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WI-SKY INFLIGHT OFFERS NEW TERRORIST DETECTION TOOL FOR AIRLINES

Inflight Surveillance Now Available with Hyper-Speed Data Link

FRANKFURT, Germany (January 7, 2010) -- Wi-SKY Inflight today announced a terrorist detection system based on in-depth inflight surveillance using the Wi-SKY DataLynk to transmit high-definition video of the cabin to ground monitoring stations, thereby enabling airline and air marshal specialists to use facial recognition and behavior observations to expand background checks, identify possible threats and notify airline crews of potential risk situations.

“The key to the terrorist detection system is the Wi-SKY DataLynk which enables the real-time transmission of high-definition video from the airplane cabin that was never before possible,” explains Grant Sharp, CEO of Wi-SKY Inflight. “No other technology today has the capacity to deliver live video with sufficient resolution to make positive identification of passenger suspects aboard multiple aircraft simultaneously to ground monitoring stations.”

The Wi-SKY terrorist detection system utilizes the highest-speed data link available to transmit high definition images and other vital flight data to the ground for monitoring and evaluation by trained experts. Persons of interest can be identified during flight and investigated in greater depth. Onboard air marshals or flight crew can be alerted to take appropriate preventive actions.

“The inflight terrorist detection system is a failsafe measure intended to backup the initial pre-flight screening,” explains Sharp. “It is not always possible to investigate all potential suspects before each flight without causing significant delays.” Wi-SKY’s objective is to provide investigators additional time and information in flight to identify potential threats in time to take action.

Once a potential threat onboard has been identified, trained air marshals or flight crew can take protective measures. The activity of the suspect passenger can be curtailed, or the flight plan can be altered as necessary. In the extreme, inflight arrests can be made if the passenger background check indicates there are extremely suspicious affiliations and activities.

The Wi-SKY DataLynk will transmit 100 Mbps as far as 100 miles from the ground base station. Aircraft will experience greater data rates at distances closer than 100 miles. Each base station can deliver this data rate to as many as 12-16 aircraft simultaneously, depending on spacing and separation in the sky. This data

rate is fifty times faster than current technology. The system will be available on commercial aircraft by the summer of 2010.

“The capacity of the Wi-SKY Inflight data link enables many applications that are not possible with today’s technology,” explains Gerald Ballington, Vice President of Operations for Wi-SKY. “Additional flight safety measures include real-time transmission and monitoring of the Black Box data, upload of live weather graphical details to avoid air turbulence and transmission of Emergency Medical Technician data for passenger emergencies. These applications and many more are being developed to take advantage of the extreme bandwidth offered by Wi-SKY Inflight.”

Currently a leading aircraft engineering firm is developing the detailed plans for installation of the Wi-SKY equipment on an Airbus A320 for its launch customer. 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 Wi-SKY 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.

The launch airline was attracted to the Wi-SKY DataLink system because during demo flights, 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 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, 2009.

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 requires about 125 to 150 stations in each of 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: dkatz@wi-skyinflight.com or +1 404-353-0710.