



NEWS RELEASE

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Willis Lease Finance Corporation Welcomes Steven Bridgland as Head of Investor Relations & Capital Markets for Willis Aviation Capital

COCONUT CREEK, Fla. January 22, 2026 – Willis Lease Finance Corporation (NASDAQ: WLFC) (“WLFC” or the “Company”), the leading lessor of commercial aircraft engines and a global provider of aviation services, today announced the appointment of Steven Bridgland as Head of Investor Relations & Capital Markets for its recently announced asset manager, Willis Aviation Capital. In this role, Steve will lead day-to-day management of Willis Aviation Capital’s existing investor relationships, continue development of new investor relationships and support capital deployment efforts.

With more than three decades of experience, Steve brings extensive expertise in equity and debt capital markets, fund establishment and structuring, investor relations, and aviation finance. He has held senior leadership roles across banks, investment banks, and aircraft asset management and leasing platforms, including seventeen years in senior capital markets and origination roles at Deucalion Aviation, as well as with DVB, RBC Capital Markets, and Greenwich NatWest. Steve is widely recognized for his deep global relationships with institutional investors and his cross-border experience structuring aviation funds and joint ventures for investors across Europe, Asia, and the Middle East.

“Steve’s background in aviation finance, funds and investor relationship management speaks for itself and we are very excited to welcome him to support the launch of Willis Aviation Capital,” said Brian R. Hole, Global Head of Managed Funds & Credit at WLFC. “Most importantly, Steve embodies the trustworthiness and integrity that always will feature in our work for investors and with Willis Lease Finance.”

About Willis Lease Finance Corporation

Willis Lease Finance Corporation (WLFC) leases large and regional spare commercial aircraft engines and aircraft to airlines, aircraft engine manufacturers and maintenance, repair and overhaul providers worldwide. These leasing activities are integrated with engine and aircraft trading, engine lease pools and asset management services, as well as various end-of-life solutions for engines and aviation materials provided through Willis Aeronautical Services, Inc. Additionally, through Willis Engine Repair Center®, Willis Aviation Services Limited, and Jet Centre by Willis, the company’s service offerings include Part 145 engine maintenance, aircraft line and base maintenance, aircraft disassembly, parking and storage, airport FBO and ground and cargo handling services.

Forward-Looking Statements

Except for historical information, the matters discussed in this press release contain forward-looking statements that involve risks and uncertainties. Do not unduly rely on forward-looking statements, which give only expectations about the future and are not guarantees. By their nature, forward-looking statements

involve a number of inherent risks, uncertainties and assumptions and are subject to change in circumstances that are difficult to predict and many of which are outside of our control. These risks, uncertainties and assumptions could adversely affect the outcome and financial effects of the plans and events described herein. Forward-looking statements speak only as of the date they are made, and we undertake no obligation to update them to reflect any change in the Company's expectations or any change in events, conditions or circumstances on which the forward-looking statement is based, except as required by law. Our actual results may differ materially from the results discussed, either expressly or implicitly, in forward-looking statements. Factors that might cause such a difference include, but are not limited to: the effects on the airline industry and the global economy of events such as war, terrorist activity and natural disasters; changes in oil prices, rising inflation and other disruptions to world markets; trends in the airline industry and our ability to capitalize on those trends, including growth rates of markets and other economic factors, as well as the impact of new or increased tariffs; risks associated with owning and leasing jet engines and aircraft; our ability to successfully negotiate equipment purchases, sales and leases, to collect outstanding amounts due and to control costs and expenses; changes in interest rates and availability of capital, both to us and our customers; our ability to continue to meet changing customer demands; regulatory changes affecting airline operations, aircraft maintenance, accounting standards and taxes; the market value of engines and other assets in our portfolio; and risks detailed in the Company's Annual Report on Form 10-K and other continuing and current reports filed with the Securities and Exchange Commission. It is advisable, however, to consult any further disclosures the Company makes on related subjects in such filings. These statements constitute the Company's cautionary statements under the Private Securities Litigation Reform Act of 1995.

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