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Wi-SKY INFLIGHT ADDS GLOBAL REACH TO AIRCRAFT DATA LINK

Dual-Port, Dual-Spectrum Radio Serves both Cockpit and Cabin with Breakthrough Broadband Access Across World-Wide Spectrum

FRANKFURT, Germany (October 12, 2009) -- Wi-SKY Inflight today announced two pivotal updates to their proprietary hyper-speed data link for aircraft. The Wi-SKY radio now offers global reach through being able to operate in multiple worldwide license-exempt spectrums. In addition the radio has been enhanced to provide ultra-secure connectivity with the cockpit for such things as real-time download of the Black Box flight data. This makes the Wi-SKY radio a viable tool for every aircraft on the globe.

For airlines, the newly-enhanced radio features will enable aircraft flight-data communication concurrent with passenger Internet access using a single radio device. The new radio architecture will also permit the data link to connect to varying frequencies worldwide, depending on the regulations of the country over which an aircraft is flying. These features, combined with the radio's capacity to deliver 100 Megabits per second to every plane simultaneously, are unprecedented breakthroughs in aviation communication.

"The dual-port capability provides a hardware-based isolated pathway to the ground," observes Grant Sharp, CEO of Wi-SKY Inflight. "This feature is the unanimous request of every potential airline customer with whom we are negotiating and we are pleased to be able to modify the radio on such short notice. The security and integrity of flight data is extremely critical for airlines," notes Sharp. The data transmitted to the ground from the cockpit includes the entire Black Box (Flight Data Recorder - FDR), not only as a backup of the aircraft FDR but also for monitoring and analysis. FDR transmission and monitoring were not possible with the lower data rates currently available with existing cellular and satellite technology.

The second design change of the new radio enables it to operate in multiple frequencies, depending on the regulations and requirements of the country over which the aircraft is flying. "The radio operates in both the 2.4 GHz frequency range as well as 5.8 GHz spectrum," explains company CTO Michael Leabman.

"Depending on the frequency transmitted by the base station in a given country, the aircraft radio will automatically switch to the spectrum necessary to communicate with the ground." The 2.4 GHz and 5.8 GHz spectrums are license-exempt worldwide, and therefore readily available.

License-exempt spectrum is highly utilized because it is free to all users – subject to compliance with general rules and guidelines established by each country. This high utilization often results in channels cluttered

with many radio signals and much interference. “A foremost achievement of our radio is the ability to ignore interference in the license-exempt band, comply with the regulations and power limitations, and still achieve a crystal clear signal between the airborne aircraft and the ground,” explains Leabman. “Before we demonstrated the clarity and extreme data rate to several airline prospects, no one would have believed what we did was ever possible.” Proof of recent data rate results is available on the company website, www.wi-skyinflight.com.

The unique Wi-SKY radios for both the aircraft and the ground base stations were developed by an in-house team of engineers led by CTO Michael Leabman. The radio is exclusive to Wi-SKY Inflight and is protected by nine recently-filed patent applications.

“The aircraft radio was designed with flight in mind,” explains Jerry Ballington, VP Operations. “The radio is light-weight (saves fuel cost), low-power (less heat generated), small-footprint (fits almost anywhere on a plane), no moving parts (highly reliable and maintenance-free) and is software defined (can be modified by uploading software changes to the radio.)” Ballington is a 17-year veteran of Delta Airlines, and worked for many years in the Inflight Entertainment Group before joining Wi-SKY Inflight.

The company is targeting airline, private and military aircraft with its breakthrough-broadband data link. “Every aircraft in the sky needs enhanced communication,” explains CEO Sharp. “Up until now a couple of megabits per second have been the communication barrier for aircraft. We have broken the aviation broadband barrier.” The company anticipates the new enhancements to the radio will give it even broader global appeal due to the increased number of onboard applications now possible.

Wi-SKY Inflight Inc. is targeting global customers from its Atlanta, Georgia, USA headquarters. To accommodate its plans to launch the data link service first in Europe, the company’s stock was therefore initially listed on the Frankfurt, Berlin and Xetra Exchanges. For additional information, visit the company’s website at www.wi-skyinflight.com or contact Mr. Dan Katz, VP for media relations: dkatz@wi-skyinflight.com or +1 404-358-7461.

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. The engineering team at Wi-SKY is in the process of developing additional enhancements to propel the radio into new frontiers of aviation communication.

The cost-saving potential of the Wi-SKY data link make the service a “must-have” for all types of aircraft. This is especially significant to profit-starved airlines looking to improve their bottom line. Company executives are particularly passionate about the prospect of improving aircraft safety in flight. And with lightening fast web surfing for the passengers, Wi-SKY expects its data link to be an aircraft money-maker in the very near future.

Further details about the company and results of the recent demonstration are found on the company’s website, www.wi-skyinflight.com