

Deutsche Bank Aircraft Finance & Leasing Conference

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Disclaimer Incl. Forward Looking Statements & Safe Harbor AERCAP



This presentation contains certain statements, estimates and forecasts with respect to future performance and events. These statements, estimates and forecasts are "forward-looking statements". In some cases, forward-looking statements can be identified by the use of forward-looking terminology such as "may," "might," "should," "expect," "plan," "intend," "estimate," "anticipate," "believe," "predict," "potential" or "continue" or the negatives thereof or variations thereon or similar terminology. All statements other than statements of historical fact included in this presentation are forward-looking statements and are based on various underlying assumptions and expectations and are subject to known and unknown risks, uncertainties and assumptions and may include projections of our future financial performance based on our growth strategies and anticipated trends in our business. These statements are only predictions based on our current expectations and projections about future events. There are important factors that could cause our actual results, level of activity, performance or achievements to differ materially from the results, level of activity, performance or achievements expressed or implied in the forward-looking statements. As a result, we cannot assure you that the forward-looking statements included in this presentation will prove to be accurate or correct. In light of these risks, uncertainties and assumptions, the future performance or events described in the forward-looking statements in this presentation might not occur. Accordingly, you should not rely

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In addition to presenting financial results in conformity with U.S. generally accepted accounting principles ("GAAP"), this presentation includes certain non-GAAP financial measures. Reconciliations of such non-GAAP financial measures are set forth or referred to in the presentation where relevant. Non-GAAP financial measures should be considered in addition to, not as a substitute for or superior to, financial measures determined in conformity with GAAP.

Due to rounding, numbers presented throughout this document may not add up precisely to the totals provided and percentages may not precisely reflect the absolute figures.



Financial Results and Highlights



Financial Results			Highlights
Net Income			 393 aircraft transactions in the last 12 months, including 117 widebody transactions
(\$ million)	2Q 2018	1H 2018	6.6 years average age of owned fleet
Net Income	254.2	519.6	 7.1 years average remaining lease term
			 Book value per share of \$59.25, an increase of 12% since June 30, 2017
Diluted Earnings Per Share			 Repurchased 18.4 million shares in the last 12 months for ~\$950 million at an average price of \$51.20
			4000
(\$)	2Q 2018	1H 2018	

As of June 30, 2018.

AerCap's Approach to Portfolio Management





AerCap has an Active Portfolio Management Strategy

New Order Focus is on the Most Desirable Variants

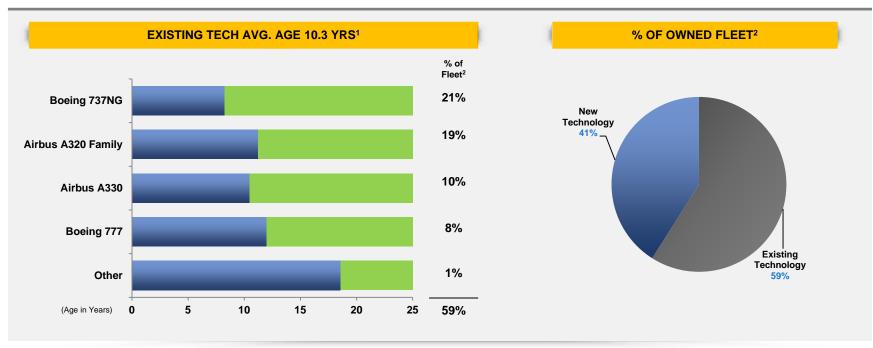
End-of-Line Aircraft see Higher Valuation Volatility

AerCap's Last Existing Tech OEM Order was Placed in 2011

Existing Tech Average Age



AerCap does not buy end-of-line aircraft

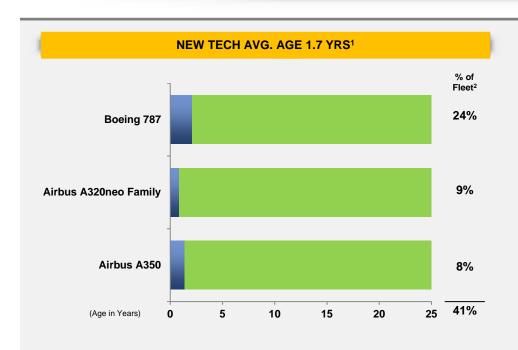


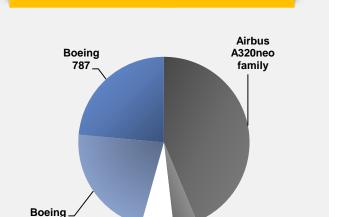
- (1) Weighted average age as of June 30, 2018.
- (2) Percentage of NBV as of June 30, 2018.

New Tech Average Age



New technology will represent over two-thirds of our fleet by 2021





Embraer

E-Jet E2

Airbus

A350

737MAX

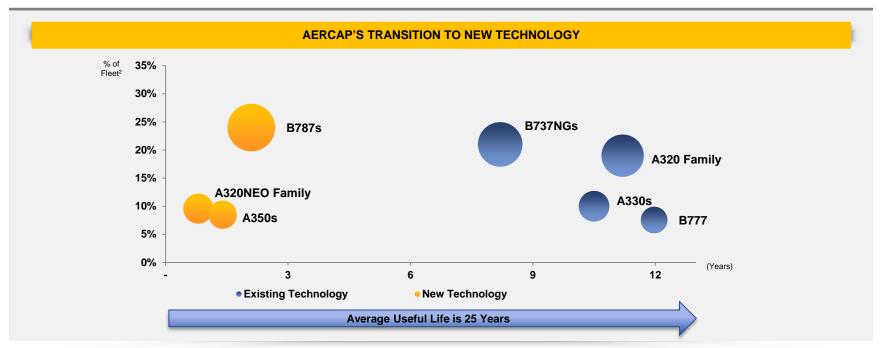
411 NEW TECH AIRCRAFT ON ORDER3

- (1) Weighted average age as of June 30, 2018.
- (2) Percentage of NBV as of June 30, 2018.
- 3) As of June 30, 2018. Percentage of the order book based on list prices from Airbus, Boeing and Embraer.

AerCap Portfolio Mix



AerCap has an overall fleet average age of 6.6 years and lease term of 7.1 years1



- (1) Weighted average age as of June 30, 2018.
- (2) Percentage of NBV as of June 30, 2018. 1% of NBV, ~18 years old, is not shown.

