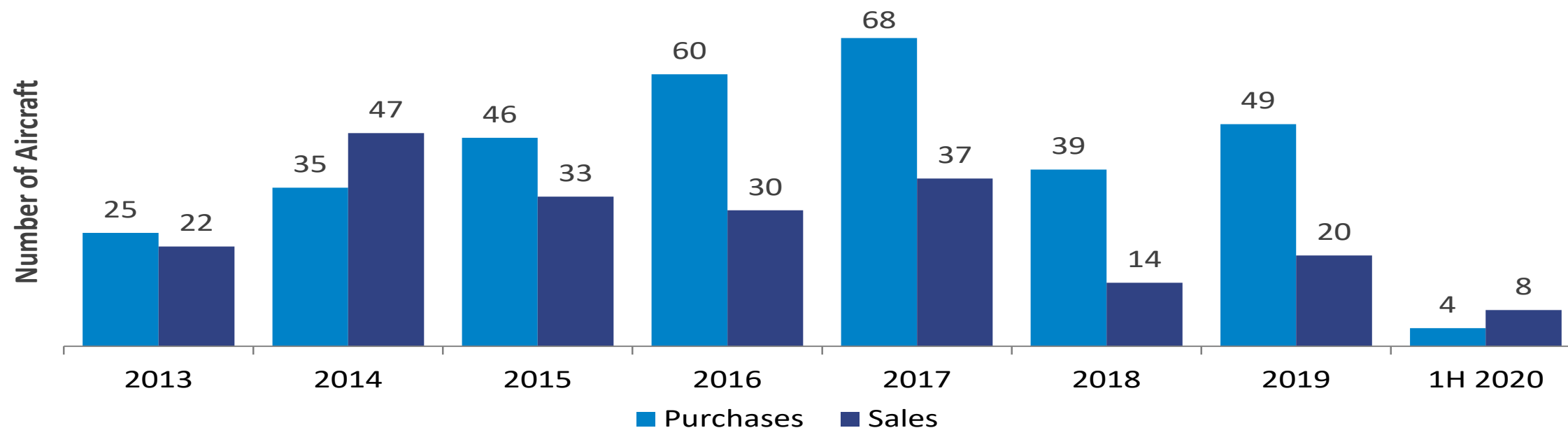
² LATAM filed for Chapter 11 in May 2020.

³ Guaranteed by Volga-Dnepr Airlines. Company has one additional aircraft on lease with an affiliate.

Robust Portfolio Management with an Active Asset Strategy

- We review our operating lease portfolio to sell aircraft opportunistically, to manage our portfolio diversification, and to exit from aircraft investments when selling will achieve better expected risk-adjusted cash flows vs. re-leasing the aircraft
- Since 2013, we have acquired 326 aircraft, sold 211 aircraft and generated \$322 million in gains from sales (based on net proceeds of \$4.4 billion; margin on proceeds of 7.3%)
- Our competence in selling older aircraft is a key differentiating capability
 - Since 2013, 140 aircraft sold were 14+ years old at time of sale; many sold on a part-out disposition basis

Portfolio Purchases and Sales (# of Aircraft)

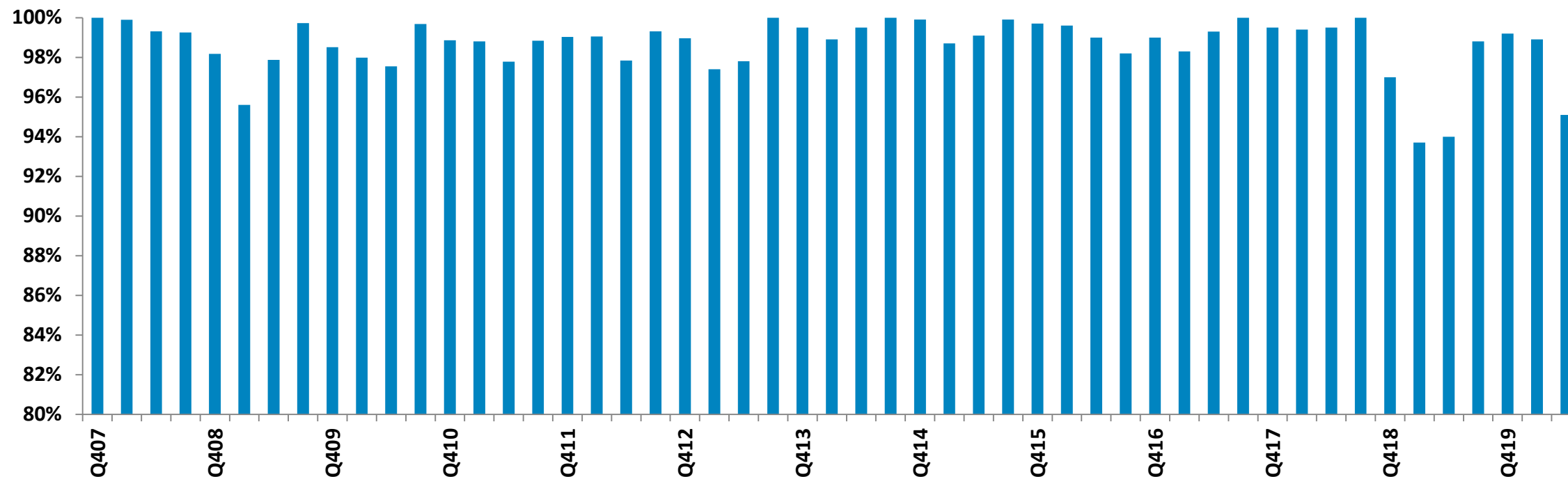


Leasing Activity and Portfolio Performance

- Q2:20 utilization was 95.1%, in-line with the long-term average
- Decline in Q2:20 reflects leases that were early terminated with South African Airways and Interjet and non-accrual lessees
- Currently, twenty-two aircraft off-lease; represents ~7% of net book value¹

Utilization Performance

Utilization has averaged 98.7% since 2007



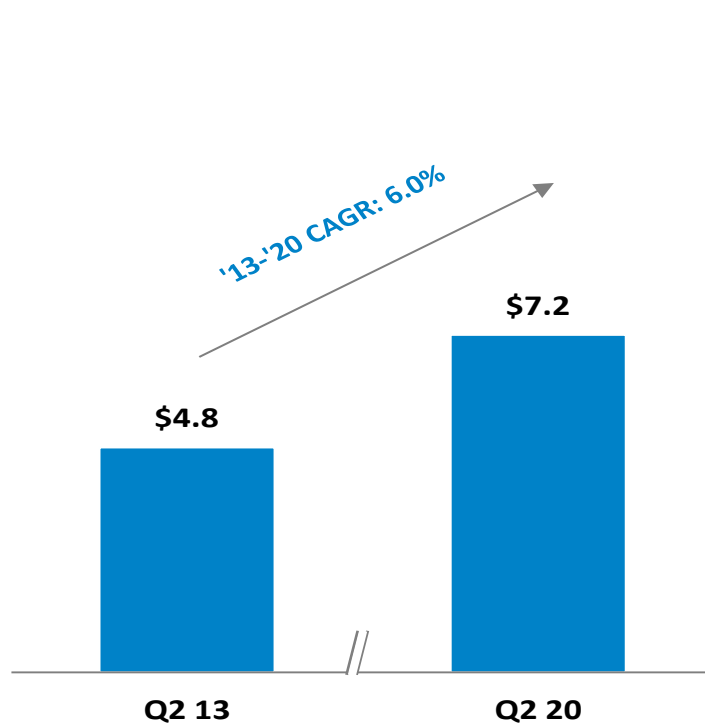
Note: Aircraft on-lease days as a percent of total days in period weighted by NBV.

¹ As of June 30, 2020.

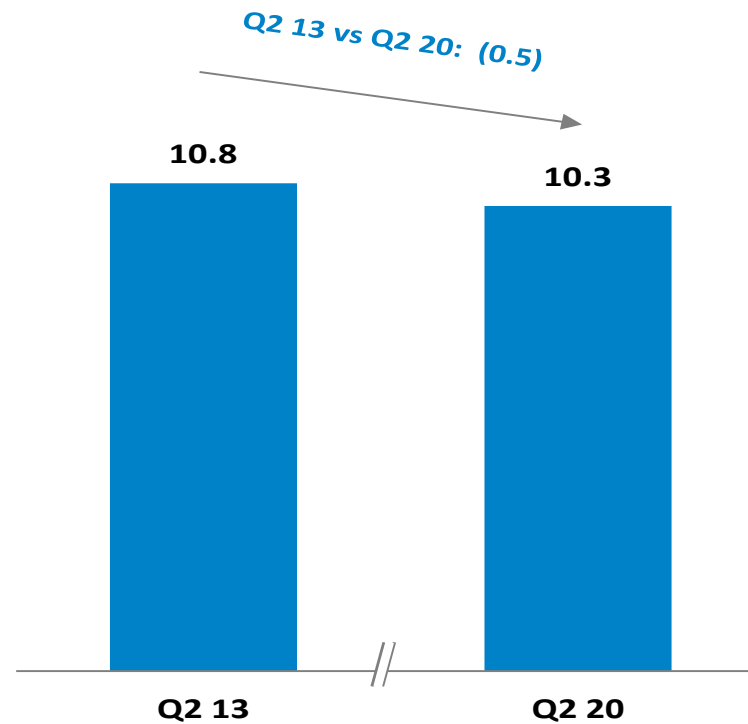
Key Portfolio Metrics

- Since Q2:13, expanded owned fleet at a compound annual growth rate of 6.0%
- Manage an additional 9 aircraft with an NBV of ~\$320 million from joint venture with Mizuho Leasing

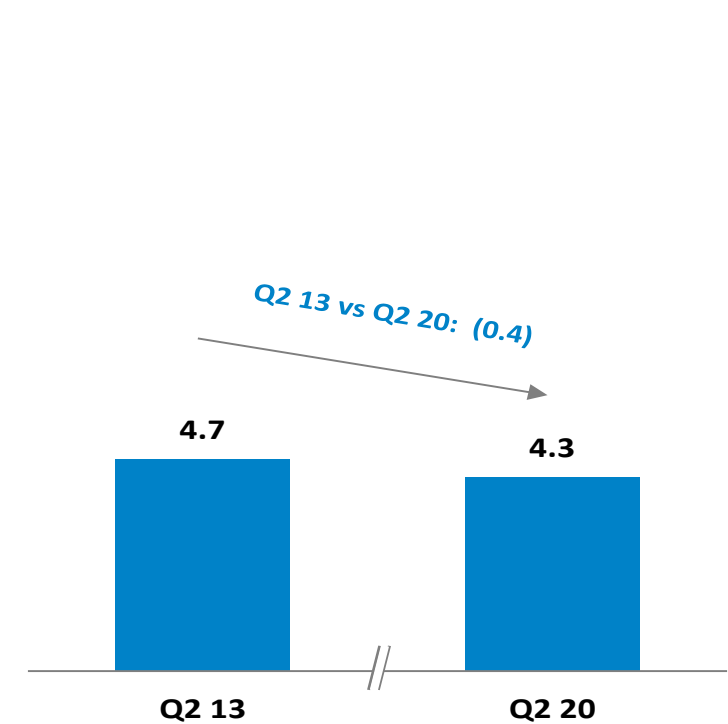
**Flight Equipment Held for Lease
(\$US in billions)¹**



Weighted Avg. Fleet Age (years)²



Weighted Avg. Lease Term (years)²



Note: NBV as used throughout this presentation includes the net book value of flight equipment held for lease and the net investment in leases.

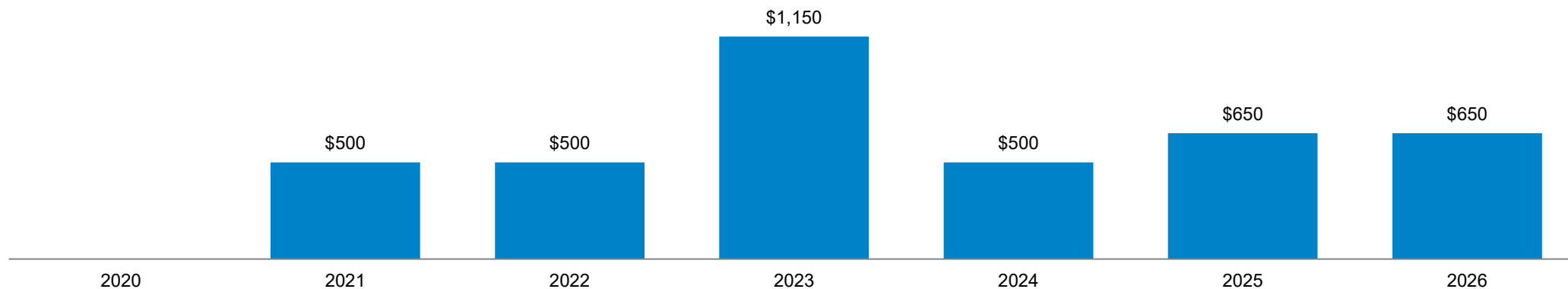
¹ Calculated using NBV at period end. ² Weighted average by NBV.

Debt Maturity Profile

Key Capital Structure Highlights

- Average remaining life of debt is 3.3 years*
 - \$650 million, 5.250% Senior Unsecured Notes were issued in August 2020
- Access to funding (secured and unsecured) in multiple markets, including a wide range of Japanese bank participants
- 81% of total debt expected to be unsecured at the end of Q3:20, with ~\$5.7 billion of unencumbered flight equipment (238 aircraft)
- Net debt to equity of 2.6x

Unsecured Bond Maturity Profile (\$ in millions)



Company estimates

* Pro-forma: Includes proceeds of from \$650mm 5 year note offering which priced on August 5, 2020

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