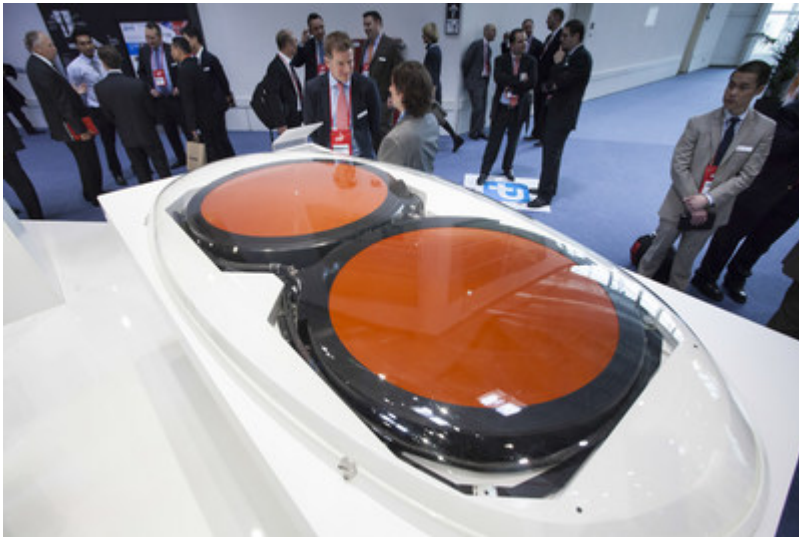




## K5-Aviation is Gogo's First 2Ku Business Aviation Customer in Europe

May 15, 2017

BROOMFIELD, Colo., May 15, 2017 /PRNewswire/ -- Gogo (NASDAQ: GOGO), the leading global provider of broadband connectivity products and services for aviation, is announcing K5-Aviation as its first 2Ku business aviation customer in Europe, marking a significant milestone for the company. Gogo's 2Ku technology is the leading in-flight connectivity technology in commercial aviation and is available to business aviation customers flying larger private aircraft.



"The 2Ku era has begun in business aviation," said Sergio Aguirre, Gogo Business Aviation's general manager. "2Ku is a proven technology that delivers an experience unlike any other. This is the first of what we expect to be many more business aviation customers to choose 2Ku for global in-flight connectivity."

The first airframe in business aviation that will fly with Gogo's 2Ku technology is an Airbus ACJ319 operated by K5-Aviation, a leading operator of ACJ aircraft, based in Germany. Fokker Services B.V. managed the 2Ku installation design and system integration including the EASA STC. Installation was performed at its facilities in Hoogerheide, The Netherlands.

"This is a great day for K5-Aviation because it brings Gogo's newest technology to our cabin which means our passengers can stay connected almost anywhere we fly around the globe," said Luca Madone of K5-Aviation. "Productivity during flight will increase with 2Ku, which will allow our passengers to drive their business forward even when traveling. They will also have the ability to live stream news, entertainment and sporting events."

"We see it as a great opportunity because we installed and certified the Gogo 2Ku technology in one of our completed Airbus VIP aircraft," said Johan van Dorst, director of sales for Fokker Services B.V. "Having an EASA STC available for Airbus ACJ's will greatly enhance our business, as well as Gogo's."

Gogo's 2Ku technology delivers industry-leading performance globally, which means passengers can do the same things they do on the ground. For business aviation, that means live video conferencing, fast Internet browsing and streaming video. 2Ku is designed to take advantage of innovations happening in space and is compatible with newer high-throughput and low-earth orbit satellites when they become available. This means the technology will get better in time without having to touch an aircraft. This flexibility means Gogo's customers can be confident the system is future ready and ahead of the curve from a technology perspective.

2Ku is a unique dual antenna system developed by Gogo to bring global streaming-capable Internet to large aircraft. The technology benefits from global coverage and the redundancy of more than 180 satellites in the Ku-band.

With more than 170 systems installed today across eight airlines on five continents, and more than 1600 total aircraft awarded to 2Ku across 14 of the largest airlines around the globe, 2Ku is one of the most successful in-flight connectivity products ever developed.

## **About Gogo**

With more than two decades of experience, Gogo is the leader in in-flight connectivity and wireless entertainment services for commercial and business aircraft around the world. Gogo connects aircraft, providing its aviation partners with the world's most powerful network and platform to help optimize their operations. Gogo's superior technologies, best-in-class service, and global reach help planes fly smarter, our aviation partners perform better, and their passengers travel happier.

Today, Gogo has partnerships with 17 commercial airlines and is now installed on more than 3,000 commercial aircraft. More than 7,000 business aircraft are also flying with its solutions, including the world's largest fractional ownership fleets. Gogo is also a factory option at every major business aircraft manufacturer. Gogo has more than 1,100 employees and is headquartered in Chicago, Ill., with additional facilities in Broomfield, Colo., and various locations overseas. Connect with us at [www.gogoair.com](http://www.gogoair.com) and [business.gogoair.com](http://business.gogoair.com).

## **About K5-Aviation**

K5-Aviation was founded in 2010 in Germany by four experienced aviation experts. K5-Aviation is known in the market to challenge the industry's standards; therefore K5-Aviation develops with its partners new groundbreaking solutions for the business aviation sector. It currently operates three Airbus ACJ319 and two Bombardier Global Express aircraft worldwide with one more ACJ319neo and one Global 7000 on order for delivery in 2019. All employees of K5-Aviation have several years of professional experience in aviation and have worked for AOC holders operating 20 VIP aircraft and more. They all felt the need to offer a return to quality of operation rather than quantity. The license to operate aircraft commercially (Aircraft Operating Certificate – AOC) was issued by the German Aviation Authority in June 2011, and shortly after, K5-Aviation obtained approval for low visibility operations up to the highest Category IIIb without decision height and ETOPS 180 for Long Range Operation 180 minutes away from any suitable airport.

## **About Fokker Services B.V.**

Fokker Services B.V. is a company of GKN Aerospace and is involved in Boeing 737 series as well as Airbus 320 family aircraft transfer activities including heavy maintenance. Due to its strong engineering background, Fokker Services B.V. specializes in green aircraft completions, conversions and refurbishments, both for the VIP and the Special Mission market. Fokker Services B.V. has facilities throughout the Netherlands, Singapore and the U.S. For our capabilities and certifications, please visit [www.Fokker.com](http://www.Fokker.com).

## **Cautionary Note Regarding Forward-Looking Statements**

*Certain disclosures in this press release and related comments by our management include forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. These forward-looking statements include, without limitation, statements regarding our business outlook, industry, business strategy, plans, goals and expectations concerning our market position, international expansion, future technologies, future operations, margins, profitability, future efficiencies, capital expenditures, liquidity and capital resources and other financial and operating information. When used in this discussion, the words "anticipate," "assume," "believe," "budget," "continue," "could," "estimate," "expect," "intend," "may," "plan," "potential," "predict," "project," "should," "will," "future" and the negative of these or similar terms and phrases are intended to identify forward-looking statements in this press release.*

*Forward-looking statements reflect our current expectations regarding future events, results or outcomes. These expectations may or may not be realized. Although we believe the expectations reflected in the forward-looking statements are reasonable, we can give you no assurance these expectations will prove to have been correct. Some of these expectations may be based upon assumptions, data or judgments that prove to be incorrect. Actual events, results and outcomes may differ materially from our expectations due to a variety of known and unknown risks, uncertainties and other factors. Although it is not possible to identify all of these risks and factors, they include, among others, the following: the loss of, or failure to realize benefits from, agreements with our airline partners or any failure to renew any existing agreements upon expiration or termination; the failure to maintain airline satisfaction with our equipment or our service; any inability to timely and efficiently deploy our 2Ku service or develop and deploy our next-generation ATG solution or other components of our technology roadmap for any reason, including regulatory delays or failures, or delays on the part of any of our suppliers, some of whom are single source, or the failure by our airline partners to roll out equipment upgrades, new services or adopt new technologies in order to support increased network capacity demands; the timing of deinstallation of our equipment from aircraft, including deinstallations resulting from aircraft retirements and other deinstallations permitted by certain airline contract provisions; the loss of relationships with original equipment manufacturers or dealers; our ability to develop or purchase ATG and satellite network capacity sufficient to accommodate current and expected growth in passenger demand in North America and internationally as we expand; our reliance on third-party suppliers, some of whom are single source, for satellite capacity and other services and the equipment we use to provide services to commercial airlines and their passengers and business aviation customers; unfavorable economic conditions in the airline industry and/or the economy as a whole; our ability to expand our international or domestic operations, including our ability to grow our business with current and potential future airline partners; an inability to compete effectively with other current or future providers of in-flight connectivity services and other products and services that we offer, including on the basis of price, service performance and line-fit availability; our ability to successfully develop and monetize new products and services such as Gogo Vision and Gogo TV, including those that were recently released, are currently being offered on a limited or trial basis, or are in various stages of development; our ability to certify and install our equipment and deliver our products and services, including newly developed products and services, on schedules consistent with our contractual commitments to customers; the failure of our equipment or material defects or errors in our software resulting in recalls or substantial warranty claims; a revocation of, or reduction in, our right to use licensed spectrum, the availability of other air-to-ground spectrum to a competitor or the repurposing by a competitor of other spectrum for air-to-ground use; our use of open source software and licenses; the effects of service interruptions or*

*delays, technology failures and equipment failures or malfunctions arising from defects or errors in our software or defects in or damage to our equipment; the limited operating history of our CA-ROW segment; our ability to transition from the retail model to the airline directed model in CA and changes in contracts with our airline partners may arise in connection with such transition; increases in our projected capital expenditures due to, among other things, unexpected costs incurred in connection with the roll-out of our technology roadmap or our international expansion; compliance with U.S. and foreign government regulations and standards, including those related to regulation of the Internet, including e-commerce or online video distribution changes, and the installation and operation of satellite equipment and our ability to obtain and maintain all necessary regulatory approvals to install and operate our equipment in the United States and foreign jurisdictions; our, or our technology suppliers', inability to effectively innovate; costs associated with defending pending or future intellectual property infringement and other litigation or claims; our ability to protect our intellectual property; breaches of the security of our information technology network, resulting in unauthorized access to our customers' credit card information or other personal information; any negative outcome or effects of future litigation; our substantial indebtedness; limitations and restrictions in the agreements governing our indebtedness and our ability to service our indebtedness; our ability to obtain additional financing on acceptable terms or at all; fluctuations in our operating results; our ability to attract and retain customers and to capitalize on revenue from our platform; the demand for and market acceptance of our products and services; changes or developments in the regulations that apply to us, our business and our industry, including changes or developments affecting the ability of passengers or airlines to use our in-flight connectivity services, including the recent U.S. and U.K. bans on the use of certain personal devices such as laptops and tablets on certain aircraft flying certain routes; a future act or threat of terrorism, cyber-security attack or other events that could result in adverse regulatory changes or developments as referenced above, or otherwise adversely affect our business and industry; our ability to attract and retain qualified employees, including key personnel; the effectiveness of our marketing and advertising and our ability to maintain and enhance our brands; our ability to manage our growth in a cost-effective manner and integrate and manage acquisitions; compliance with anti-corruption laws and regulations in the jurisdictions in which we operate, including the Foreign Corrupt Practices Act and the (U.K.) Bribery Act 2010; restrictions on the ability of U.S. companies to do business in foreign countries, including, among others, restrictions imposed by the U.S. Office of Foreign Assets Control; difficulties in collecting accounts receivable.*

*Additional information concerning these and other factors can be found under the caption "Risk Factors" in our Annual Report on Form 10-K for the year ended December 31, 2016 filed with the Securities and Exchange Commission on February 27, 2017 and our Quarterly Report on Form 10-Q for the quarter ended March 31, 2017 filed with the Securities and Exchange Commission on May 4, 2017.*

*Any one of these factors or a combination of these factors could materially affect our financial condition or future results of operations and could influence whether any forward-looking statements contained in this report ultimately prove to be accurate. Our forward-looking statements are not guarantees of future performance, and you should not place undue reliance on them. All forward-looking statements speak only as of the date made and we undertake no obligation to update or revise publicly any forward-looking statements, whether as a result of new information, future events or otherwise.*

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