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WI-SKY INFLIGHT PROGRESSES TOWARD FIRST DEPLOYMENT ON COMMERCIAL AIRCRAFT

Airlines in Line to Adopt Ultra-High-Speed Data Link Service

FRANKFURT, Germany (Dec. 10, 2009) -- Wi-SKY Inflight today announced the conclusion of three days of technical discussions regarding the deployment of its 100 megabits-per-second data link service on a major commercial airline. Because the beginning of passenger test flights is still about 5 months away, the airline has invoked the provisions of the Non-Disclosure Agreement and elected to postpone public announcement of their identity and the arrangement with Wi-SKY Inflight.

“As the installation date gets closer, the airline will feel more comfortable making a public announcement of their intentions,” comments Grant Sharp, CEO of Wi-SKY Inflight. “The initial installation of new equipment on a commercial aircraft is no small task.”

The first step in the process is to get the new equipment certified for air worthiness by the aviation regulators. Although the certification will take place in the U.S., the regulators of most other countries recognize the validity of the U.S. certification. Industrial design consultants engaged by Wi-SKY Inflight have extensive experience in configuring the Wi-SKY radio to meet the requirements and gain the air worthiness certification.

Concurrently a leading aircraft engineering firm is developing the details plans for installation of the Wi-SKY equipment on an Airbus A-320. In technical discussions today between Wi-SKY and the aircraft engineering group, “no substantial obstacles were identified,” reports Sharp. The installation engineering is a complex design effort to identify the placement of the radio and the antenna, the route of the wiring, the source of power, heat dissipation, smoke detection and other safety measures to assure the installation of the radio will not be disruptive to other aircraft systems.

“Aircraft safety is the overriding priority when installing equipment on aircraft,” emphasizes Jerry Ballington, Vice President Operations for Wi-SKY Inflight. “Even the slightest detail is scrutinized in the engineering study for new equipment on aircraft.” Ballington is a former Project Manager of the Engineering and Planning group at Delta Airlines Technical Operations, where he worked for the past 17 years.

The end result of the installation engineering study is a Supplemental Type Certificate (STC). Each type of aircraft requires an STC for its unique configuration. However, a new STC is not required for each aircraft of the same type as the first. The STC obtained next quarter by Wi-SKY Inflight will be applicable to all comparable A-320 aircraft.

“If all goes well, the installation will be completed at the end of May,” reports Sharp. “The airline would begin live passenger trials in the summer of 2010.” The purpose of the passenger trials is to put the data service to the test. “We look forward to demonstrating a faster Internet connection in the sky than anyone has ever seen at their home or office,” Sharp commented. Once the system has been demonstrated to perform as promised, the airline will embark on deployment to other aircraft in the fleet.

The launch airline was attracted to the Wi-SKY system because during demo flights, airline engineers were able to make VoIP calls, watch live TV over the Internet, conduct a video conference call and download extremely large data files in mere seconds. Other airlines are engaging in discussions with Wi-SKY because of the need for real-time Black Box download and monitoring capability. They are seeking to address the leading cause of airline fatalities; “Cockpit Confusion” as reported in the Wall Street Journal November 9, 2010.

The Wi-SKY air-to-ground data link can transmit 100 Mbps to each aircraft, which is more data than a satellite transmits to an entire continent – 80 Mbps to share among hundreds of customers. “Our 100 Mbps system is like giving each plane a dedicated satellite to deliver its data,” notes Michael Leabman, CTO of Wi-SKY Inflight.

Wi-SKY Inflight Inc. is targeting global aircraft owners of commercial airlines as well as private and government aircraft. Based in Atlanta, Georgia, USA the company is developing IT reporting and monitoring services for enhanced aircraft safety and cost savings in addition to passenger services in the cabin.

Wi-SKY Inflight is engaged in deploying ground stations throughout North America and Europe to support the first phases of their air-to-ground network. Base stations are needed every 200 miles, which is about 125 to 150 stations in both North America and Europe. These facilities are relatively inexpensive and easy to deploy.

About Wi-SKY Inflight, Inc.

Wi-SKY's mission is to provide superior connectivity with aircraft in flight. The company plans to leverage its proprietary radio to create a worldwide data link between aircraft and the ground, enabling all types of aircraft to be safer, more operationally efficient and offer vastly greater connectivity to the passengers. To accommodate its plans to launch the data link service first in Europe, the company's stock is listed on the Frankfurt, Berlin and Xetra Exchanges. Further details about the company and results of the recent demonstration are found on the company's website, www.wi-skyinflight.com or contact Dan Katz, VP for media relations: dkatz@wi-skyinflight.com or +1 404-353-0710.