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Investor Presentation
2020
Second Quarter

.....

Forward Looking Statements & Non-GAAP Measures

Statements in this presentation that are not historical facts are hereby identified as “forward-looking statements,” including any statements about our expectations, beliefs, plans, predictions, forecasts, objectives, assumptions or future events or performance. These statements are often, but not always, made through the use of words or phrases such as “anticipate,” “believes,” “can,” “could,” “may,” “predicts,” “potential,” “should,” “will,” “estimate,” “plans,” “projects,” “continuing,” “ongoing,” “expects,” “intends” and similar words or phrases. Accordingly, these statements are only predictions and involve estimates, known and unknown risks, assumptions and uncertainties that could cause actual results to differ materially from those expressed in them. We wish to caution you that our actual results could differ materially from those anticipated in such forward-looking statements as a result of several factors, including, but not limited to, the following:

- the extent to which the coronavirus (“COVID-19”) pandemic and measures taken to contain its spread ultimately impact our business, results of operation and financial condition;
- our inability to obtain additional financing on favorable terms, if required, to complete the acquisition of sufficient aircraft as currently contemplated or to fund the operations and growth of our business;
- our inability to obtain refinancing prior to the time our debt matures;
- our inability to make acquisitions of, or lease, aircraft on favorable terms;
- our inability to sell aircraft on favorable terms or to predict the timing of such sales;
- impaired financial condition and liquidity of our lessees;
- changes in overall demand for commercial aircraft leasing and aircraft management services;
- deterioration of economic conditions in the commercial aviation industry generally;
- potential natural disasters and terrorist attacks and the amount of our insurance coverage, if any, relating thereto;
- increased maintenance, operating or other expenses or changes in the timing thereof;
- changes in the regulatory environment, including tariffs and other restrictions on trade;
- our inability to effectively oversee our managed fleet;
- the failure of any manufacturer to meet its contractual aircraft delivery obligations to us, including or as a result of technical or other difficulties with aircraft before or after delivery, resulting in our inability to deliver the aircraft to our lessees and;
- other factors affecting our business or the business of our lessees and aircraft manufacturers or their suppliers that are beyond our or their control, including natural disasters, pandemics (such as COVID-19) and measures taken to contain its spread and governmental actions.

We also refer you to the documents the Company files from time to time with the Securities and Exchange Commission (“SEC”), specifically the Company’s Annual Report on Form 10-K for the year ended December 31, 2019 and Quarterly Report on Form 10-Q for the quarters ended March 31, 2020 and June 30, 2020 which contain and identify important factors that could cause the actual results for the Company on a consolidated basis to differ materially from expectations and any subsequent documents the Company files with the SEC. The factors noted above and the risks included in our other SEC filings may be increased or intensified as a result of the COVID-19 pandemic, including if there is a resurgence of the COVID-19 virus after the initial outbreak subsides. The extent to which the COVID-19 pandemic ultimately impacts our business, results of operations and financial condition will depend on future developments, which are highly uncertain and cannot be predicted. See the risk factor in “Part II -- Item 1A. Risk Factors” in our Quarterly Report on Form 10-Q, “The coronavirus (COVID-19) pandemic and related efforts to mitigate the pandemic have impacted our business, and the extent to which the COVID-19 pandemic and measures taken to contain its spread ultimately impact our business will depend on future developments, which are highly uncertain and are difficult to predict.” All forward-looking statements are necessarily only estimates of future results, and there can be no assurance that actual results will not differ materially from expectations, and, therefore, you are cautioned not to place undue reliance on such statements. Further, any forward-looking statement speaks only as of the date on which it is made, and we undertake no obligation to update any forward-looking statement to reflect events or circumstances after the date on which the statement is made or to reflect the occurrence of unanticipated events. If any such risks or uncertainties develop, our business, results of operation and financial condition could be adversely affected.

The Company has an effective registration statement (including a prospectus) with the SEC. Before you invest in any offering of the Company’s securities, you should read the prospectus in that registration statement and other documents the Company has filed with the SEC for more complete information about the Company and any such offering. You may obtain copies of the Company’s most recent Annual Report on Form 10-K and the other documents it files with the SEC for free by visiting EDGAR on the SEC website at www.sec.gov. Alternatively, the Company will arrange to send such information if you request it by contacting Air Lease Corporation, General Counsel and Secretary, 2000 Avenue of the Stars, Suite 1000N, Los Angeles, California 90067, (310) 553-0555.

The Company routinely posts information that may be important to investors in the “Investors” section of the Company’s website at www.airleasecorp.com. Investors and potential investors are encouraged to consult the Company’s website regularly for important information about the Company. The information contained on, or that may be accessed through, the Company’s website is not incorporated by reference into, and is not a part of, this presentation.

In addition to financial results prepared in accordance with U.S. generally accepted accounting principles, or GAAP, this presentation contains certain non-GAAP financial measures. Management believes that in addition to using GAAP results in evaluating our business, it can also be useful to measure results using certain non-GAAP financial measures. Investors and potential investors are encouraged to review the reconciliation of non-GAAP financial measures with their most direct comparable GAAP financial results set forth in the Appendix section.

COVID-19 Pandemic

The global pandemic resulting from the coronavirus ("COVID-19") has disrupted some of our operations, the operations of our lessees, aircraft manufacturers and suppliers. The COVID-19 pandemic has resulted in governmental authorities around the world implementing numerous measures to try to contain the virus. Although some of these measures have since been lifted or scaled back, a recent resurgence of COVID-19 in certain parts of the world, including the United States, has resulted in the re-imposition of certain restrictions and may lead to other restrictions being implemented again in response to efforts to reduce the spread of COVID-19. It is unclear how long these measures will remain in place, and they may remain in place in some form for an extended period of time. Accordingly, we have experienced the following impacts to our business:

- As of August 6, 2020, most of our lessees have requested some form of accommodation. Each has been dealt with on a case-by-case basis. We have worked out accommodation arrangements with approximately 59% of our lessees, generally in the form of partial lease deferrals for payments due during the first and second quarter of 2020, typically with a short-term repayment period, with the majority of the deferrals repaid over the next 12 months. In many cases, lease extensions were also negotiated as part of the deferral accommodations. Through August 6, 2020, we have agreed to defer approximately \$189.9 million in lease payments, which have negatively impacted our cash flow provided by operating activities and represented approximately 3% of our total available liquidity as of June 30, 2020.
- Our Collection Rate¹ for the second quarter of 2020 was 91% compared to 90% for the first quarter of 2020. In July of 2020, our Collection Rate for the month was 89%. We expect that our Collection Rate will remain under pressure while air travel is reduced or restricted in a number of countries. However, we do not anticipate that this will have a material impact on our liquidity position.
- Our Lease Utilization Rate² for the three months ended June 30, 2020 and the month of July 2020 was 99.6% compared to 99.7% for the three months ended March 31, 2020.
- While we have estimated our capital expenditures for the remainder of 2020 and beyond, given the current industry circumstances, our aircraft delivery schedule could be subject to material changes. In any case, such capital expenditures will be significantly less than what we previously communicated, which will slow down our revenue growth but will further increase our strong liquidity position.
- Due to reduced capital expenditures in aircraft investments, coupled with current industry conditions, we are minimizing aircraft sales for the remainder of the year.
- Some transitions of the Company's aircraft from one lessee to another lessee have been delayed. As a result of travel restrictions, we expect some challenges when transitioning, acquiring or selling aircraft.
- COVID-19 has caused disruption in the financial markets and has caused volatility and uncertainty in the bond market, but we accessed the unsecured bond market in the second quarter of 2020 and believe that we will continue to have access to such unsecured debt markets. As a counter-balance, we maintain a significant liquidity position, with \$6.9 billion in available liquidity.

Given the dynamic nature of this situation, we cannot reasonably estimate the impacts of COVID-19 on our business, results of operations and financial condition for the foreseeable future.



1) Collection Rate is defined as the sum of cash collected from lease rentals and maintenance reserves, and includes cash recovered from outstanding receivables from previous periods, as a percentage of the total contracted receivables due for the period. The Collection Rate is calculated after giving effect to lease deferral arrangements made as of August 6, 2020. We define liquidity as unrestricted cash plus the available borrowing capacity under our unsecured committed revolving credit facility.

(2) The Lease Utilization Rate is calculated based on the number of days each aircraft was subject to a lease or letter of intent during the period, weighted by the net book value of the aircraft.

A leader in aircraft leasing

Air Lease is a \$50 billion aircraft leasing platform



\$23 Billion

Total
Assets



382 Aircraft

Owned &
Managed



393 Aircraft

On order



\$28.2 Billion

Committed
Rentals¹



\$6.9 Billion

Liquidity²



15.0%

Adjusted
Pre-tax ROE³

95%+
revenues from rentals
associated with long-
term lease agreements

~75%
fleet NBV to flag
carriers or airlines w/
gov't ownership⁴

90%
order book positions
through 2022 on long-
term leases

97.8%
Unsecured debt
90.8%
Fixed rate debt

S&P
BBB
Negative

Fitch
BBB
Negative

Kroll
A-
Negative

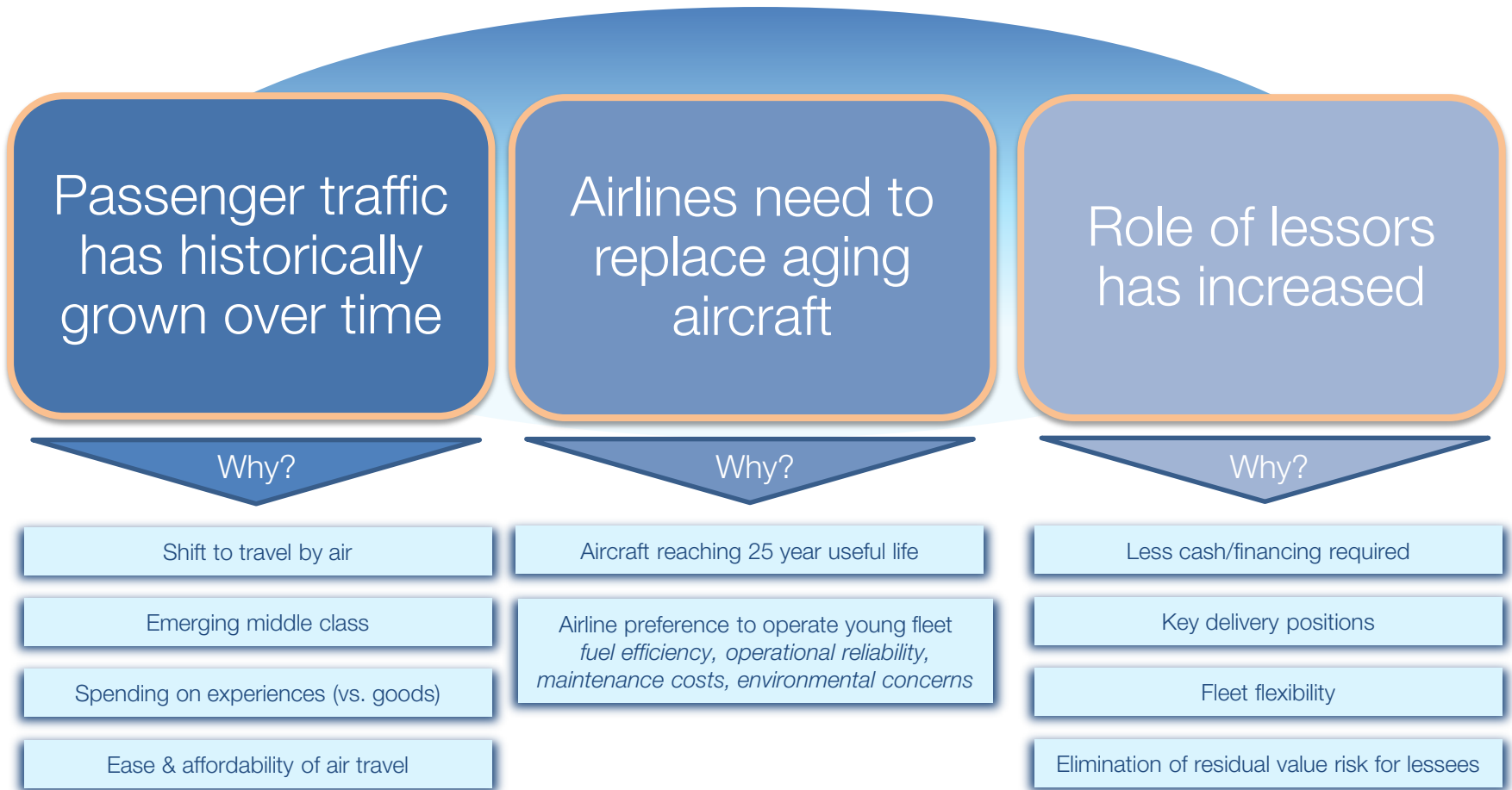


All information per ALC public filings and as of June 30, 2020. Note: \$50 billion leasing platform consists of approximately \$23 billion in assets, \$26.2 billion in commitments to acquire aircraft and over \$2 billion in managed aircraft. ¹Includes \$13.8 billion in contracted minimum rental payments on the aircraft in our existing fleet and \$14.4 billion in minimum future rental payments related to aircraft which will deliver through 2024. ²Available liquidity of \$6.9 billion is comprised of unrestricted cash of \$926.4 million and an available borrowing capacity under our committed unsecured revolving credit facility of \$6.0 billion. ³Adjusted Pre-Tax Return on Common Equity is calculated as the trailing twelve month Adjusted Net Income Before Income Taxes divided by average common shareholders' equity. Adjusted Pre-Tax Return on Common Equity and Adjusted Net Income Before Income Taxes are non-GAAP financial measures. See appendix for a reconciliation to its most directly comparable GAAP measure. ⁴Includes any form of government ownership; however this does not guarantee our ability to collect contractual rent payments.

Industry Update

- Industry Update
- Financial Update
- Portfolio Detail
- Environmental Sustainability
- Capital Structure
- Summary
- Appendix

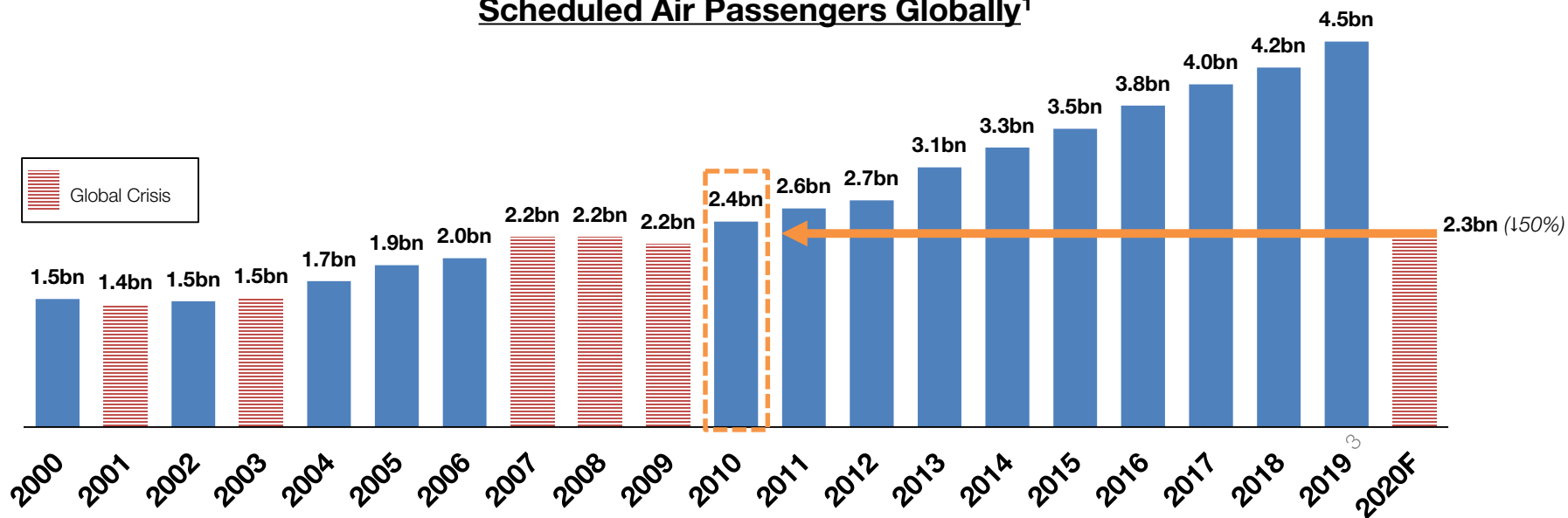
Over time, our business has benefited from three key tailwinds



Industry still requires significant amount of aircraft to accommodate lower levels of passenger traffic

- A 50% decline in passengers carried in 2020 vs. 2019 would bring industry aircraft needs back to 2010 levels
- Despite the decline, there would still be a significant number of aircraft needed to accommodate this level of demand
- Manufacturer production and delivery delays, accelerated and planned aircraft retirements, and potential cargo conversions should help to compensate for the lower level of aircraft needed for passenger routes

Scheduled Air Passengers Globally¹



Global Fleet²

12.8k

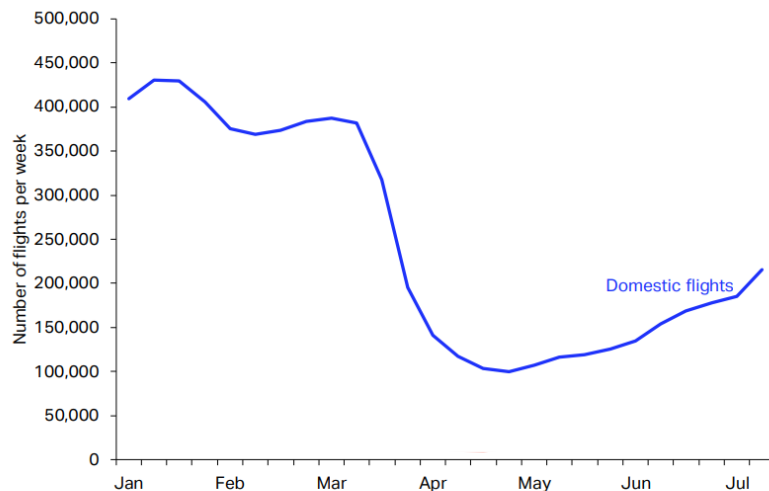
17.4k

23.7k

“Green shoots” of recovery are appearing, particularly in domestic travel...

Domestic flights driving industry recovery...

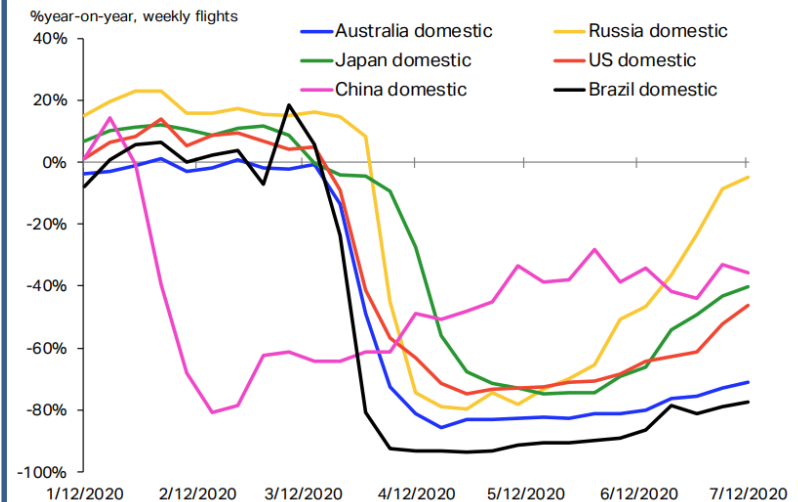
Worldwide flights per week



Source: IATA Economics analysis based on data provided under license by FlightRadar24. All rights reserved.

...with key markets continuing to see improvement

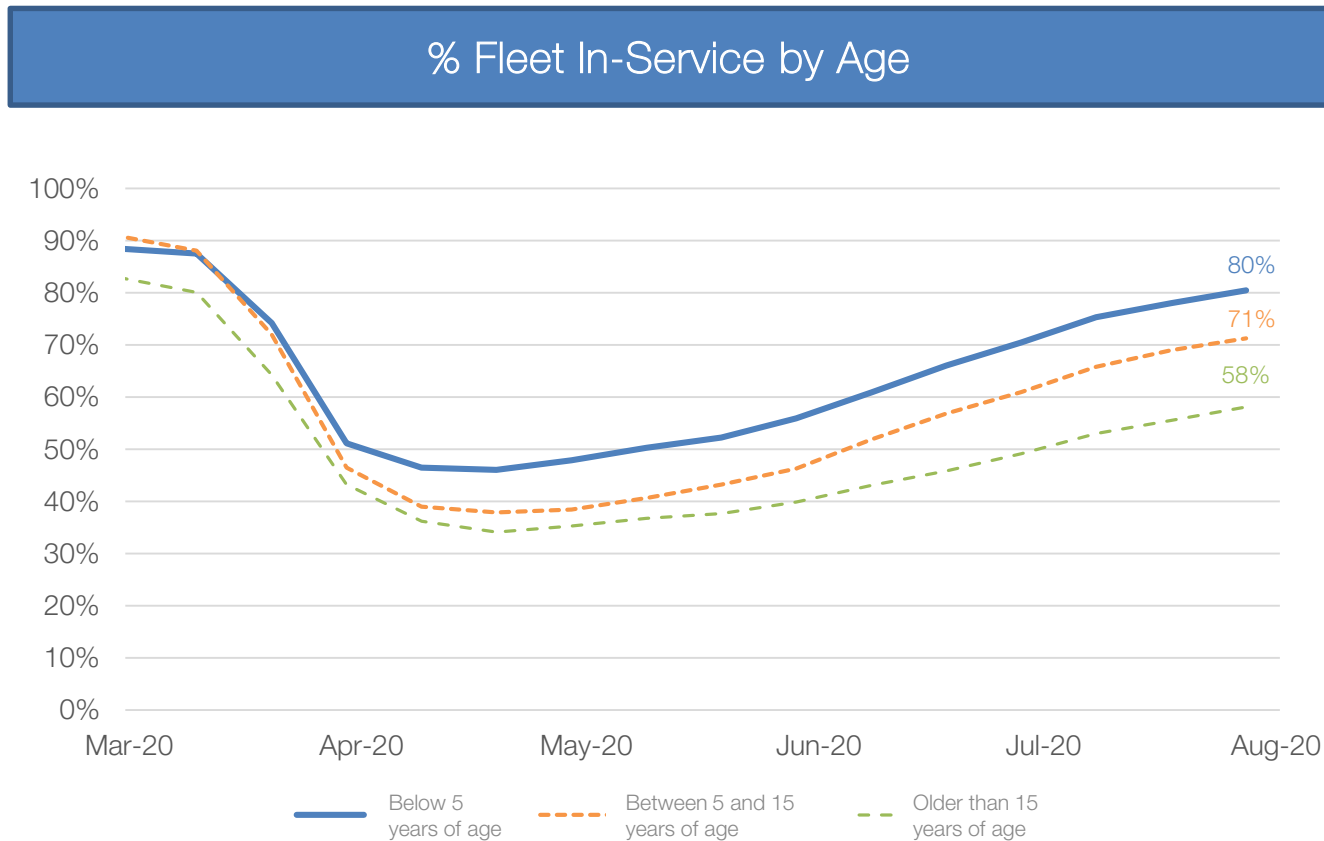
Flights in key domestic markets



Source: IATA Economics analysis based on data provided under license by FlightRadar24. All rights reserved.

...with young aircraft coming back into service more quickly than older aircraft

- Younger aircraft are coming back into service more quickly than older aircraft, with 80% of aircraft below the age of five years old in service as of July 2020



Historical strength of passenger traffic resulted in airlines keeping aging aircraft longer

Number of Commercial Aircraft In-Service Over 15 Years Old¹

9/11 & Dot-Com Bubble

Global Financial Crisis






COVID-19



The global fleet has been steadily aging with older aircraft over the age of 15 remaining in-service longer to meet historical record passenger demand

Airlines responding to decreased demand by announcing retirement of older aircraft...

The below select accelerated retirements represents ~100k seats removed from the market

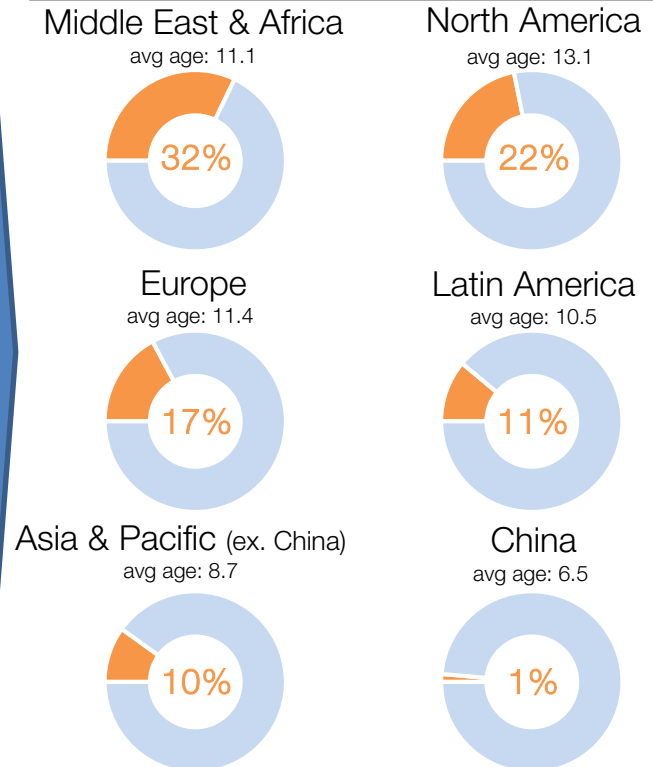
		Aircraft type ¹	Date Announced ⁷
	 Lufthansa	(6) A380, (5) 747-400, (7) A340-600, (3) A340-300	April 2020
	American Airlines  ²	(34) Boeing 757, (17) Boeing 767, (76) Boeing 737, (9) A330-300, (20) Embraer E190	March 2020
	virgin atlantic 	(3) A340-600	March 2020
	 KLM	(5) 747-400	March 2020
	 DELTA ³	(47) MD-88, (29) MD-90	April 2020
	BRITISH AIRWAYS  ⁴	(31) 747-400	July 2020
	IBERIA  ⁵	(14) A340-600	June 2020
	AIRFRANCE  ⁶	(4) A340-300 (9) A380	May 2020

...with the potential of accelerating an expected replacement cycle

Aircraft over 20 years old eligible for retirement¹

Aircraft Type	Number of Aircraft ¹	Number of Seats ¹
B737 Family	934	135,074
A380	237	118,683
A320 Family	654	103,963
B777 Family	195	60,996
B767 Family	241	58,371
B757 Family	252	46,797
B717 Family	283	41,594
B747 Family	102	39,058
A330/A340 Family	111	32,195
A300/A310 Family	47	11,590
Totals	3,056	648,321
Global Fleet %	14.2%	15.0%

Regional Seat Capacity Removed¹



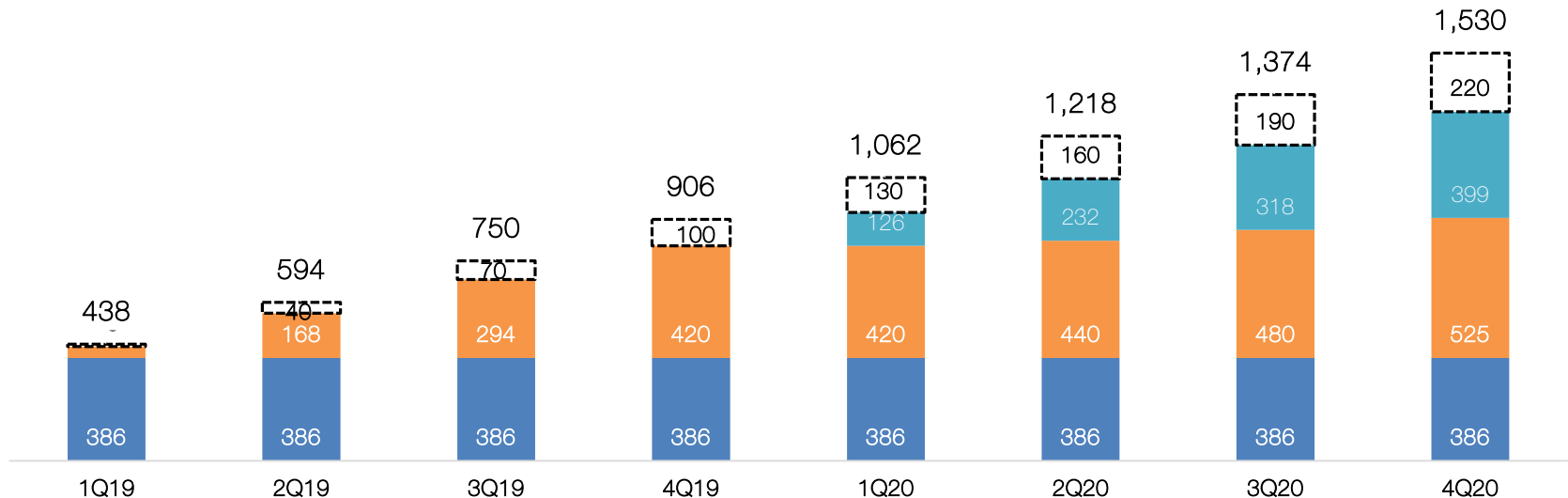
~3,000 aircraft were immediately eligible for retirement based on age, potentially taking significant capacity out of regions including North America, the Middle East/Africa & Europe

Of these ~3,000 aircraft, close to 1,000 retirements of these aircraft have already been announced²

Boeing MAX delays decrease supply of new aircraft in the market

- Boeing's inability to produce 52 MAX aircraft a month (pre-crisis production goal) together with the grounding of the MAX beginning in March 2019 and delays in re-certifications will result in ~1,400 MAX aircraft being unavailable to the market through the end of 2020
 - ~400 MAX which were already delivered to customers are in storage
 - Recertification delays have kept another 450 already built MAX aircraft from being delivered to customers
 - MAX production halts from January 2020 through May 2020, with low levels of production through the remainder of 2020, results in a further ~400 MAX not being built
- More than 200 MAX aircraft have not been produced due to Boeing decreasing production rate down from 52 aircraft per month

MAX Production Timeline¹



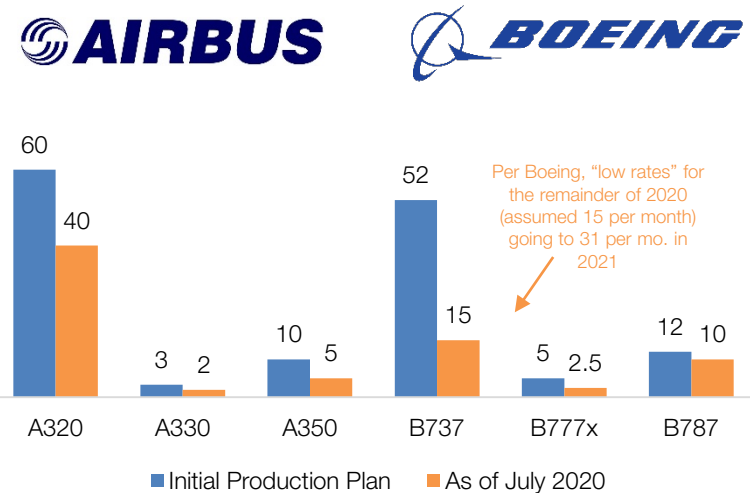
Production cuts combined with elective retirements and potential conversions will help balance near-term supply

Forecasting the 2020 Year End Global Fleet

	# of Aircraft	# of Seats
Airbus Production Cuts¹	(234)	(48,927)
Boeing Production Cuts²	(39)	(13,590)
Parked/Unbuilt MAX ('19 – '20)³	(1,530)	(283,050)
Potential Early Retirements⁴	(3,056)	(648,321)
Potential Cargo Conversions⁵	(319)	(53,079)
Total	(5,178)	(1.05mm)

2020 Aircraft Production Cuts

Monthly Production Plan for 2020⁶ (AC/mo)



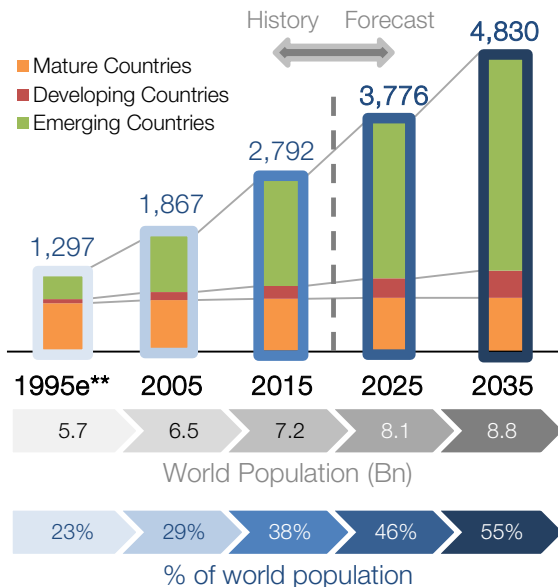
>5,000 aircraft could be removed from the market, representing over 1 million seats

Fundamental secular tailwinds have historically been supportive of air travel

Emerging Middle Class

Powerful Middle Class Growth Trends

Middle Class* (millions of people)¹

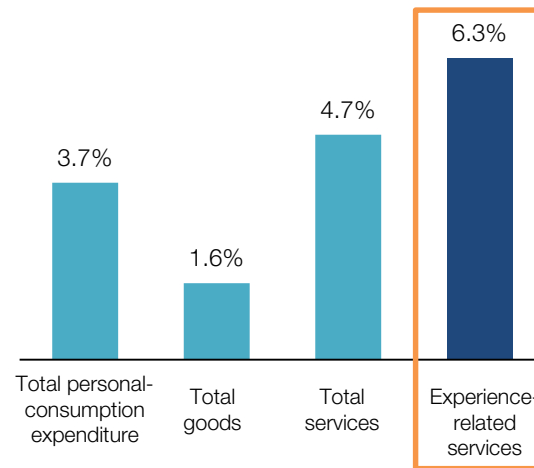


Experiences v Goods

Prioritization of experiences > goods

Spending Habits Shifting²

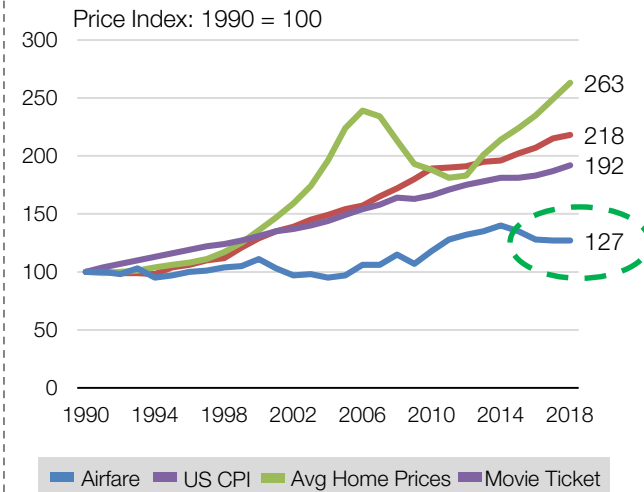
Average annual personal-consumption-expenditure growth²



Affordable Fares

Air travel is a bargain compared to other expenditures

Affordable Fares³



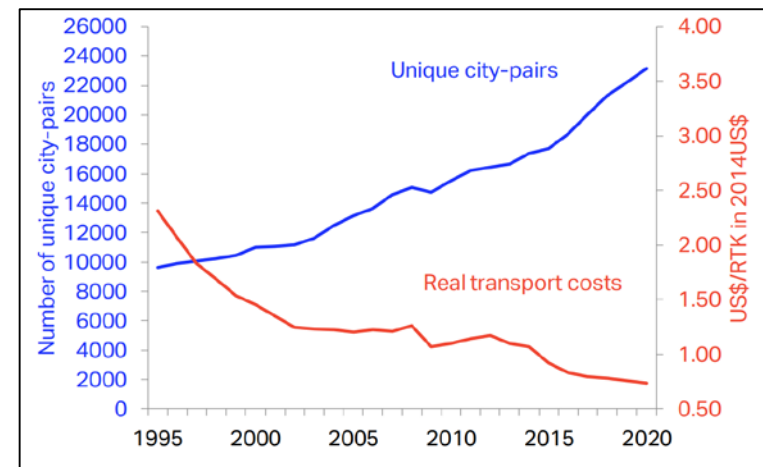
Low cost carriers have transformed air travel over the last two decades (“ease & affordability”)

Point-to-point travel & cheap fares have stimulated demand

Examples of low cost carriers routes¹

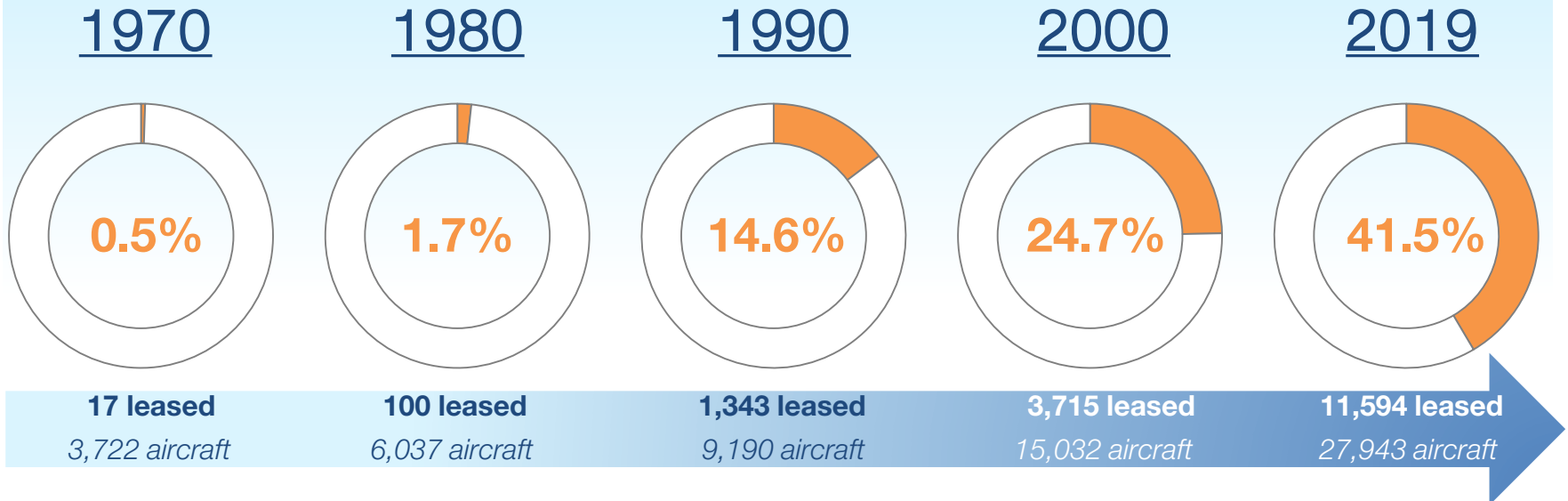


Unique city pairs are double that of 20 years ago, while real transport costs have more than halved²



The role of leasing has increased over the years

More and more of the world fleet is leased...



Benefits of Leasing

Less cash & financing required

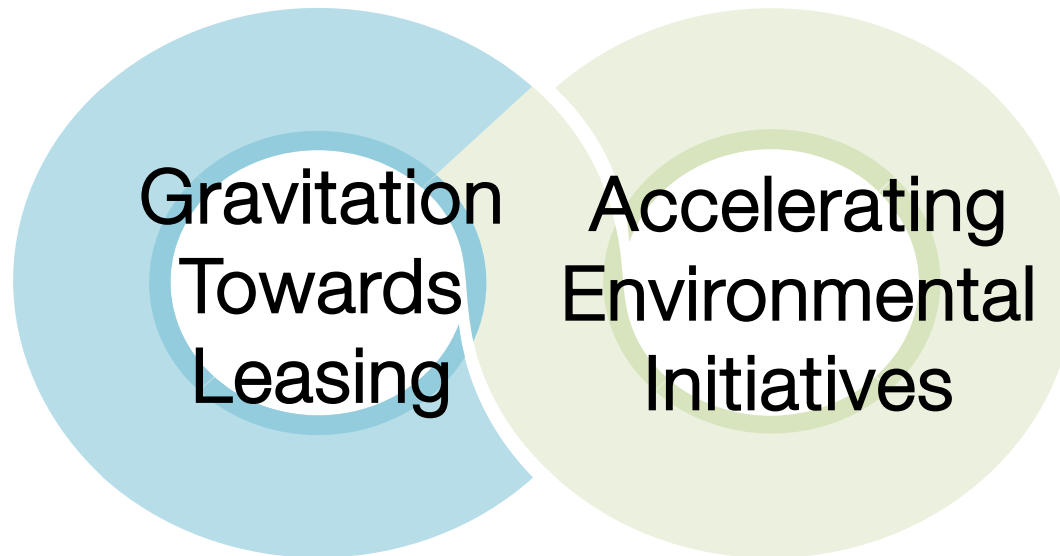
Key delivery positions

Fleet flexibility

Eliminate residual value risk for lessees

In good times, airlines need lessors for additional capacity and, in bad times, airlines need lessor balance sheets

Industry headwinds from COVID-19 impacts may present opportunities for ALC



Limited financing options for global airlines may result in a higher reliance on leasing product

Retirement of older, less fuel efficient aircraft accelerates ESG trends; ALC's new generation orderbook to benefit

Financial Update

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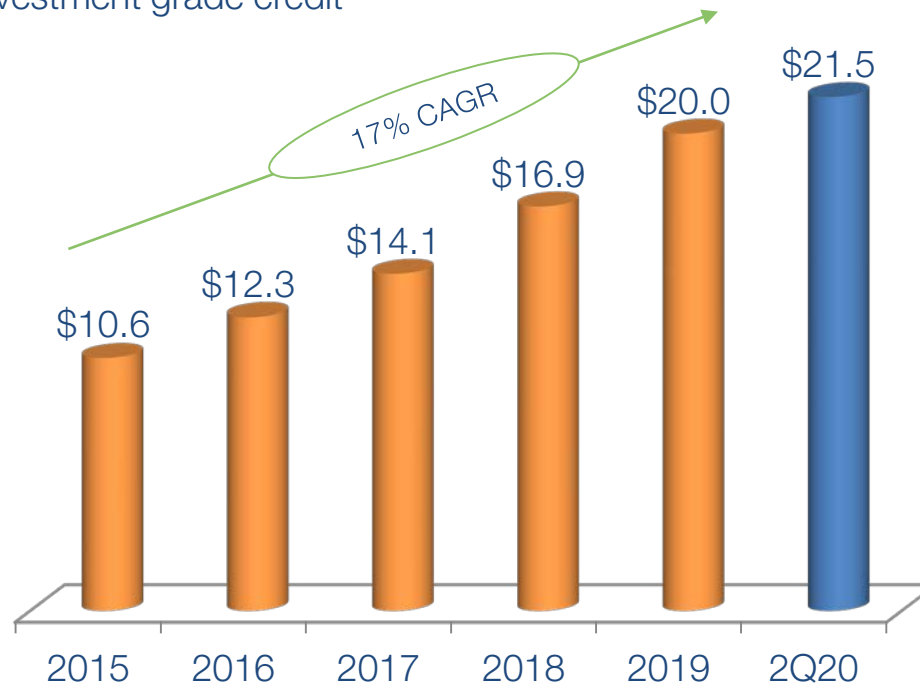
Consistent asset growth (\$ in billions)

- Solid Balance Sheet growth has supported consistent revenue growth¹



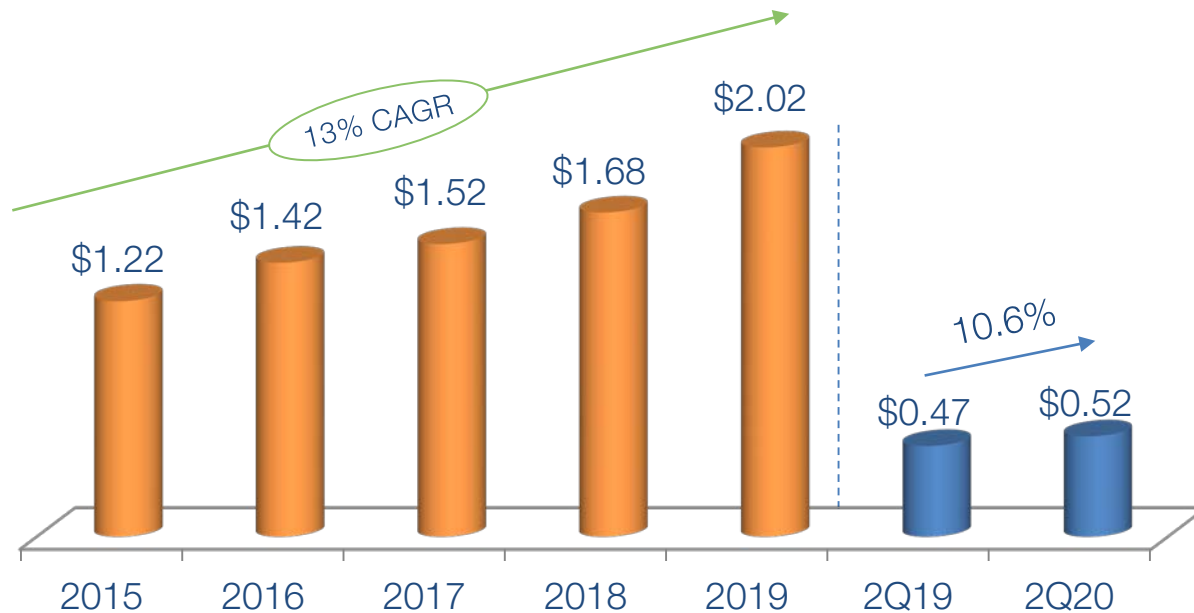
Consistent unencumbered asset growth (\$ in billions)

- Focus is on financing the business on an unsecured basis
- Unencumbered assets¹ have grown to \$21.5 billion, which we believe provides a solid foundation for our investment grade credit ratings



Consistent revenue growth (\$ in billions)

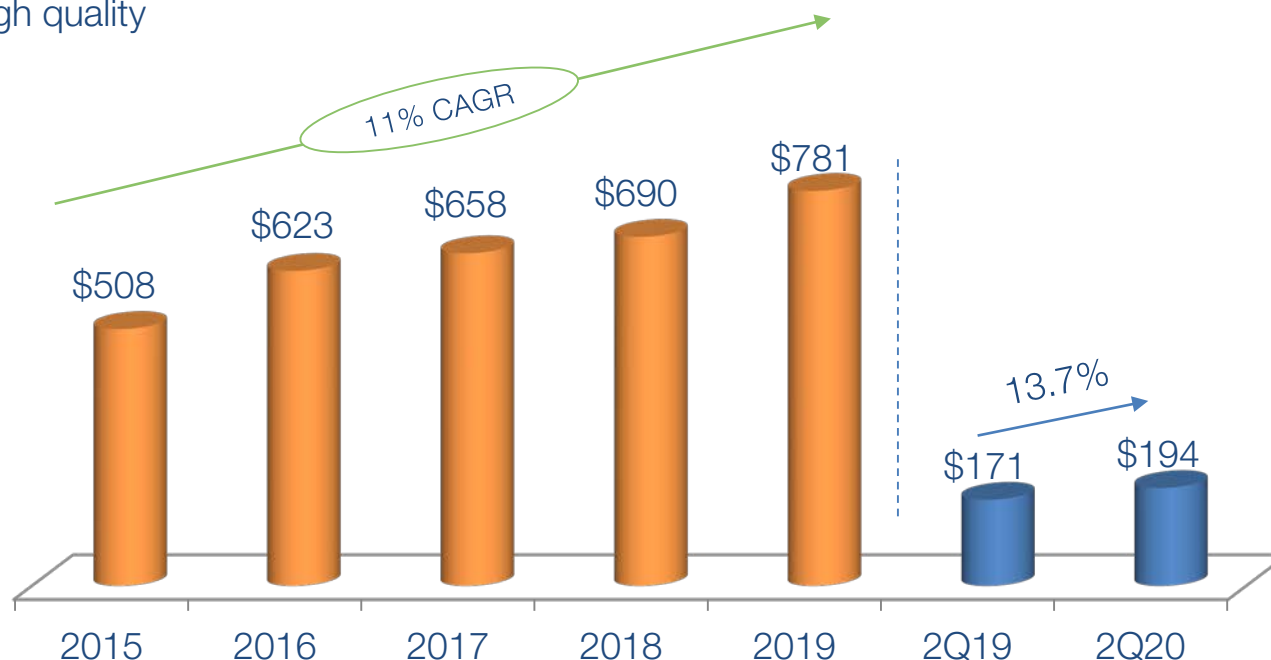
➤ The expansion of our fleet has driven consistent revenue growth and cash generation



Adjusted net income before income taxes¹

(\$ in millions)

➤ Reinvesting our earnings has built shareholders' equity and strengthened our high quality balance sheet



Adj. Pre-Tax Profit Margin^{1,2}
(%):

41.7 44.1 43.4 41.1 38.7 36.2 37.3

Adj. Pre-Tax Return on Common Equity^{1,3} (%)

17.5 19.5 17.5 15.5 15.4 15.7* 15.0*

Adj. diluted EPS before income taxes^{1,4} (\$):

4.64 5.67 5.94 6.20 6.91 1.51 1.71



¹Adjusted Net Income Before Income Taxes, Adjusted Pre-Tax Profit Margin, Adjusted Pre-Tax Return on Common Equity, and Adjusted Diluted Earnings Per Share Before Income Taxes are non-GAAP financial measures. See appendix for reconciliations to their most directly comparable GAAP measures. ²Adjusted Pre-Tax Profit Margin is Adjusted Net Income Before Income Taxes divided by Total Revenues. ³Adjusted Pre-Tax Return on Common Equity is calculated as Adjusted Net Income Before Income Taxes divided by average common shareholders' equity. ⁴Adjusted Diluted EPS Before Income Taxes is Adjusted Net Income Before Income Taxes divided by weighted average diluted common shares outstanding. *Figures are trailing twelve months ended June 30, 2020.

Portfolio Detail

Industry Update

Financial Update

➤ Portfolio Detail

Environmental Sustainability

Capital Structure

Summary

Appendix

Managing our assets

- Focus on young aircraft, holding an owned aircraft for the first 1/3 of its useful life
- Balanced asset mix
 - Airframe manufacturers including Airbus and Boeing
 - Engine manufacturers including General Electric, CFM, Pratt & Whitney, Rolls Royce, and International Aero Engines
 - Twin-aisle and single-aisle aircraft
- Flexibility in purchase agreements with the aforementioned airframe manufacturers
- Close monitoring of customer receivables to assure problems are proactively addressed
- Proactive placement of aircraft 18-36 months in advance of delivery
- Staggered and balanced lease maturities by year

Strength in manufacturer relationships

- ALC's management team has helped launch a number of aircraft types and associated engine designs
- ALC is able to drive cost advantages by negotiating with manufacturers for high quality products and competitive pricing



THE POWER
OF FLIGHT



Pratt & Whitney

A United Technologies Company



**International
Aero Engines™**



Aircraft strategy

Long term asset acquisition strategy focused on the most in demand, widely distributed, modern single- and twin-aisle commercial aircraft



A220-300 (A220-300 HGW Launch Customer)



A320/321NEO/LR/XLR (A321NEOLR & XLR Launch Customer)



A330-900NEO (Launch Customer)



A350-900/1000 (A350-1000 Launch Customer)



737-800 & 737 MAX7/8/9



787-9/10 (787-10 Launch Customer)

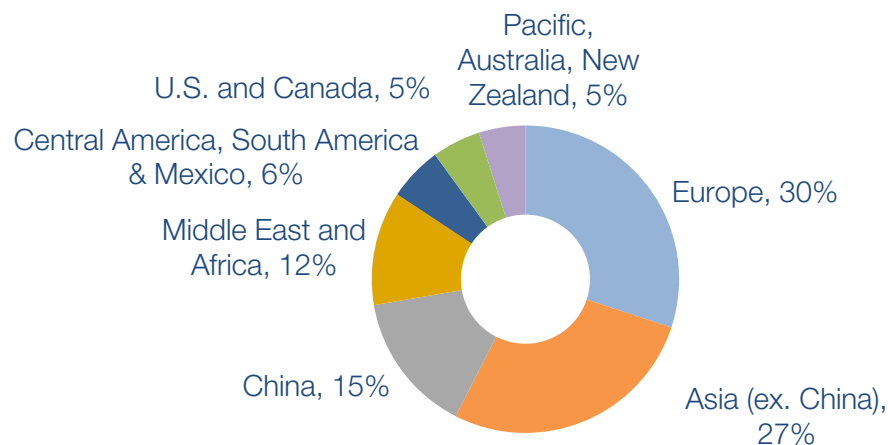


Fleet overview

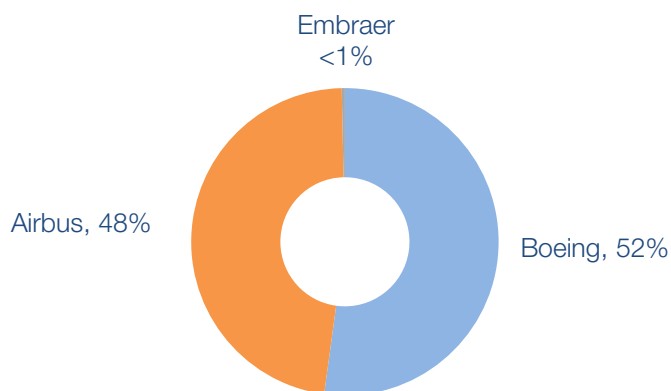
Fleet Metrics¹

- 301 owned aircraft and 81 managed aircraft
- \$19.1 billion aggregate fleet net book value
- 3.9 years weighted average fleet age²
- 7.0 years weighted average remaining lease term²
- \$28.2 billion in committed minimum future rentals³
- Diversified customer base with 106 airlines in 61 countries

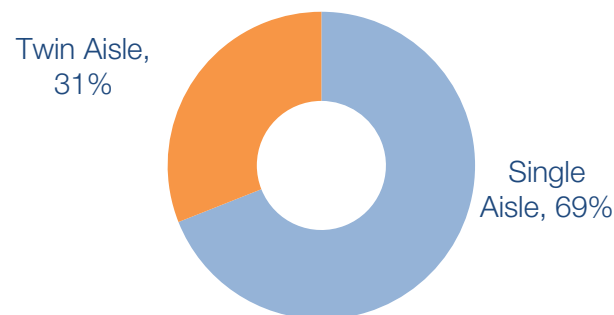
Region⁴



Manufacturers⁵



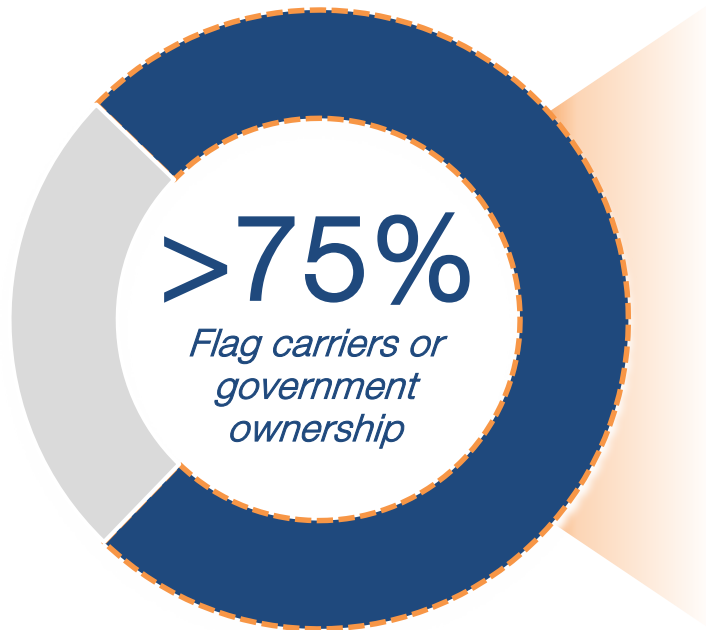
Aircraft Size⁵





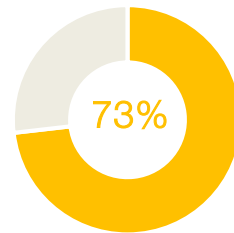
Significant portion of ALC customers are flag carriers or have some form of government ownership

Over 75% of Air Lease's fleet by NBV is on lease to flag carriers or airlines with existing government ownership

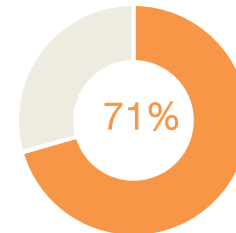


% of ALC's regional NBV representing flag carrier airlines or airlines with government ownership

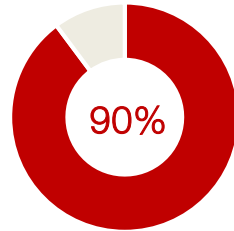
Europe
30% of total NBV



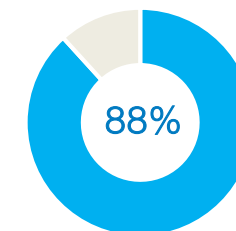
Asia Pacific (ex. China)
33% of total NBV



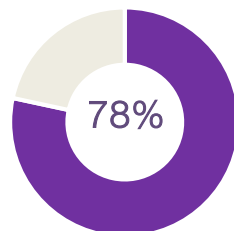
China
15% of total NBV



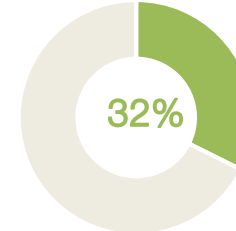
Middle East & Africa
12% of total NBV



Latin America
6% of total NBV



North America
5% of total NBV



ALC builds additional safeguards into our leases to manage customer risk

Components of typical ALC security packages

Cash Security Deposits

rent paid in advance

Cash Maintenance Reserves

generally collected monthly based on reports of usage by the lessee or collected as fixed monthly rates

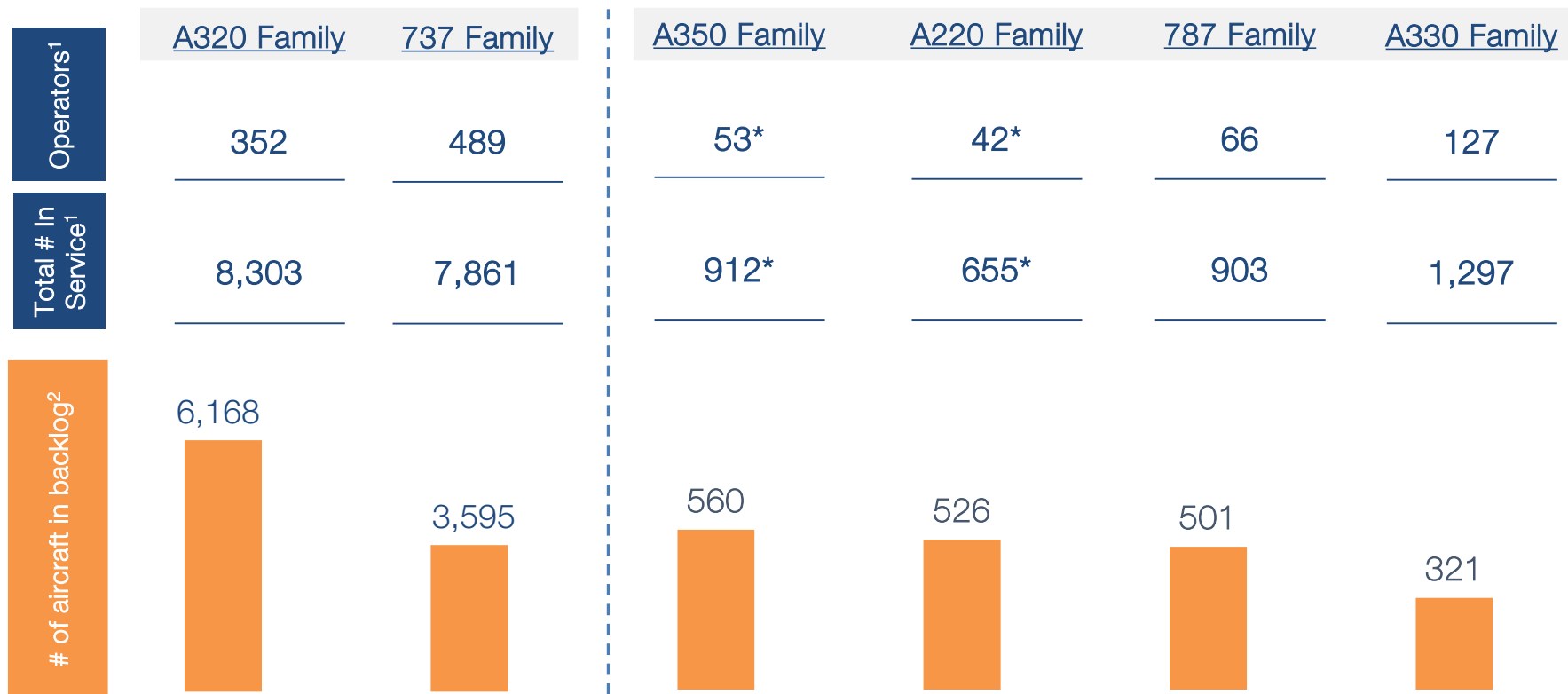
Triple Net Leases

lessee is responsible for all operating costs including taxes, insurance, and aircraft maintenance

Security packages are a supplement to asset mobility and, in the event of an airline bankruptcy or aircraft repossession, these deposits/reserves may be recognized into income to offset any arrears

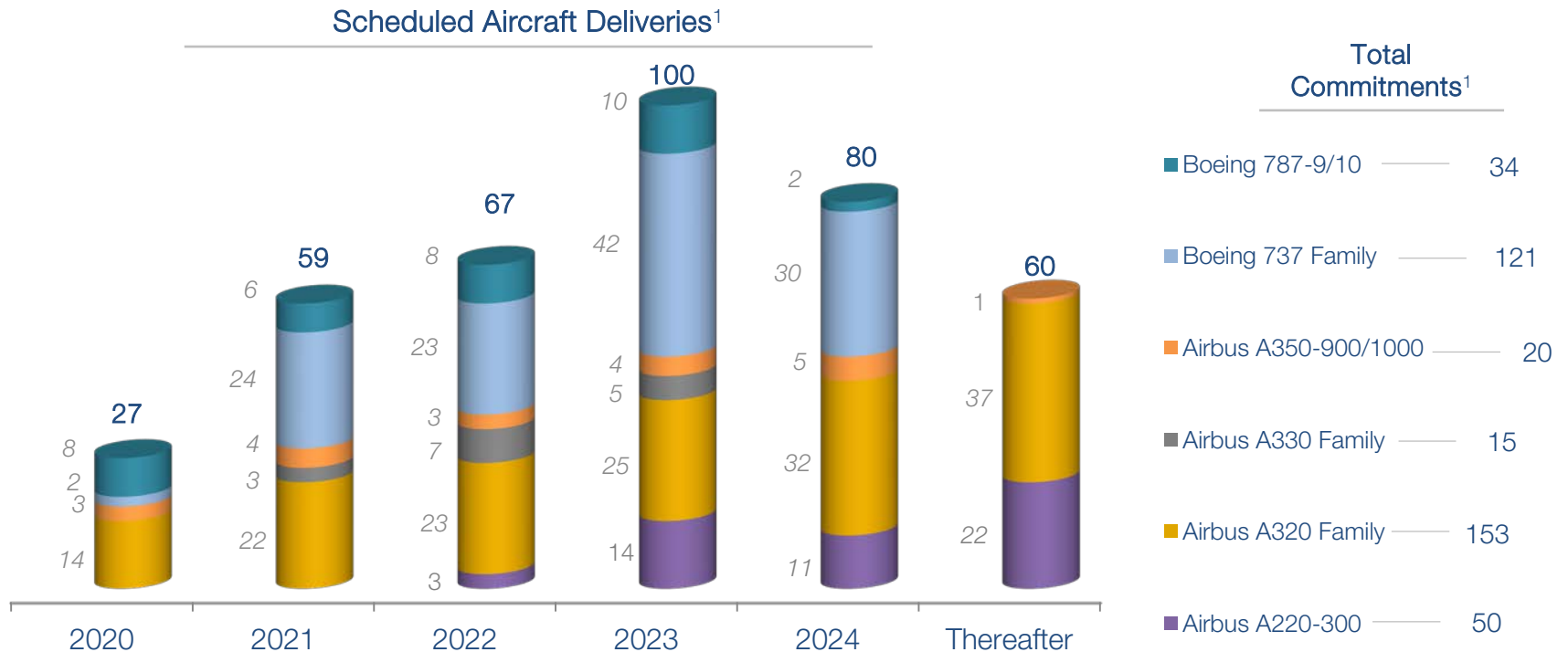
ALC invests in the most liquid aircraft types

- ALC's aircraft assets have a broad installed operator base which is the basis of our asset liquidity
- Our order book of modern, fuel efficient aircraft serves us well with our global airline customer base



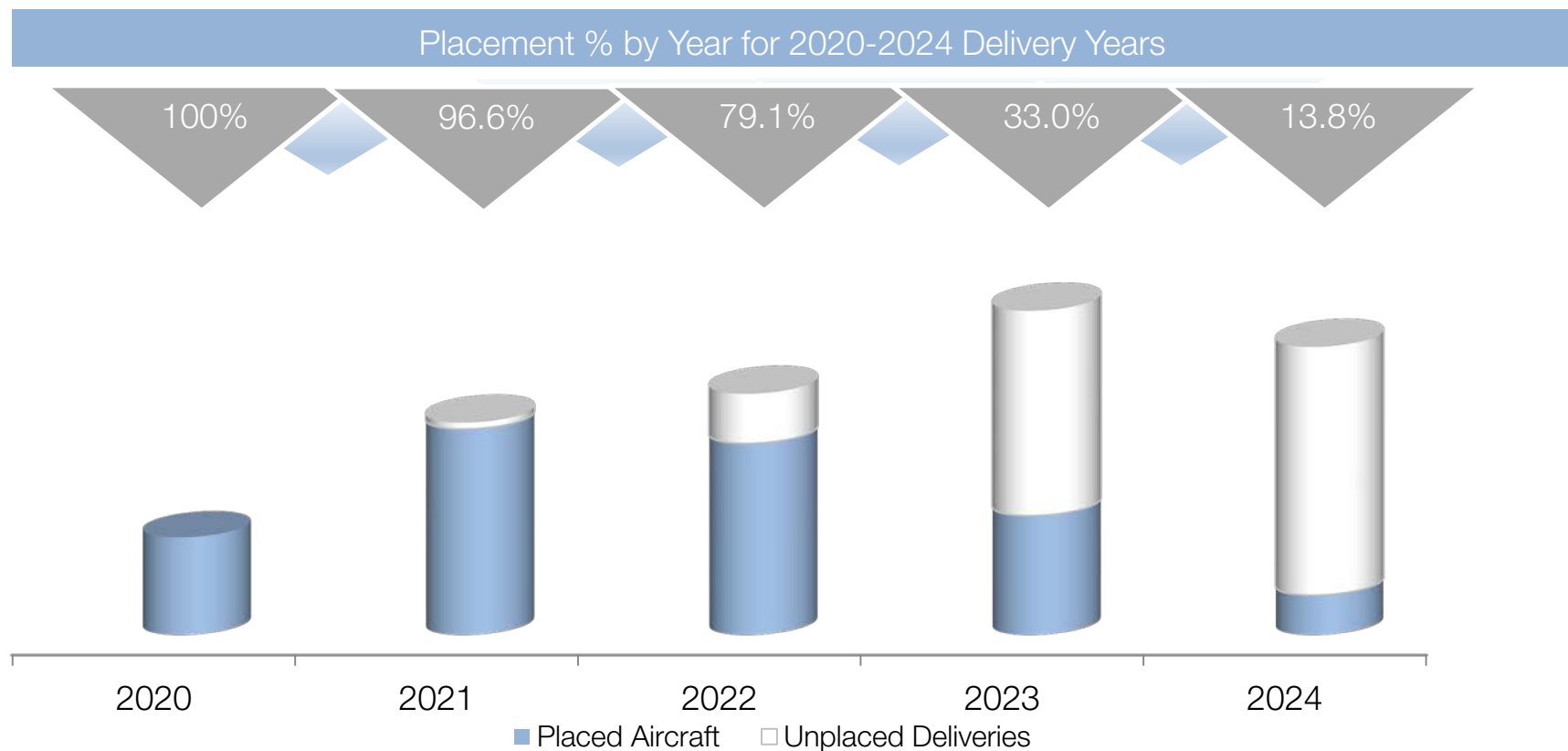
Order book provides flexible growth and a strategic advantage

- We believe our order book is a source of value and provides visibility into the future
- We believe our coveted delivery positions give us a competitive advantage with current and potential customers
- We can exercise flexibility with delivery position commitments and timing
- We typically place aircraft 18-36 months prior to delivery and currently are 90% placed through 2022



Orderbook placement is key to consistency

- We continue to experience robust demand for our orderbook, resulting in 90% of aircraft delivering through 2022 placed on long-term leases



..... Environmental Sustainability

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Capital Structure

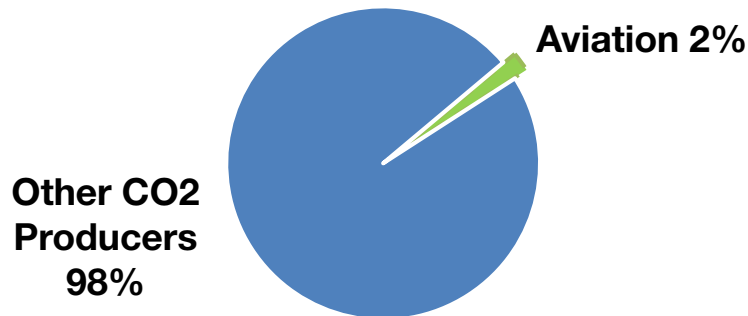
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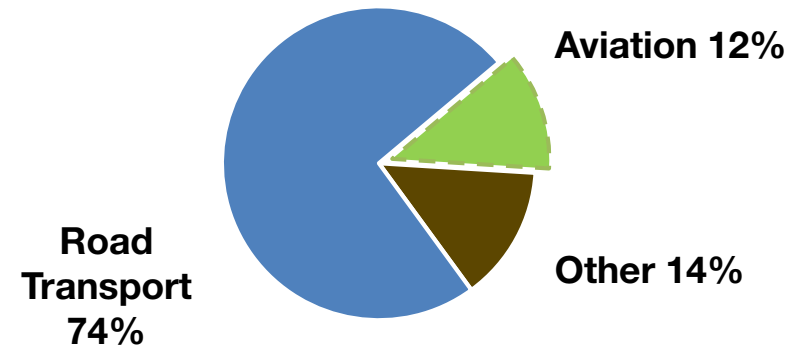
Aviation and environmental sustainability

- While continued progress is needed, the aviation industry has not appropriately underscored the advancements made over the last few decades:
- Today's aircraft are >75% more fuel efficient per seat km vs. those from the 1960s¹
 - Air transport has seen 2.2% improvement on average in fuel efficiency each year since 1990 (3x that of cars and 9x that of heavy-duty trucks)²

Global human-induced CO2 emissions¹



CO2 emissions from all transport¹



~80% of aviation CO2 emissions are from flights >1,500km for which there is no practical alternative mode of transport¹

Aviation industry will need to mitigate CO2 emissions

Multi-faceted approach to mitigating and reducing CO2 emissions



**Development
of New, More
Efficient
Aircraft**



**Operational
Measures**
(lighter seats, new
materials)



**Better
Infrastructure**
(air traffic control
and airports)



**Market-
Based
Measure**
(measure/tracking
of emissions)

Four Pillars to Address Climate Change

Environmental sustainability is becoming a main focus of airlines worldwide

jetBlue

JetBlue Prepares its Business for a New Climate Reality

Jan 06, 2020

-- JetBlue to Go Carbon Neutral

-- JetBlue to S

NEW YORK--(BUSINESS WIRE)-- JetBlue
JetBlue flights beginning in July 2020
global warming. JetBlue also announce

1 NOV 19, 2019

SUSTAINABILITY AND CORPORATE SOCIAL RESPONSIBILITY

easyJet to become the world's first
major airline to operate net-zero
carbon flights

Read More

Oct 10, 2019 • Airline updates

IAG backs net zero emissions by 2050

Download article as PDF

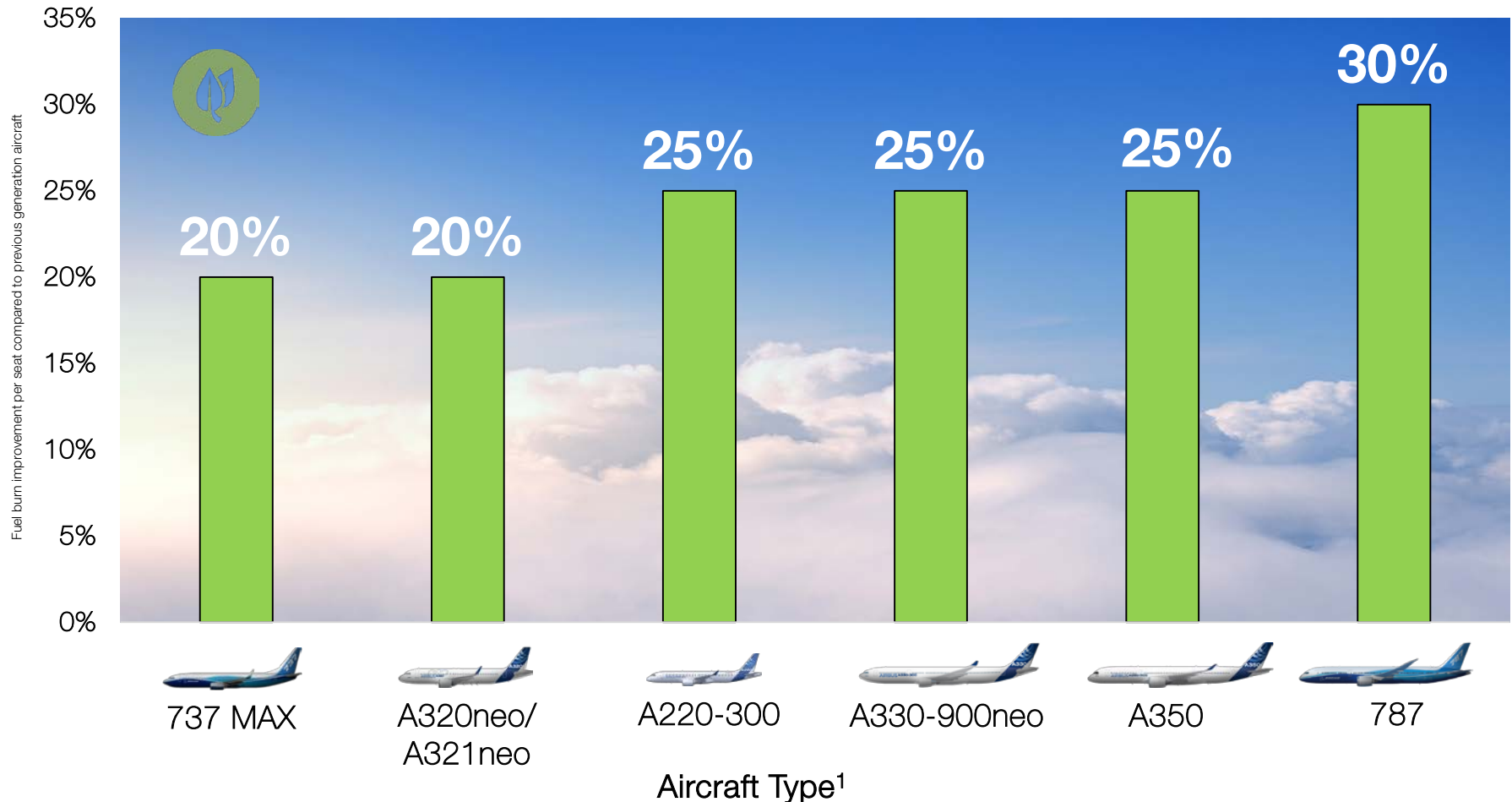


IAG BACKS NET ZERO CO2 EMISSIONS BY 2050

International Airlines Group (IAG) is the first airline group worldwide to commit to achieving net zero carbon emissions by 2050.

ALC's orderbook contains modern, environmentally friendly aircraft

Approximate fuel burn vs. previous generation aircraft



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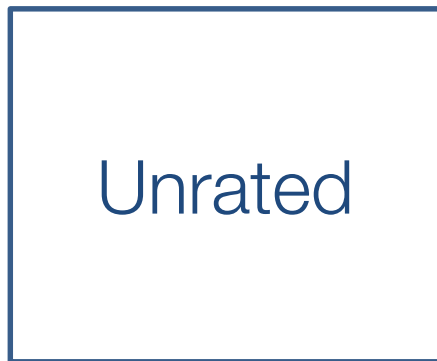
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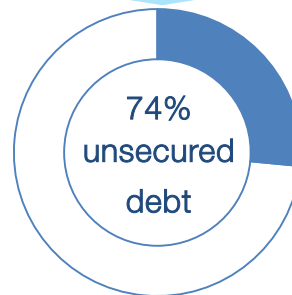
Focus on an investment grade capital structure since inception

- Post IPO, ALC raised more than \$3.5 billion of unsecured debt as a non-rated borrower, before receiving its first IG rating in March 2013, only three years after inception
- ALC views its IG ratings and unsecured capital structure as important for ensuring maximum flexibility with aircraft as well as accessing low-cost and efficient funding

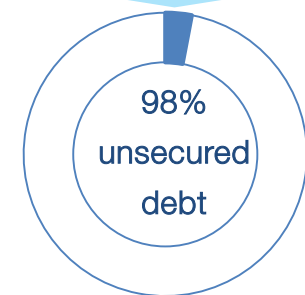
2010



2013



June 2020

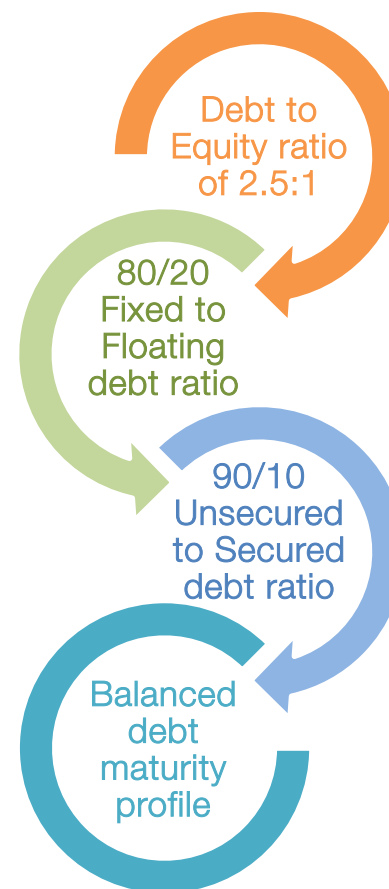


Capital structure & financing strategy

Capitalization – June 30, 2020

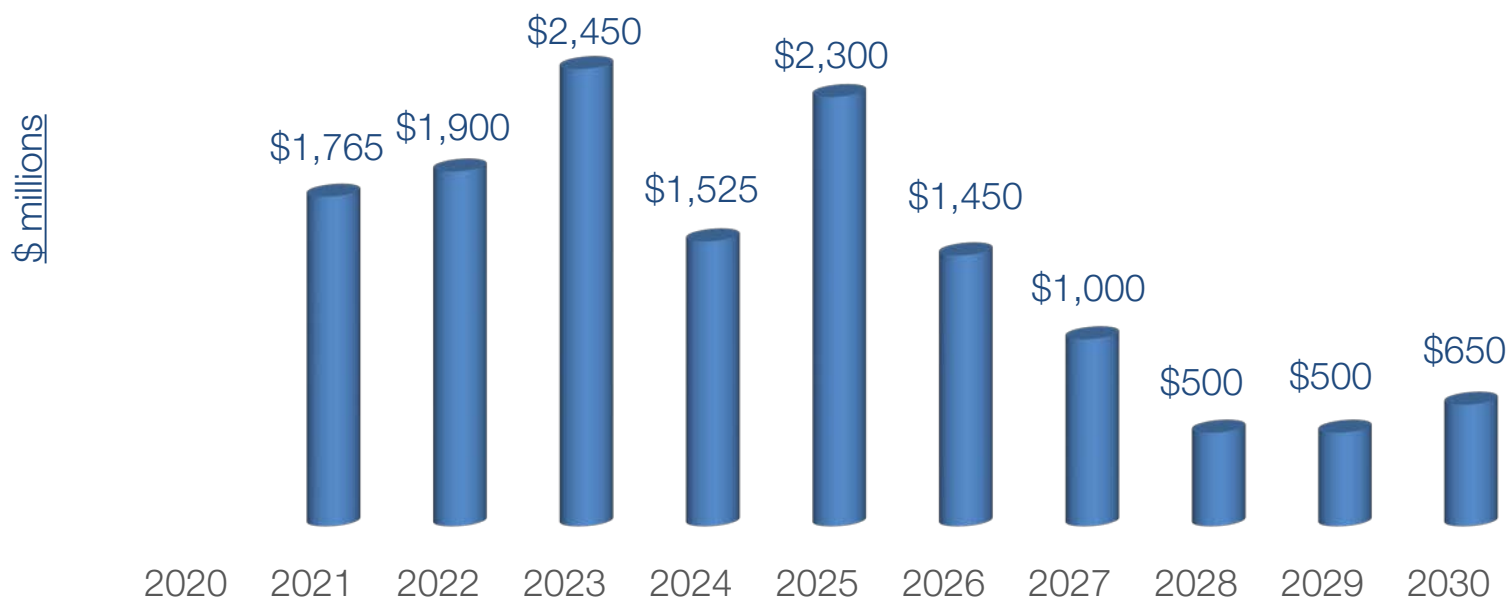
	(\$mm)	% of capitalization
Unrestricted cash	\$926	5%
Total assets	22,994	112%
Unsecured debt		
Senior notes	13,509	66%
Term financings	973	5%
Revolving credit facility	0	0.0%
Total unsecured debt	14,482	71%
Secured debt		
Term financings	299	1%
Export credit financing	28	0.1%
Total secured debt	327	2%
Less: debt discount and issuance costs	(170)	
Total debt	14,639	71%
Preferred Stock	250	1%
Common Stock	5,620	27%
Shareholders' equity	5,870	29%
Total capitalization	\$20,509	100%
Selected credit metrics		
Debt/Equity		2.49x
Secured Debt/Total Assets		1.4%
Fixed Rate Debt/Debt		90.8%

Key Debt Portfolio Targets



ALC bond maturities are staggered

- ~\$14 billion of public senior unsecured notes outstanding
- No remaining bond maturities in 2020



ALC's approach to liquidity

Primary sources & uses of liquidity

Sources

Cash & Cash Equivalents

- \$926.4 million as of 6/30/20

\$6.0 Billion Sr. Unsecured

Revolver

- Undrawn as of 6/30/20

Operating Cash Flow

Aircraft Sales Proceeds

Uses

Debt Maturities

- \$550 million due in first quarter of 2021

Aircraft Investments

- \$2.6 billion of aircraft investments expected over remainder of year (July through December 2020)¹

+ \$21.5 billion of Unencumbered Assets²

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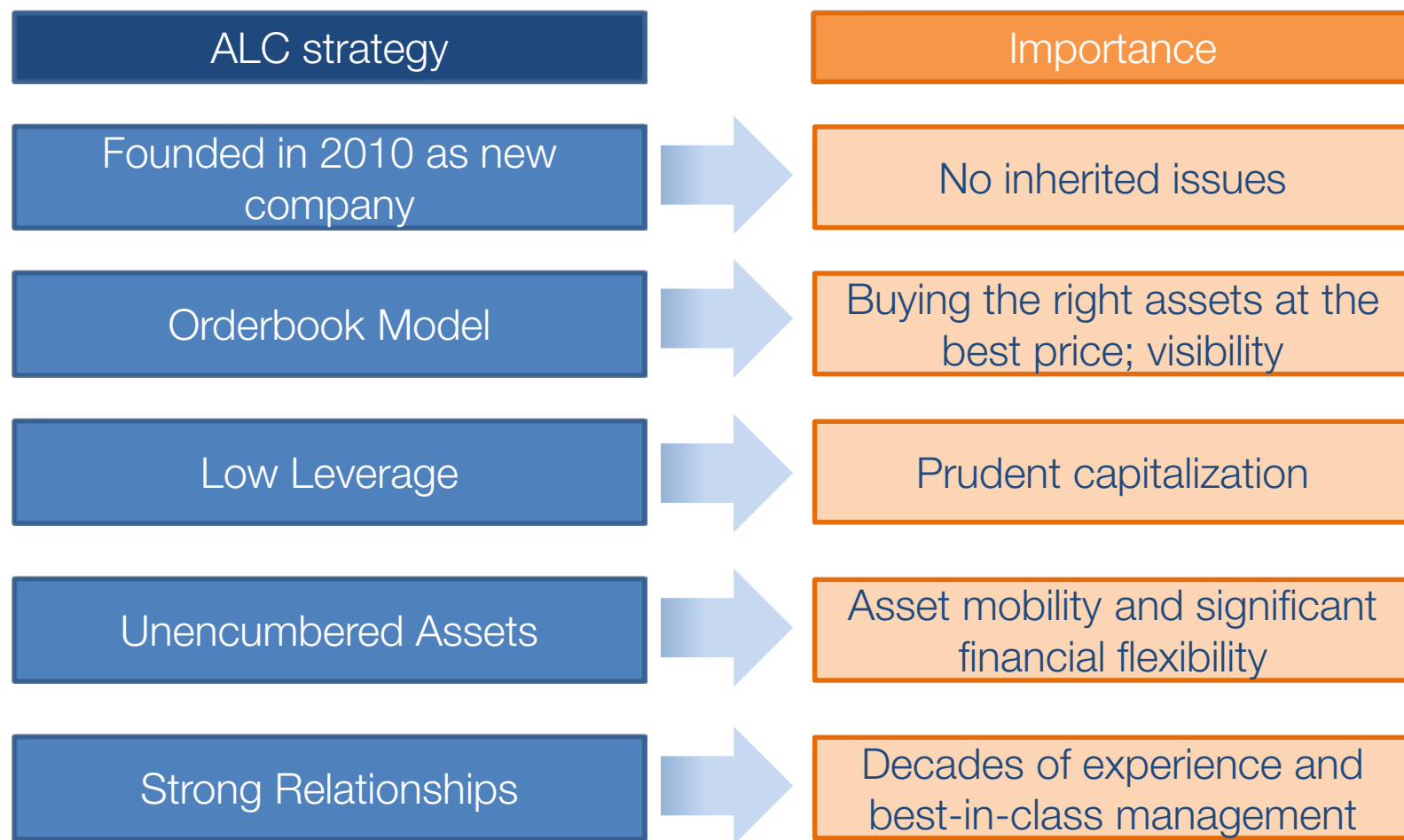
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ALC's strategy is easy to articulate, difficult to imitate



Our business is built to be resilient and succeed long-term

Scale	✓ \$50 billion+ leasing platform ¹
Asset Strategy	✓ Strategy focuses on young, liquid aircraft types
Clean Capital Structure	✓ \$21.5 billion of unencumbered assets
Liquidity	✓ \$6.9 billion (cash & undrawn revolver)
Ratings	✓ Investment Grade (S&P: BBB / Fitch: BBB / Kroll: A-)
Diversification	✓ 106 Airlines / 61 Countries
Strong Customer Base	✓ ~75% of fleet NBV with airlines that are flag carriers or have some form of government support
Concentration limits	✓ Avg. customer concentration is ~1.1% of fleet NBV
Experience	✓ ~30 Years Average commercial aviation industry experience among senior management

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Non-GAAP reconciliations

(in thousands, except share and per share data)	Quarter Ended June 30,		Year Ended December 31,				
	6/30/2020	6/30/2019	2019	2018	2017	2016	2015
Reconciliation of net income available to common stockholders to adjusted net income before income taxes:							
Net income available to common stockholders	\$ 143,781	\$ 124,034	\$ 575,163	\$ 510,835	\$ 756,152	\$ 374,925	\$ 253,391
Amortization of debt discounts and issuance costs	10,233	8,712	36,691	32,706	29,454	30,942	30,507
Stock-based compensation	3,892	5,863	20,745	17,478	19,804	16,941	17,022
Settlement	-	-	-	-	-	-	72,000
Insurance recovery on settlement	-	-	-	-	(950)	(5,250)	(4,500)
Provision for income taxes	36,305	32,231	148,564	129,303	(146,622)	205,313	139,562
Adjusted net income before income taxes	\$ 194,211	\$ 170,840	\$ 781,163	\$ 690,322	\$ 657,838	\$ 622,871	\$ 507,982
Assumed conversion of convertible senior notes	-	-	-	6,219	5,842	5,780	5,806
Adjusted net income before income taxes plus assumed conversions	\$ 194,211	\$ 170,840	\$ 781,163	\$ 696,541	\$ 663,680	\$ 628,651	\$ 513,788
Reconciliation of denominator of adjusted pre-tax profit margin:							
Total revenues	\$ 521,349	\$ 471,395	\$ 2,016,904	\$ 1,679,702	\$ 1,516,380	\$ 1,419,055	\$ 1,222,840
Insurance recovery on settlement	\$ -	\$ -	\$ -	\$ -	\$ (950)	\$ (5,250)	\$ (4,500)
Total revenues, excluding insurance recovery on settlement	\$ 521,349	\$ 471,395	\$ 2,016,904	\$ 1,679,702	\$ 1,515,430	\$ 1,413,805	\$ 1,218,340
Adjusted pre-tax profit margin ¹	37.3%	36.2%	38.7%	41.1%	43.4%	44.1%	41.7%
Weighted-average diluted common shares outstanding	113,773,127	112,807,023	113,086,323	112,363,331	111,657,564	110,798,727	110,628,865
Adjusted diluted earnings per share before income taxes ²	\$ 1.71	\$ 1.51	\$ 6.91	\$ 6.20	\$ 5.94	\$ 5.67	\$ 4.64

¹Adjusted pre-tax profit margin is adjusted net income before income taxes divided by total revenues, excluding insurance recovery on settlement.

²Adjusted diluted earnings per share before income taxes is adjusted net income before income taxes plus assumed conversion of convertible senior notes divided by weighted average diluted common shares outstanding.

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Non-GAAP reconciliations

	TTM ended		Year Ended December 31,					
(in thousands, except percentage data)	6/30/2020	6/30/2019	2019	2018	2017	2016	2015	
Reconciliation of net income available to common stockholders to adjusted net income before income taxes:								
Net income available to common stockholders	\$ 590,123	\$ 547,101	\$ 575,163	\$ 510,835	\$ 756,152	\$ 374,925	\$ 253,391	
Amortization of debt discounts and issuance costs	40,200	33,926	36,691	32,706	29,454	30,942	30,507	
Stock-based compensation	19,029	19,198	20,745	17,478	19,804	16,941	17,022	
Settlement	-	-	-	-	-	-	72,000	
Insurance recovery on settlement	-	-	-	-	(950)	(5,250)	(4,500)	
Provision for income taxes	150,309	135,518	148,564	129,303	(146,622)	205,313	139,562	
Adjusted net income before income taxes	\$ 799,661	\$ 735,743	\$ 781,163	\$ 690,322	\$ 657,838	\$ 622,871	\$ 507,982	
Reconciliation of denominator of adjusted pre-tax return on common equity:								
Beginning common shareholders' equity	\$ 5,049,884	\$ 4,337,842	\$ 4,806,900	\$ 4,127,442	\$ 3,382,187	\$ 3,019,912	\$ 2,772,062	
Ending common shareholders' equity	\$ 5,619,801	\$ 5,049,884	\$ 5,373,544	\$ 4,806,900	\$ 4,127,442	\$ 3,382,187	\$ 3,019,912	
Average common shareholders' equity	\$ 5,334,843	\$ 4,693,863	\$ 5,090,222	\$ 4,467,171	\$ 3,754,815	\$ 3,201,050	\$ 2,895,987	
Adjusted pre-tax return on common equity ¹	15.0%	15.7%	15.4%	15.5%	17.5%	19.5%	17.5%	