



Sumisho Air Lease Corporation

Financial Results

1Q 2026

Forward Looking Statements and Non-GAAP Measures

This presentation contains statements that constitute forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. Those statements appear in a number of places in this press release and include statements regarding, among other matters, the state of the airline industry, our ability to access the capital and debt markets, our aircraft sales pipeline and expectations, changes in inflation and interest rates and other macroeconomic conditions and other factors affecting our financial condition or results of operations. Words such as “can,” “could,” “may,” “predicts,” “potential,” “will,” “projects,” “continuing,” “ongoing,” “expects,” “anticipates,” “intends,” “plans,” “believes,” “seeks,” “estimates” and “should,” and variations of these words and similar expressions, are used in many cases to identify these forward-looking statements. Any such forward-looking statements are not guarantees of future performance and involve risks, uncertainties, and other factors that may cause our actual results, performance or achievements, or industry results to vary materially from our future results, performance or achievements, or those of our industry, expressed or implied in such forward-looking statements. Such factors include, among others:

- our inability to obtain additional capital on favorable terms, or at all, to service our debt obligations and refinance maturing debt obligations;
- our inability to generate sufficient returns on our aircraft investments through strategic aircraft acquisitions and profitable leasing;
- obsolescence of, or changes in overall demand for, our aircraft;
- changes in the value of, and lease rates for, our aircraft, including as a result of aircraft oversupply, manufacturer production levels, our lessees' failure to maintain our aircraft, inflation, and other factors outside of our control;
- impaired financial condition and liquidity of our lessees, including due to lessee defaults and reorganizations, bankruptcies or similar proceedings;
- there could be potential conflicts of interest with SMBC AC (as defined herein), as servicer of the majority of our aircraft;
- increased competition from other aircraft lessors;
- the failure by our lessees to adequately insure our aircraft or fulfill their contractual indemnity obligations to us, or the failure of such insurers to fulfill their contractual obligations;
- increased tariffs and other restrictions on trade;
- changes in the regulatory environment, including changes in tax laws and environmental regulations;
- other events affecting our business or the business of our lessees and aircraft manufacturers or their suppliers that are beyond our or their control, such as the threat or realization of epidemic diseases, natural disasters, terrorist attacks, war or armed hostilities between countries or non-state actors; and
- any additional factors discussed under “Part II — Item 1A. Risk Factors” in our Quarterly Report on Form 10-Q for the quarter ended March 31, 2026, and other Securities and Exchange Commission (“SEC”) filings, including future SEC filings.

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. You are therefore cautioned not to place undue reliance on such statements. Any forward-looking statement speaks only as of the date on which it is made, and we do not intend and undertake no obligation to update any forward-looking information to reflect actual results or events or circumstances after the date on which the statement is made or to reflect the occurrence of unanticipated events.

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 Sumisho Air Lease Corporation, General Counsel, 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.sumisho.aero. 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.

Sumisho Air Lease: Executive Management Team



Noriyuki Hiruta

Chief Executive Officer

40 Years of Industry / Finance
Experience



David Swan

Chief Commercial Officer

30+ Years of Industry / Finance
Experience

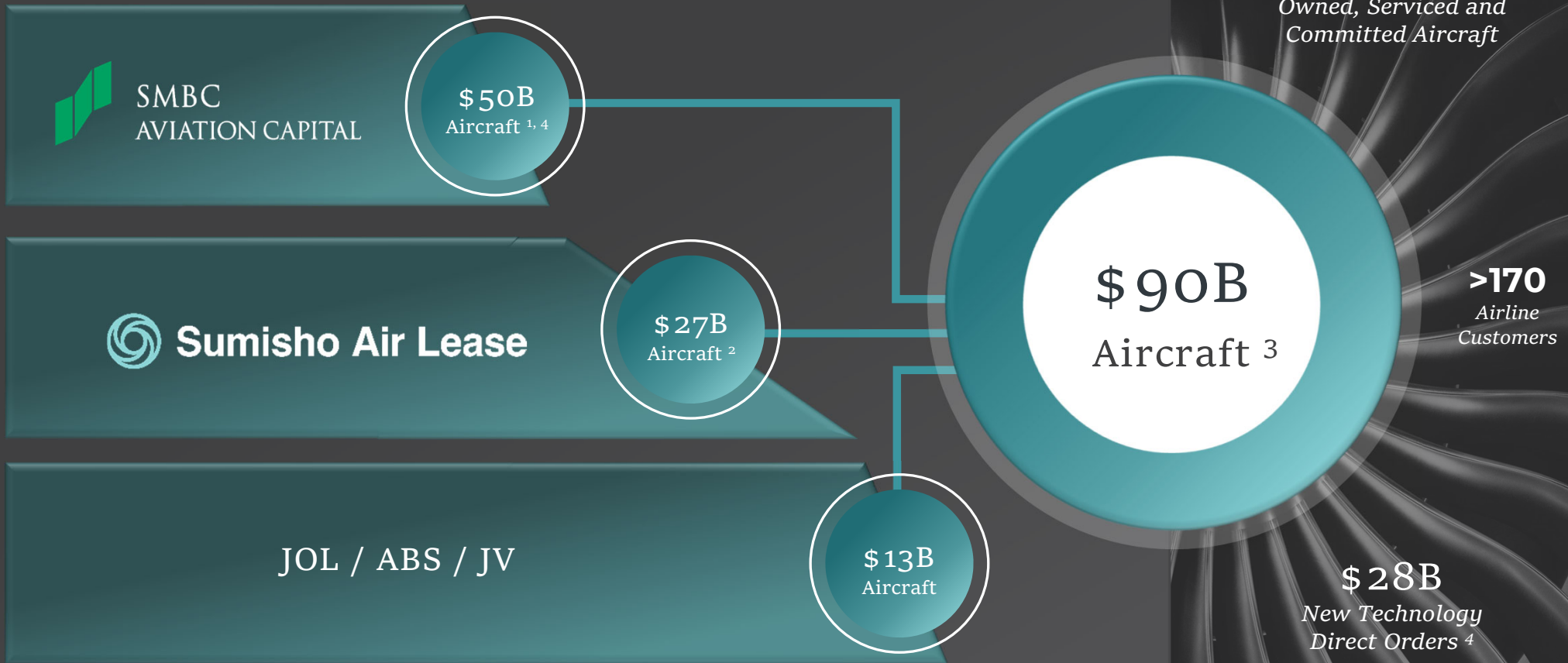


Sabrina Lemmens

Chief Financial Officer

20+ Years of Industry / Finance
Experience

Sumisho Air Lease Benefits from SMBC Aviation Capital's Financing Platform Scale



SMBC Aviation Capital figures are as of December 31, 2025, except for direct orders. Sumisho Air Lease figures are as of March 31, 2026.
1) Represents the value of SMBC Aviation Capital's owned and managed fleet plus aircraft on order to be owned or managed by SMBC Aviation Capital as of December 31, 2025.
2) SMBC Aviation Capital services the Sumisho Air Lease owned fleet. Excludes the value of 42 aircraft on lease to U.S. airlines serviced internally by Sumisho Air Lease.
3) Represents the value of SMBC Aviation Capital's owned and managed fleet plus aircraft on order to be owned or managed by SMBC Aviation Capital as of December 31, 2025, plus orders acquired from Air Lease Corporation on April 8, 2026.
4) SMBC Aviation Capital orderbook at December 31, 2025, incorporates pro-forma orders acquired from Air Lease Corporation on April 8, 2026.

Flexible Acquisition Strategy Investing Across Procurement Channels



Sumisho Air Lease's Shareholders Represent Formidable Combination of Financial Firepower and Expertise

 **Sumitomo Corporation**

A-/Baa1
S&P/Moody's

37.51%¹
Shareholder

 **SMBC AVIATION CAPITAL**

A-/BBB+
S&P/Fitch

24.99%¹
Shareholder

APOLLO

A/A
S&P/Fitch

18.75%¹
Shareholder

Brookfield

A-/A-
S&P/Fitch

18.75%¹
Shareholder

¹) Refers to economic ownership.

1Q 2026 Financial & Operating Highlights

Net Income to Common Stockholders

Performance underpinned by robust demand for our high-quality asset base

\$115M

Young, New-Technology Fleet

496 owned aircraft fleet, 5.0 years weighted-average fleet age, 83% new technology ¹

\$28.9B

Strong Sales Pipeline

Includes \$4.6B of aircraft subject to letters of intent & \$940M in aircraft held for sale

\$5.6B

S&P / Fitch / Kroll

Ratings confirmed in context of Sumitomo Corporation-led acquisition

BBB/BBB/A-

Bonds Issued

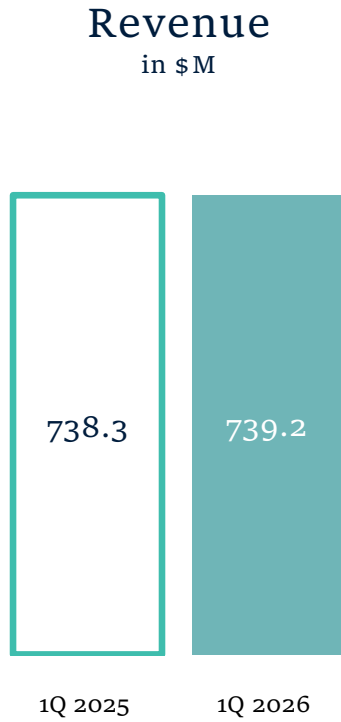
Inaugural bond issuance more than 5x oversubscribed at its peak

\$4B

All figures as of March 31, 2026, other than letters of intent, which reflect those signed through May 5, 2026.

¹) \$28.9 billion net book value of flight equipment and 5.0 years weighted-average fleet age reflect flight equipment on operating lease, new technology aircraft percentage reflects the owned fleet. New technology aircraft are defined as A220 family, A320neo family, A330neo family, A350 family, Boeing 737 MAX family, and Boeing 787 family aircraft types.

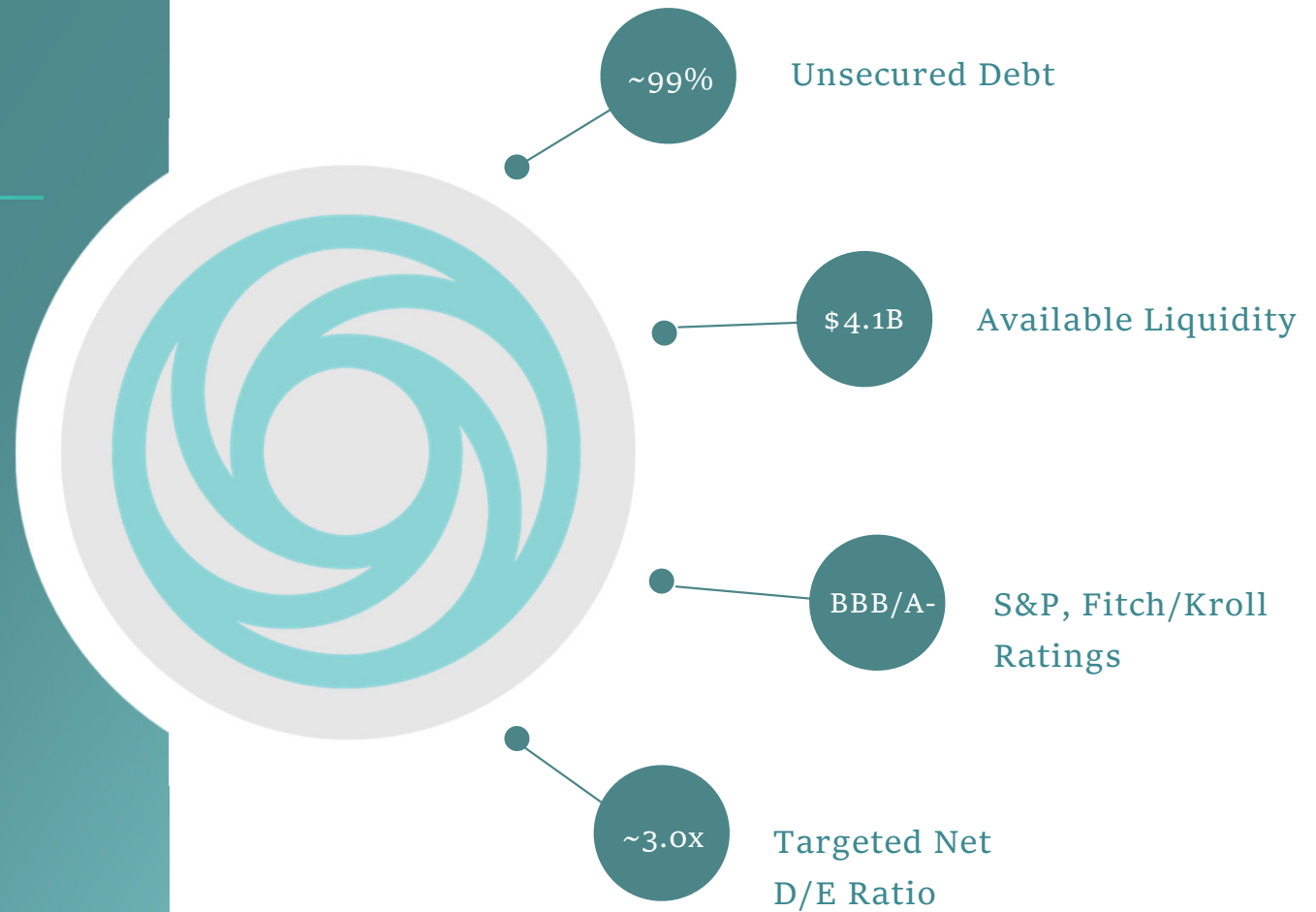
1Q 2026 Financial Performance Comparison



1) 1Q25 net income includes non-recurring insurance recoveries totalling \$331.9 million, along with elevated Gain on Sale, Trading and Other Income and expenses as compared to 1Q26.
2) Please see the Appendix section for a reconciliation of Adjusted Net Income Before Income Taxes.

Strong Balance Sheet and Liquidity Base

Sumisho Air Lease's robust financial position is underpinned by its largely unsecured debt profile, deep funding base, and strong global bank relationships including its primary lender, SMBC bank



Sumisho Air Lease is Well-Positioned for Continued Success



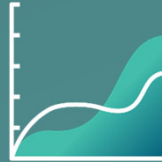
\$90B

SMBC Aviation
Capital Servicing
Platform Scale ¹



\$28.9B

Young Fleet, 83%
New Technology
Aircraft ²



\$5.6B

Strong Aircraft
Sales Pipeline



\$4.1B

Available
Liquidity, Strong
Balance Sheet



BBB/BBB/A-

S&P/Fitch/Kroll
Investment Grade
Ratings

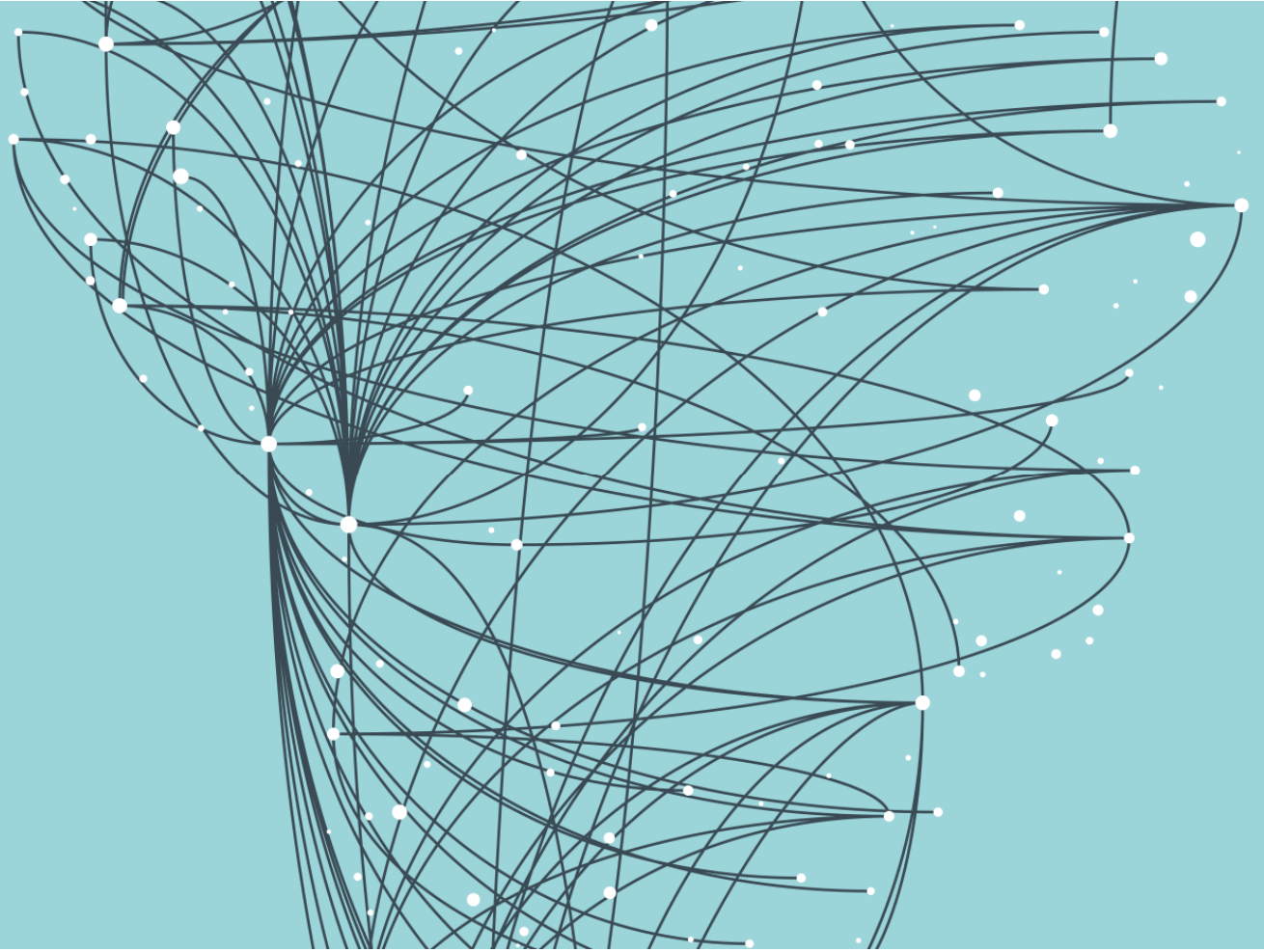
Sumisho Air Lease figures are as of March 31, 2026 except available liquidity, which is as of April 30, 2026, and sales pipeline which includes letters of intent signed through May 5, 2026. We define liquidity as cash on hand plus available borrowings under our revolving credit facility.

1) Represents the value of SMBC Aviation Capital's owned and managed fleet plus aircraft on order to be owned or managed by SMBC Aviation Capital as of December 31, 2025, plus orders acquired from Air Lease Corporation on April 8, 2026.

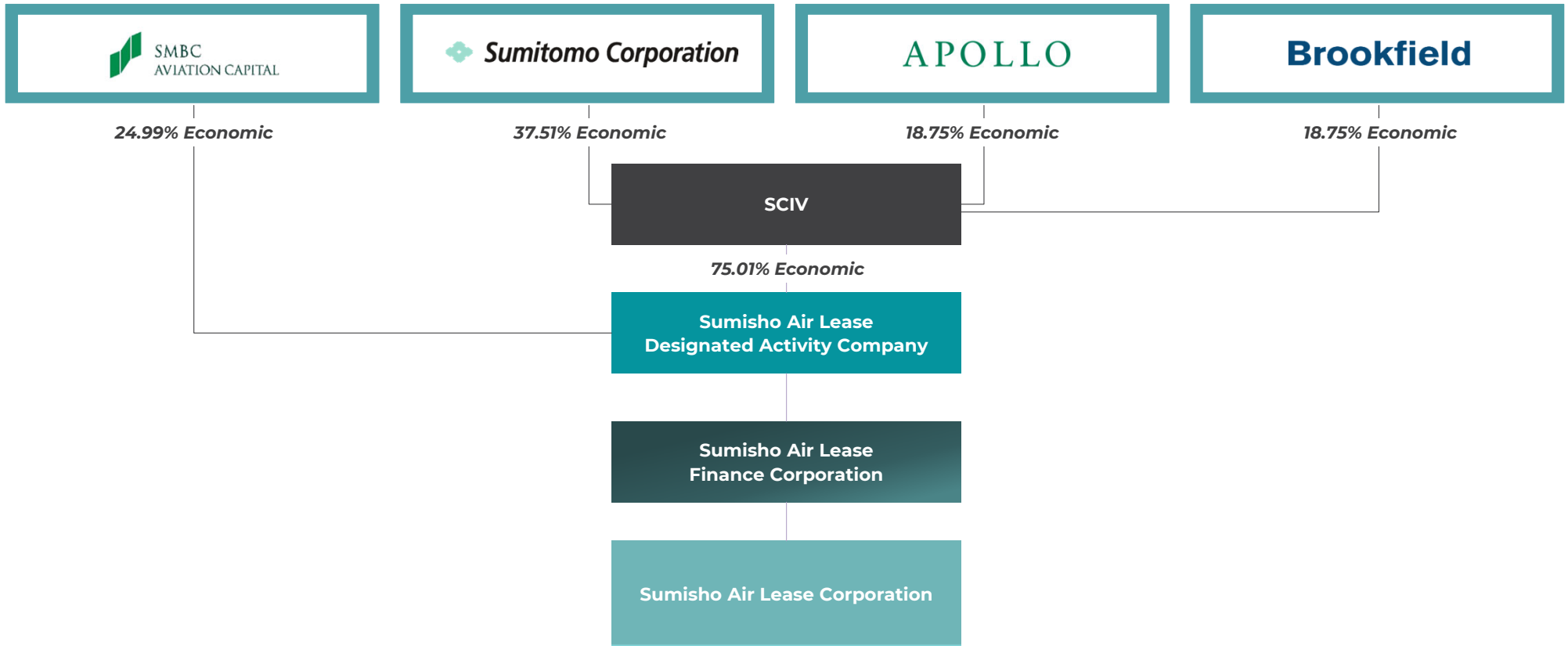
2) \$28.9 billion net book value of aircraft subject to operating lease. New technology aircraft percentage reflects the owned fleet. New technology aircraft are defined as A220, A320neo family, A330neo, A350, Boeing 737 MAX and Boeing 787 aircraft types.

Financial Results
Q1 2026

Appendix



Sumisho Air Lease Corporation: Ownership Structure



Structured Equity Investment Characteristics

Equity invested by Apollo and Brookfield includes certain structural enhancements

Enhancements contained within equity at SCIV level, not Sumisho Air Lease level

Distributions by Sumisho Air Lease Corporation DAC made in line with common equity holdings

Long-Term Support Agreement (“LTSA”) in place between Sumitomo Corporation and Apollo and Brookfield

Option available to Sumitomo Corporation in years 7 to 10 to acquire Apollo and Brookfield’s equity in SCIV

Sumisho Air Lease – High Quality, Liquid Aircraft Portfolio

Aircraft Type	In our portfolio ¹	In Service ²	In Storage ²	Orders ²	# of operators ³	# of countries ²
A220-100/-300	43	412	80	444	27	24
A320-200	16	3,499	368	4	263	98
A321-200	17	1472	97	-	103	51
A320-neo	20	1,845	480	1,872	122	59
A321-neo	112	1,754	288	5,557	111	53
A330-200/300	18	854	138	-	113	70
A330-neo	28	170	11	294	20	19
A350-900/1000	25	670	34	755	41	30
737-NG	37	5,380	310	2	208	88
737-8/9 MAX	111	2,178	37	2,209	89	47
777-200ER/-300ER	24	1027	183	5	75	46
787-9/-10	44	842	20	1,074	57	39
E190	1	367	95	-	48	35

1) Includes Sumisho Air Lease owned fleet as of March 31, 2026.

2) Cirium Fleets Analyzer Ascend as of March 31, 2026, passenger aircraft only.

3) Cirium Fleets Analyzer Ascend as of March 31, 2026, airline operators only, in-service & stored fleet only.

Non-GAAP Reconciliations

<i>(in thousands)</i>	Three Months Ended March 31,	
	2026	2025
Reconciliation of net income attributable to common shareholders to adjusted net income before income taxes:		
Net income attributable to common stockholders	\$ 114,815	\$ 364,751
Amortization of debt discounts and issuance costs	12,408	13,995
Recoveries of Russian fleet write-off	-	(331,938)
Stock-based compensation expense	5,096	17,616
Retirement compensation expense	-	9,230
Merger related costs	9,088	-
Income tax expense	24,005	95,836
Adjusted net income before income taxes	\$ 165,412	\$ 169,490