
UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
Washington, DC 20549

FORM 6-K

**REPORT OF FOREIGN PRIVATE ISSUER PURSUANT TO RULE 13a-16 OR 15d-16 UNDER THE SECURITIES
EXCHANGE ACT OF 1934**

For the month of February 2016

Commission File Number 001-33159

AERCAP HOLDINGS N.V.

(Translation of Registrant's Name into English)

La Touche House, IFSC, Dublin 1, Ireland, +353 1 819 2010

(Address of Principal Executive Office)

Indicate by check mark whether the registrant files or will file annual reports under cover of Form 20-F or Form 40-F.

Form 20-F

Form 40-F

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(1):

Note: Regulation S-T Rule 101(b)(1) only permits the submission in paper of a Form 6-K if submitted solely to provide an attached annual report to security holders.

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(7):

Note: Regulation S-T Rule 101(b)(7) only permits the submission in paper of a Form 6-K if submitted to furnish a report or other document that the registrant foreign private issuer must furnish and make public under the laws of the jurisdiction in which the registrant is incorporated, domiciled or legally organized (the registrant's "home country"), or under the rules of the home country exchange on which the registrant's securities are traded, as long as the report or other document is not a press release, is not required to be and has not been distributed to the registrant's security holders, and, if discussing a material event, has already been the subject of a Form 6-K submission or other Commission filing on EDGAR.

Other Events

Attached hereto as Exhibit 99.1 is a copy of a presentation made to certain AerCap Holdings N.V. bondholders on February 26, 2016, by AerCap Holdings N.V.

Exhibits

99.1 AerCap Holdings N.V. bondholder presentation dated February 26, 2016.

SIGNATURE

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

AERCAP HOLDINGS N.V.

By: /s/ Aengus Kelly

Name: Aengus Kelly

Title: Authorized Signatory

Date: February 26, 2016

EXHIBIT INDEX

99.1 AerCap Holdings N.V. bondholder presentation dated February 26, 2016.



GLOBAL LEADER IN AVIATION



Bondholder Presentation
AerCap Holdings N.V.

February, 2016

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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 upon forward-looking statements as a prediction of actual results and we do not assume any responsibility for the accuracy or completeness of any of these forward-looking statements. Except as required by applicable law, we do not undertake any obligation to, and will not, update any forward-looking statements, whether as a result of new information, future events or otherwise.

No warranty or representation is given concerning such information, which must not be taken as establishing any contractual or other commitment binding upon AerCap Holdings N.V. or any of its subsidiaries or associated companies.

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.





AerCap is the largest and most profitable aircraft lessor

-  **Strong and resilient** industry fundamentals
-  **Global and efficient platform** with high quality, diversified and transferrable assets
-  **Stable fleet utilization** through all economic cycles
-  **Stable and durable cash flows** with revenue line booked well into the future
-  **Strong balance sheet, liquidity and access to capital**
-  **Hedging strategies** to mitigate risk
-  **Highly experienced management team** with deep industry expertise

- ✧ 2015 was AerCap's **most successful year ever**
- ✧ We have **exceeded all financial and integration targets** set at announcement of ILFC acquisition
- ✧ **Record level** of 359 lease and sale transactions completed, including ~100 widebody aircraft transactions
- ✧ **Over \$1.7 billion of asset sales** executed in 2015, almost double the original plan
- ✧ **Debt/equity ratio of 2.9 to 1 as of 4Q 2015, within our targeted range of 2.7 - 3.0 to 1**
- ✧ **Record liquidity of \$9.2 billion** as of December 31, 2015
- ✧ Continued strong access to funding, with **\$1.9 billion raised** since December at an average cost of ~3.6%

AerCap's financial and operating performance remains very strong

Financial Results	Highlights
<p>ADJUSTED NET INCOME</p> <ul style="list-style-type: none"> • \$1,275.8 million for FY 2015 (\$1,178.7 million reported) • \$282.1 million for 4Q 2015 (\$264.2 million reported) <p>ADJUSTED BASIC EARNINGS PER SHARE¹</p> <ul style="list-style-type: none"> • \$6.26 for FY 2015 (\$5.78 reported) • \$1.43 for 4Q 2015 (\$1.34 reported) 	<ul style="list-style-type: none"> • 405 aircraft transactions in 2015, including 117 widebody transactions • \$9.2 billion of available liquidity² • \$1.9 billion of funding raised since December 1, 2015, at an average cost of ~3.6% • 99.5% fleet utilization • 5.9 years of average remaining lease term² • Over 85% of aircraft deliveries through 2018 have been leased³ • 2.9 to 1 debt/equity ratio² • Book value per share over \$42⁴ • \$400 million Share Repurchase Program authorized

(1) Calculated using basic weighted average shares outstanding of 197 million for 4Q 2015 and 204 million for FY 2015.

(2) As of December 31, 2015.

(3) Leased under a contract or letter of intent on an average 12-year lease term.

(4) Shareholders' equity divided by shares outstanding (excluding restricted shares) of 197,311,570 as of December 31, 2015.

CONCERN

Low oil prices diminishing value of orderbook

China & other emerging markets

Declining widebody aircraft values

Availability of credit



REALITY

Stable new aircraft placements

Robust traffic growth in most markets

Stable demand for most widebodies

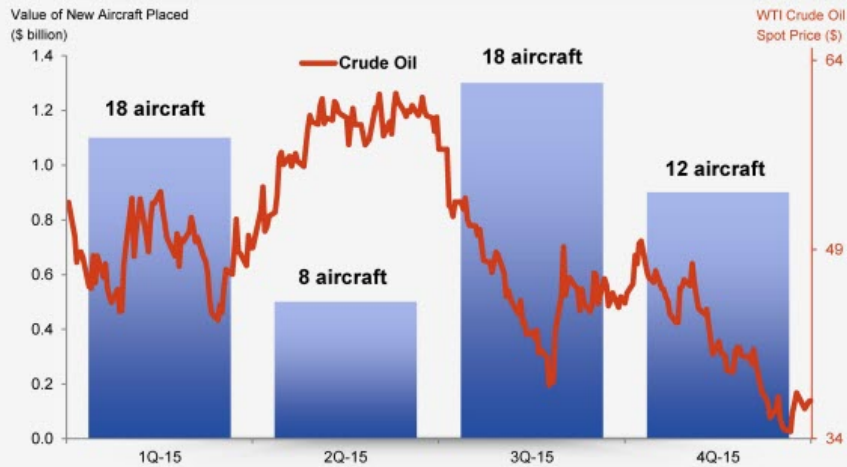
Closed 2015 with record liquidity



Low oil prices are unequivocally good for aircraft leasing companies

Airlines Continue to Demand New Aircraft Despite Low Fuel Environment

Value of New Aircraft Placed (\$ billion)



- Low oil prices **boost airlines' profitability and credit quality** as fuel is one of their largest costs
- Airlines are passing along benefits to consumers via lower fares, **driving higher traffic**
- Airlines' **long-term fleet planning unaffected** by short-term oil price volatility
- **Fuel-efficient aircraft** are the **only way airlines can hedge** against higher oil prices over the long term



AerCap continues to place aircraft on favorable terms across the globe

China Remains a Strong Market for AerCap

- **Despite slower GDP growth, demand for air travel remains strong** as China shifts toward consumer-based economy
- **10.9% traffic growth** (RPKs) in 2015¹
- Chinese airlines remain **solidly profitable**
- Over next 5 years, China domestic passenger traffic is expected to **grow 8.6% annually**¹

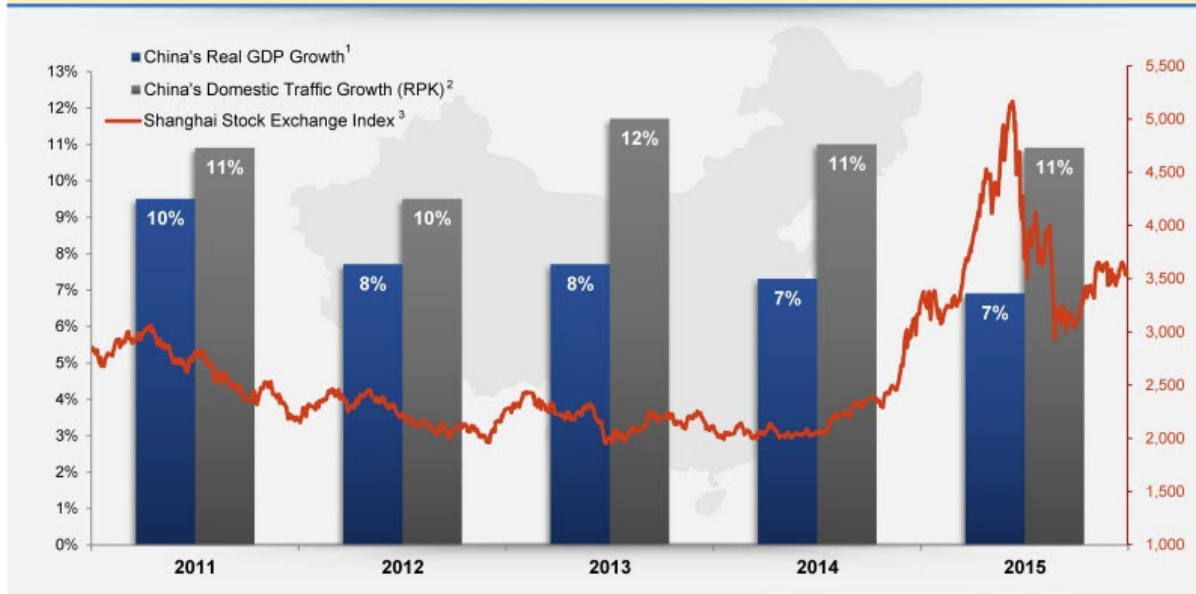
Global Traffic Remains Healthy

- **Strong overall global traffic growth 6.5% in 2015 and 6.9% expected in 2016**¹
- **South America**² represents **less than 5%** of AerCap's overall 2015 lease revenue, **Brazil** represents **less than 1%**
- **Strong demand for used aircraft** in the U.S. and Europe is absorbing the excess EM capacity
- **Reduced exposure** to Russia by **32 aircraft** since 1H 2014

(1) Source: IATA.

(2) Includes Argentina, Bolivia, Brazil, Chile, Colombia, and Ecuador.

Despite a slowing economy and volatile stock market, Chinese passenger growth remains robust



(1) Source: IMF.
 (2) Source: IATA.
 (3) Source: Bloomberg (SHCOMP Index).



AerCap platform continues to successfully place widebody aircraft

REMARKETING OF USED WIDEBODY AIRCRAFT IS WELL UNDER WAY

	Boeing 777s					Airbus A330s					Total
	2015	2016	2017	2018	Total	2015	2016	2017	2018	Total	2015-2018
Scheduled expiries (Dec. 31, 2014)	1	4	12	28	45	7	19	20	9	55	100
Releases / Extensions ¹	(1)	(2)	(6)	(4)	(13)	(6)	(14)	(14)	5	(29)	(42)
Sales	-	-	-	(4)	(4)	(1)	-	-	(2)	(3)	(7)
Planned Part-outs	-	(1)	(1)	(3)	(5)	-	(4)	(2)	(2)	(8)	(13)
Current Placement Requirement	-	1	5	17	23	-	1	4	10	15	38

- 83% of expiries through 2017 have already been placed²
- AerCap leased or sold ~100 widebody aircraft in 2015
- Since September 2015, we have sold 6 Boeing 777-200ERs with an average age of ~13 years for an average price of ~\$50 million, all at a gain³
- Demand for widebody aircraft remains strong; we have entered into LOIs or contracts for 15 Boeing 777 aircraft with 4 different airlines in the past 60 days
- Our conversion rate from LOI to contract is over 90%

(1) Released or extended either under a lease or letter of intent as of February 15, 2016.

(2) Either released, extended, sold or to be parted-out.

(3) Includes disposals either executed, under a sale agreement or under a letter of intent as of February 15, 2016.



GLOBAL LEADER IN AVIATION



Operating Update

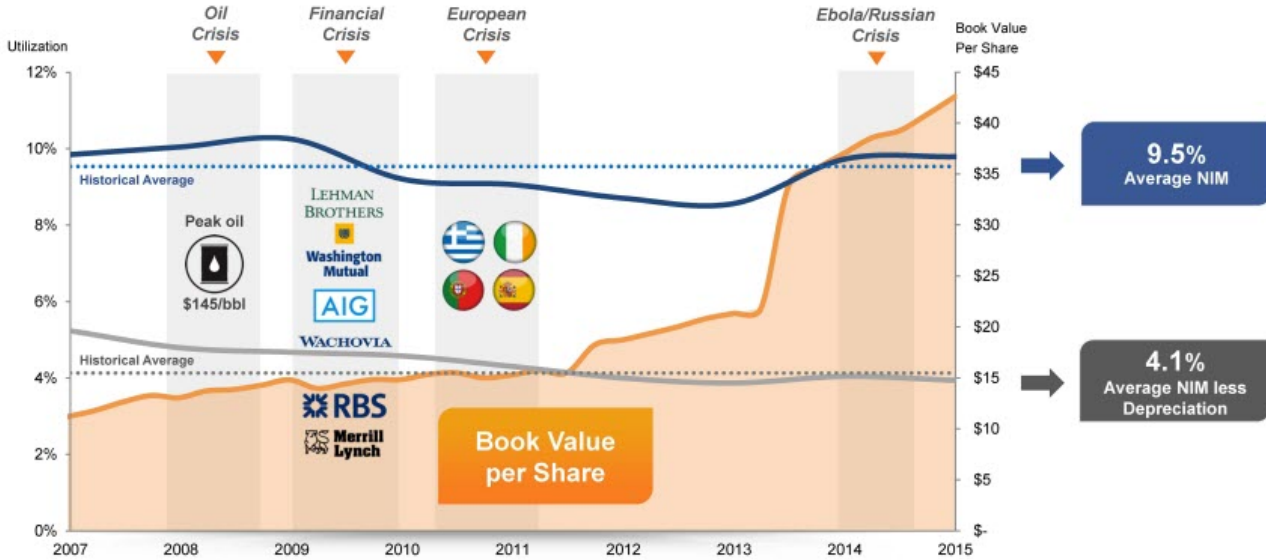
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Consistent Margins



Since 2007, Aercap has grown its assets ten-fold with consistent 12% annual average EPS¹ growth through all economic cycles

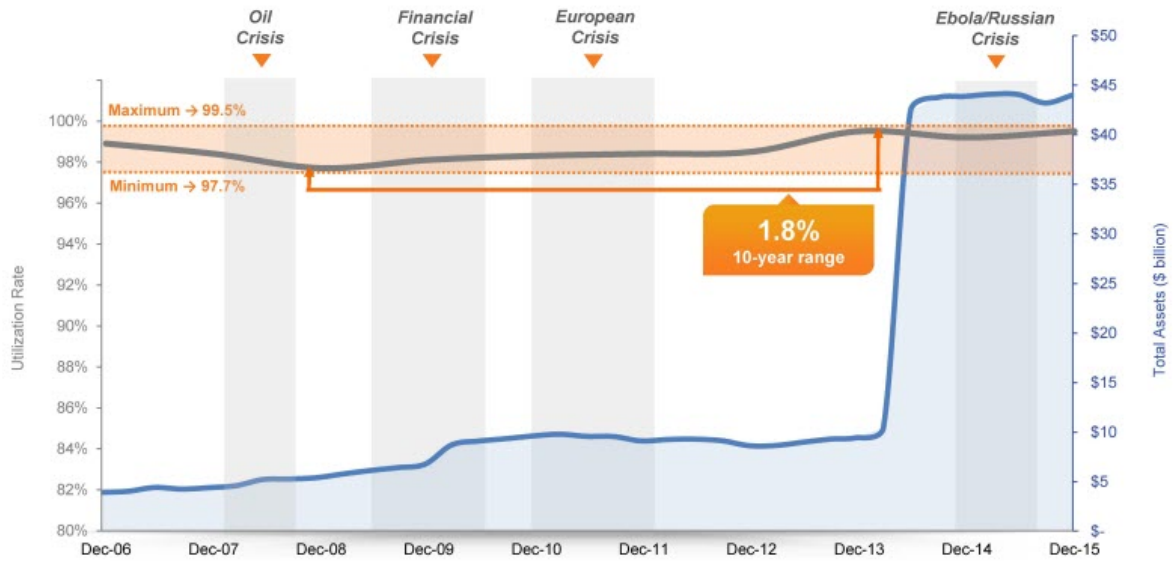


(1) 2007 Adjusted Basic EPS: \$2.48; 2015 Adjusted Basic EPS: \$6.26.

Consistent Fleet Utilization



AerCap has achieved stable fleet utilization through all economic cycles





AerCap leases an aircraft every working day on average

276

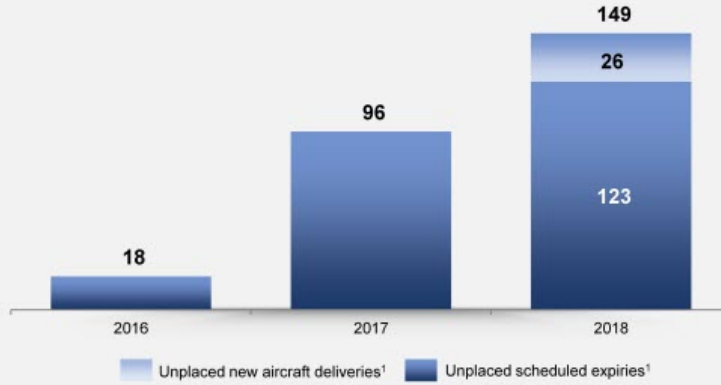
LEASE AGREEMENTS EXECUTED IN FY2015

out of

405

AIRCRAFT TRANSACTIONS EXECUTED IN FY2015

AERCAP EXECUTED MORE LEASE AGREEMENTS IN 2015 ALONE THAN THE NUMBER OF REQUIRED PLACEMENTS OVER THE NEXT THREE YEARS

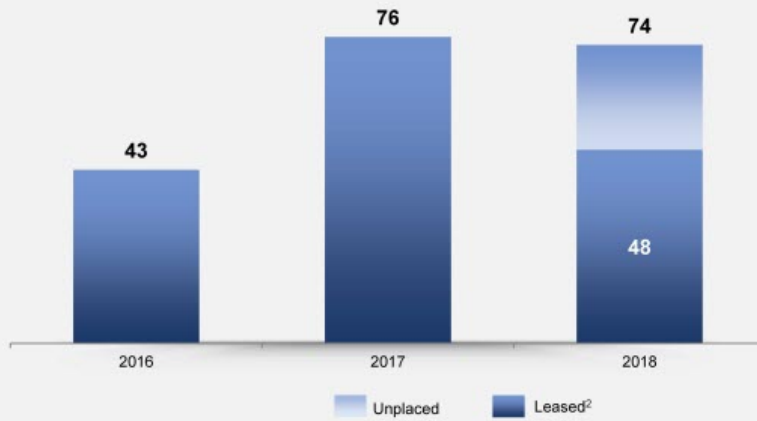


(1) Excludes leased aircraft either under a lease or letter of intent as of February 15, 2016; excludes aircraft identified as sale or part-out.



Over 85% of our committed deliveries¹ through 2018 are leased²

ORDER BOOK DELIVERIES & PLACEMENT STATUS



All of our aircraft delivering in the next 2 years are leased²

First placement for 10 737 MAX 8s executed in January 2016

Overall, 30 new aircraft have been leased since 3Q 2015²

~12
Years

AVERAGE TERM

(1) Excludes spare engine commitments.

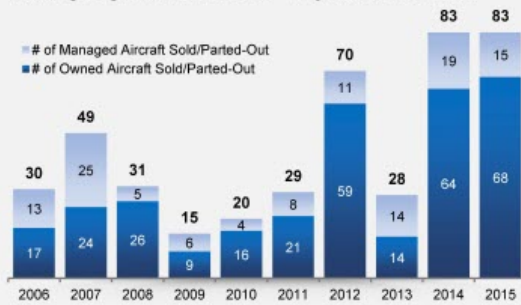
(2) Either under a lease contract or letter of intent as of February 15, 2016.



Proven track record of active portfolio management

ACTIVE TRADING OF BOTH OWNED AND MANAGED FLEET

- **438** aircraft sold and parted-out since 2006
- **Profitably managing aircraft** through their lifecycle
- Average gain of **~\$1.7 million** per aircraft on owned aircraft sales and part-outs since 2006
- Average age of aircraft sold **~14 years** since 2006



AERCAP CONTINUED TO GENERATE SUBSTANTIAL GAIN ON SALES OF AIRCRAFT THROUGHOUT 2015

FY2015 Performance ¹	(\$ million)
1Q 2015 Gain ¹	34
2Q 2015 Gain ¹	55
3Q 2015 Gain ¹	52
4Q 2015 Gain ¹	43

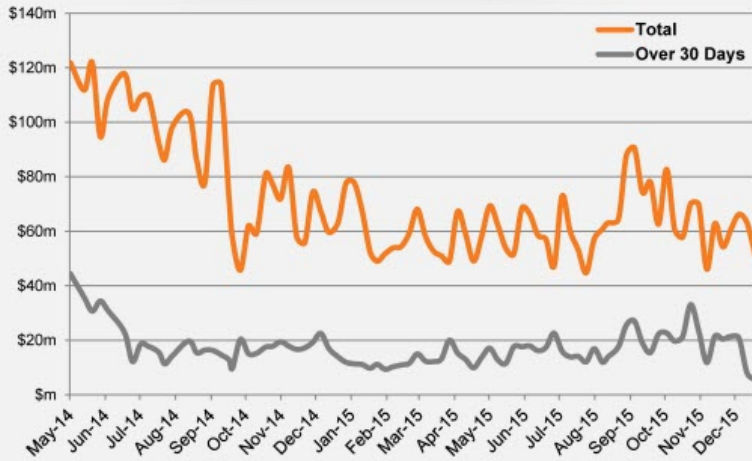
- On average, aircraft sold in 2015 were **over 15 years old**

(1) Pre-tax gain on sale of assets and part-outs (owned fleet).



AerCap continues to closely manage receivables

RECEIVABLES TREND SINCE ACQUISITION



- Increase in arrears during September mainly attributable to Transaero – all 10 aircraft have been **recovered and have already been leased or sold**
- In spite of currency pressures in other emerging market economies, **we have not seen any impact on payment punctuality**



AerCap remains committed to conservative capital management

Metric	AerCap Targets
Debt maturities	<ul style="list-style-type: none"> Continue to align debt maturities with operating cash flows
Liquidity	<ul style="list-style-type: none"> Maintain strong liquidity position at $\geq 1.2x$ sources to uses - investment grade standard Maintain access to diverse sources of funding Available liquidity of over \$9 billion as of December 31, 2015. Since the announcement of the ILFC transaction ~\$20 billion of funding has been raised
Debt mix	<ul style="list-style-type: none"> Targeting conservative secured/unsecured debt mix Secured debt is 28% of total assets as of December 31, 2015 – investment grade standard
Leverage	<ul style="list-style-type: none"> Commitment to deleveraging – targeted debt to equity range: ~2.7-3.0 to 1 Ratio of 2.9 to 1 as of December 31, 2015 – investment grade standard
Hedging	<ul style="list-style-type: none"> Hedge ~100% of interest rate risk
Capex	<ul style="list-style-type: none"> Manageable capital expenditures of ~\$5 billion per annum on average over the next three years for deliveries of contracted new aircraft
Portfolio mix	<ul style="list-style-type: none"> Targeted sales of ~\$1 billion of aircraft per annum, exceeded in 2015 for the second consecutive year; annual depreciation of ~\$2 billion



Secured and unsecured markets are AerCap's key sources for accessing capital

\$7.3 BILLION OF FUNDING COMPLETED IN 2015, including:

\$1.0 billion

Senior Unsecured Notes Issued
upsized from \$800 million

\$1.0 billion

Senior Unsecured Notes Issued
upsized from \$400 million

~\$2.0 billion

New Secured Credit Facilities
for 54 new & used aircraft

~\$0.9 billion

Upsize of Existing Revolvers and LCs

~\$1.9 billion

Refinancing of Existing Secured Term Loans

\$0.5 billion

New Junior Subordinated Notes

RECORD AVAILABLE LIQUIDITY:

 **\$9.2 billion** of available liquidity as of December 31, 2015

 Total sources of liquidity cover debt repayments and capital commitments for the **next ~18 months**

 **\$1.9 billion** of funding raised since December at an **average cost of ~3.6%**

Strong Liquidity Position



Record liquidity of \$9.2 billion demonstrates AerCap's strong access to capital

CONSISTENT COMMITMENT TO LIQUIDITY



- Total sources of liquidity cover debt repayments and capital commitments for the next ~18 months
- Strong access to capital at attractive rates
- Raised \$1.9 billion of funding since December 1, 2015 at blended cost of ~3.6 %

(1) Total sources compared to next 12 months' contractual obligations. Sources do not assume any additional financing for deliveries of new aircraft.

(\$ million)	2015	2014
Cash and Cash Equivalents as of December 31 (excl. restricted cash)	2,403.1	1,490.4
Total Cash Balance as of December 31 (incl. restricted cash)	2,822.5	2,207.8
Operating Cash Flow for the Full Year	3,360.0	2,313.7
Operating Cash Flow for the Fourth Quarter	953.8	839.7

Annual run-rate for operating cash flow is over \$3 billion

Summary	4Q 2015	4Q 2014
Average Cost of Debt (including all fees) ¹	3.7%	3.6%
Debt / Equity Ratio	2.9 to 1	3.4 to 1
Debt/Equity Calculation (\$ million)	4Q 2015	4Q 2014
Debt at Quarter-End (incl. fair value adjustments)	29,807	30,402
Adjusted for:		
• Unrestricted cash & cash equivalents	(2,403)	(1,490)
• 50% equity credit for long-term subordinated debt ²	(750)	(500)
Adjusted Debt at Quarter-End	26,654	28,412
Equity at Quarter-End	8,426	7,943
Adjusted for:		
• 50% equity credit for long-term subordinated debt ²	750	500
Adjusted Equity at Quarter-End	9,176	8,443

(1) Interest expense divided by average debt balance, excluding mark-to-market on interest rate caps and swaps. Our average cost of debt increased resulting from the repayment of older ILFC debt which was fair-valued at lower rates because of the shorter remaining tenor of the debt at the time of the acquisition.

(2) Please refer to Note 12 – Debt in our quarterly report on Form 6-K for the second quarter ended June 30, 2015, filed with the SEC on August 18, 2015.



GLOBAL LEADER IN AVIATION



Q&A

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Supplemental Information

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AerCap continues to lease or sell an aircraft on average every 24 hours, consisting of two widebody and five narrowbody aircraft transactions per week



LEASE AGREEMENTS EXECUTED
including:
71 widebody and
205 narrowbody aircraft



AIRCRAFT PURCHASED



AIRCRAFT DISPOSED
Sale or part-out:
68 from our owned portfolio
15 from our managed portfolio

Aircraft Transactions by Type – Full Year 2015



Aircraft Type	Leases Signed	Sales Executed
Airbus A320 Family	104	22
Airbus A320neo Family	25	-
Airbus A330	35	7
Airbus A340	3	5
Boeing 737NG	68	5
Boeing 737Classic	6	12
Boeing 747	3	5
Boeing 757	2	15
Boeing 767	14	3
Boeing 777	6	5
Boeing 787	9	2
Other	1	2
Total	276	83

Lease Portfolio	FY 2015	FY 2014
Utilization Rate¹ (%)	99.5	99.2
Portfolio Yield² (%)	13.7	13.5
Average Lease Term (Previous 12 months)		
• Leases for New Aircraft (Years)	11.4³	12.0
• Leases for Used Aircraft (Years)	6.1⁴	4.5
Average Remaining Lease Term⁵ (Years)		
	5.9	5.7

(1) Utilization rate weighted by book value of flight equipment divided by total days in the period.

(2) Lease revenue divided by average book value of flight equipment and maintenance rights intangible assets.

(3) Lease agreements for 56 new aircraft signed in the previous 12 months.

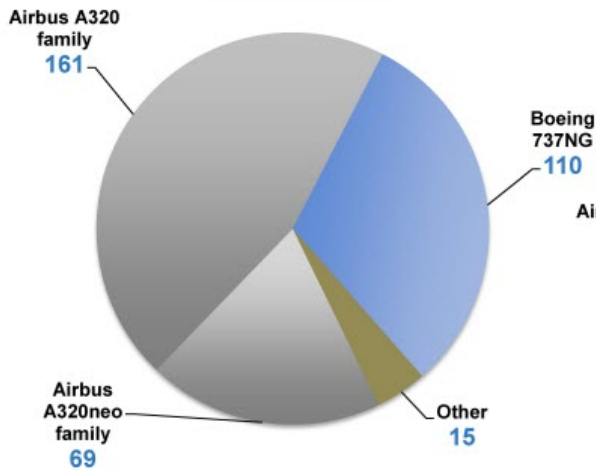
(4) Lease agreements for 220 used aircraft signed in the previous 12 months.

(5) As of December 31, 2015 and 2014, respectively.

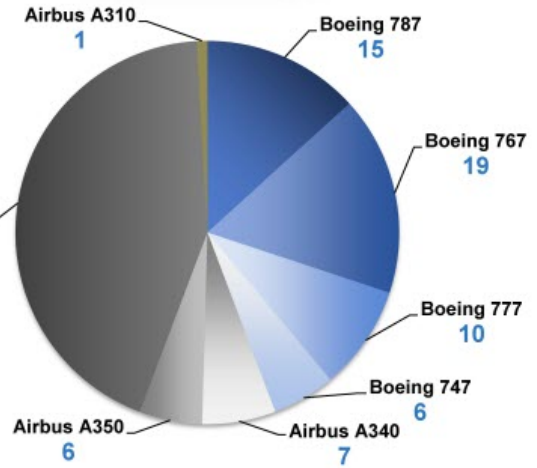


AerCap has executed 468 leases over the past 18 months, approx. 26 each month

355 narrowbody aircraft leases ~57% extensions¹



113 widebody aircraft leases ~66% extensions¹



(1) Extension rate on existing leases.

Aircraft Type	Number of Owned Aircraft ¹	% Net Book Value	Number of Managed & AerDragon Aircraft	Aircraft on Order ²	Total Aircraft
Airbus A319	137	7	11	-	148
Airbus A320	231	15	32	-	263
Airbus A320neo Family	-	-	-	209	209
Airbus A321	97	7	14	-	111
Airbus A330	115	15	13	-	128
Airbus A350	2	1	-	27	29
Boeing 737NG	319	28	43	1	363
Boeing 737MAX	-	-	-	109	109
Boeing 767	43	1	-	-	43
Boeing 777-200ER	34	5	4	-	38
Boeing 777-300 / 300ER	32	8	3	-	35
Boeing 787	31	11	-	51	82
Embraer E190 / 195-E2	-	-	-	50	50
Other	68	2	21	-	89
Total	1,109	100	141	447	1,697

- Average age of owned aircraft fleet is **7.7 years**
- Average remaining lease term is **5.9 years**

(1) Excluding AeroTurbine which owned four aircraft.

(2) Excludes spare engine commitments.



GLOBAL LEADER IN AVIATION

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