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IMPROVED AIRLINE SAFETY IS ON THE HORIZON

Ultra High-Speed Wi-SKY DataLynk Makes Innovative Aircraft Safety Measures Available to Airlines

FRANKFURT, Germany (Jan. 19, 2010) -- Wi-SKY Inflight today announced five new ways its revolutionary DataLynk applications will enhance passenger peace of mind about the safety of flying.

The real-time flow of high-volume data between a plane in flight and ground monitoring stations, made possible exclusively by Wi-Sky's DataLynk, means information about aircraft safety, security and terrorist concerns, weather and medical emergencies will be available instantly simultaneously to both pilots in the air and airline operations engineers on the ground. This real-time access to critical data will mean safety concerns can be immediately identified and more quickly resolved.

FLIGHT DATA RECORDER

The Flight Data Recorder (Black Box) accumulates several gigabytes of data per flight, depending on duration of the flight and the type of aircraft. For the first time, it is now possible to transmit this high-volume data at 100 megabits per second (50 times faster than current technology) real-time during flight to ground-based monitoring stations, exclusively using Wi-SKY's DataLynk. Monitoring stations can use newly developed software to identify potential safety problems not visible on cockpit instruments. With access to this immediate information, ground engineers and senior pilots can coach the airborne cockpit crew through most types of flight difficulties.

FLIGHT OPERATIONS QUALITY ASSURANCE DATA

To access a portion of the voluminous Black Box data, many airlines have developed a data extract, storing the information on a hard drive in the cockpit but it is too much data to transmit to the ground. Some airlines refer to this as Flight Operations Quality Assurance (FOQA). This data extract is typically retrieved by physically swapping out the hard drive to process the data. Depending on how frequently FOQA drives are exchanged, crucial flight safety data such as aircraft stress events might not be detected on a timely schedule. As a result, mandatory aircraft safety inspections might be done later than required by the aviation regulators. In contrast, Wi-SKY's DataLynk can relay this information real-time to airline safety engineers for immediate precautionary action.

WEATHER HIGH-RESOLUTION GRAPHICS AND DATA

Turbulence is the leading cause of in-flight injuries. Pilots do not have access to ever-changing detailed weather information in the cockpit because current technology is incapable to uploading a sufficient amount of real-time weather data and graphics to enable accurate avoidance of weather dangers. Many injuries could be avoided if pilots knew the depth and severity of fast-changing storm systems as they approach. The Wi-SKY DataLynk can upload real-time detailed weather graphics and data to the cockpit while simultaneously downloading the massive Black Box files to ground authorities.

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MEDICAL EMERGENCIES

Medical emergencies in flight can cause unnecessary flight diversions as pilots choose to be on the side of caution. Presently in a terrestrial environment, Emergency Medical Technicians transmit medical vital signs from an ambulance en route to hospital emergency rooms and receive coaching from doctors to appropriately care for the patient. Coming from airborne applications, using Wi-Sky's ultra high-speed DataLynk, those same medical data transmissions will be possible in flight. This will not only improve the care the patient receives but also help avoid flight diversions for false alarms.

AIRCRAFT SECURITY

Anti-terrorist surveillance is another key benefit of the Wi-SKY DataLynk. In some cases, a quick screening at the airport may be insufficient to detect potential threats. High-resolution video transmission of the aircraft cabin and cargo hold would allow trained experts on the ground to survey suspect situations in flight. Using facial recognition and other high-data video tools, air marshals and airline security personnel could detect and observe persons of interest. If a potential threat is identified, onboard personnel could be notified and advised to take appropriate preventive action.

"These safety measures are advancing toward deployment within the next nine months," said Grant Sharp, CEO of Wi-SKY Inflight. "We are working with several vendors to develop the software applications for the ground-based monitoring stations."

The Wi-SKY DataLynk will transmit 100 Mbps as far as 100 miles from each ground base station, a rate that is 50 times faster than current technology. Aircraft will experience greater data rates at distances closer than 100 miles. Each base station can deliver this data rate to as many as 12 to 16 aircraft simultaneously, depending on aircraft spacing and separation in the sky. This system will be available on commercial aircraft within nine months.

A leading aircraft engineering firm is developing the detailed plans for installing Wi-SKY equipment on an Airbus A320 for its Wi-SKY's launch customer. In weekly technical discussions between Wi-SKY and the aircraft engineering group, "no substantial obstacles have been identified," reports Sharp. The installation engineering involves a complex design effort to identify the placement of the Wi-SKY radio and the antenna, the route of the wiring, the source of power, heat dissipation, smoke detection and other safety measures to ensure the installation of the radio will not disrupt other aircraft systems.

Wi-SKY DataLynk system caught the attention of the launch airline during demo flights, when airline engineers were able to make VoIP calls, watch live TV over the Internet, conduct video conference calls and download extremely large data files in mere seconds. Other airlines have since begun discussions with Wi-SKY, recognizing the value of real-time Black Box download and monitoring capability in helping to avoid the leading cause of airline fatalities – cockpit confusion. In one recent example, investigators believe confusion by the pilots led to the June 2009 crash of a Yemenia Airways jet into the Indian Ocean, killing all but one of the 153 aboard. (Wall Street Journal, Nov. 10, 2009)

Wi-SKY Inflight is deploying ground stations throughout North America and Europe to support the first phases of its air-to-ground network. Base stations are needed every 200 miles, which will ultimately require about 125 to 150 stations in both North America and Europe.

About Wi-SKY Inflight, Inc.

Wi-SKY's mission is to provide extreme broadband 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. Further details about the company and results of the recent demonstration are found on the company's website, www.wi-skyinflight.com or by contacting Dan Katz, VP for media relations, at dkatz@wi-skyinflight.com or +1 404-353-0710.