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We've got you covered

Space Based ATM

Extending Aeronautical Networks Beyond Line of Sight

6th May 2026

The Operational Environment is Changing

Efficiency is Non-Negotiable
Fuel, emissions, operational efficiency

Resilience is Critical
GNSS resilience & disruption tolerance

Rising Expectations
Continuous connectivity expectations

Growing Demand
More aircraft, more constrained airspace

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Adapting to a Changing Landscape

Future-Proof by Design
Built for where ATM is going

Continuous by Nature
No gaps. No transitions

Resilient by Architecture
Operates through disruption

Seamless Integration
No operational change

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3 Capabilities, 1 Network

VHF Voice

- Real-time VHF voice communications from space
- Extends coverage beyond line-of-sight
- Consistent performance across remote/oceanic airspace
- Supports safety-critical ATM operations

VHF Datalink

- CPDLC and ACARS over a single network
- No handoffs between service providers
- Assured end-to-end message delivery
- Improved latency and reliability

ADS-B

- Global ADS-B (1090ES + UAT) coverage
- Multilateration enables GNSS-independent positioning
- Maintains tracking in degraded environments
- Update rates comparable to terrestrial systems

- Single network for communications and surveillance
- No service transitions or coverage gaps
- Increased resilience and redundancy
- Simplified integration into ANSP systems

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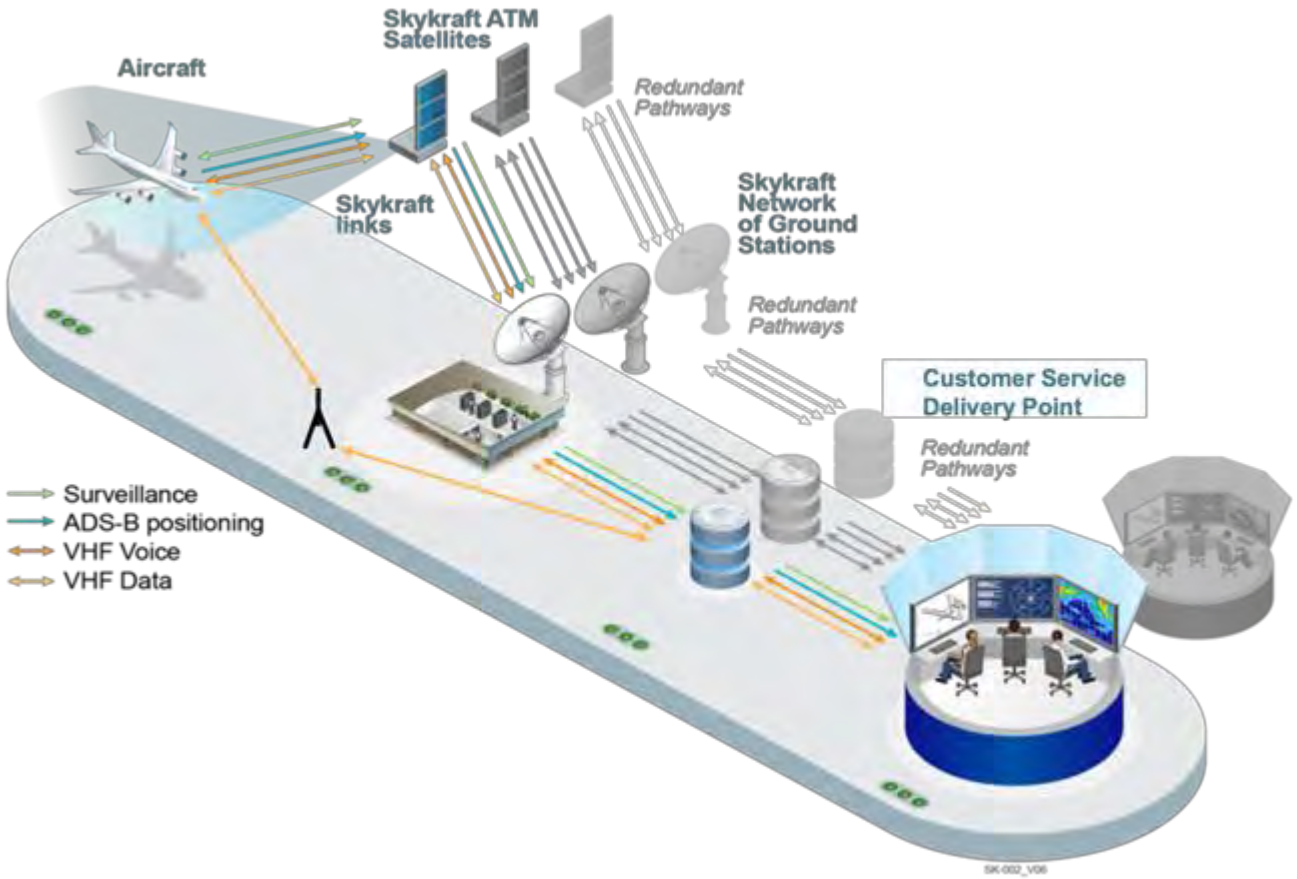
How Skykraft Delivers This



Space Layer

- LEO satellite constellation (~600 km)
- Integrated VHF voice, datalink, ADS-B, UAT
- Multi-satellite visibility for resilience

Ground Network

- Secure ground gateways and network
- Data aggregation and routing
- Managed as a single, integrated service

ANSP / Airline Integration

- Delivered via Customer Service Delivery Point (CSDP)
- Voice (ED-137), Surveillance (ASTERIX), Datalink (VDLm2)
- No aircraft equipage changes required

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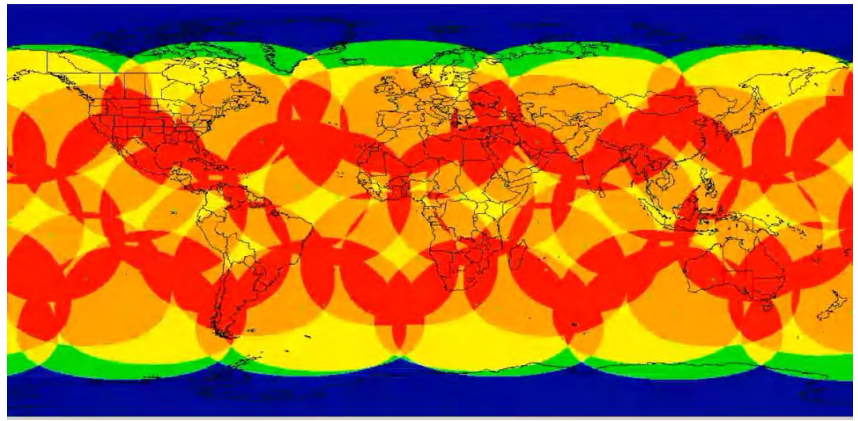
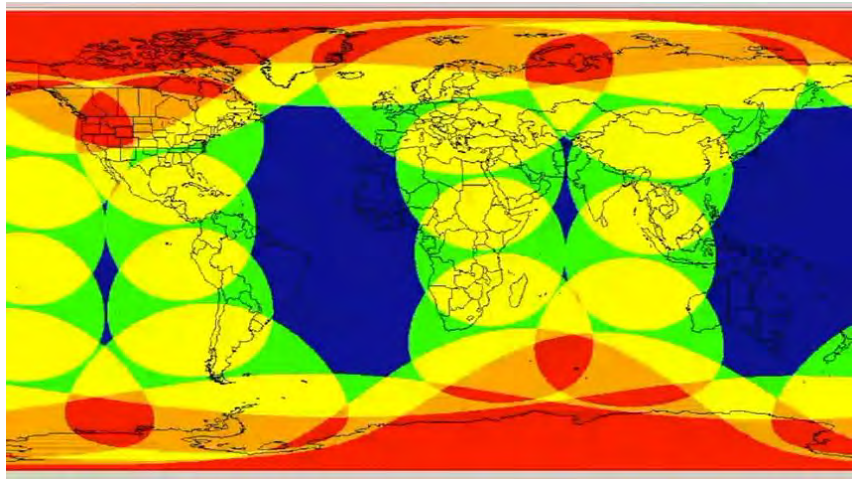
A single, end-to-end network — from space to the ATM system

Delivering from Space



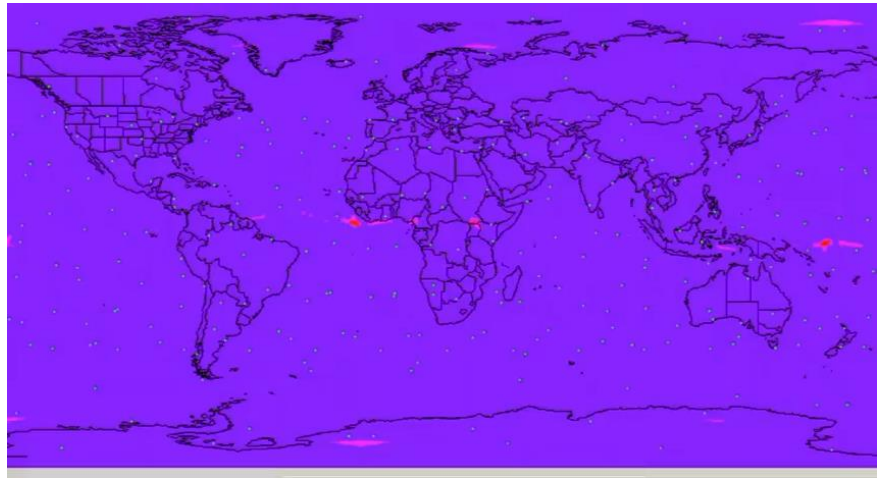
Mid Latitude Coverage



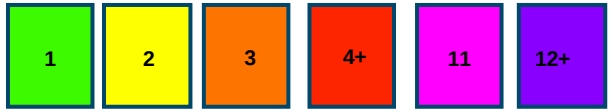
Polar Coverage

Initial Deployment:
70 spacecraft on 2 launches

Polar Deployment:
24 spacecraft



Final Constellation 300 spacecraft



Key: Number of spacecraft in view

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Provides persistent regional and global coverage.

Operational Benefits for ANSPs and Airlines

ANSPs

Safety & Resilience
Protection, reliability, and situational awareness

Operational Simplicity
Seamless operations and easy integration

Cost & Infrastructure
Lower cost and efficient infrastructure

Airlines

Flight Efficiency
Optimal routing and improved traffic flow

Reliable Communications
Consistent coverage and assured delivery

Fuel & Cost Savings
Reduced fuel burn and operational costs

One network enabling safer airspace and more efficient flight operations

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Where This Delivers Immediate Impact

Remote / Continental

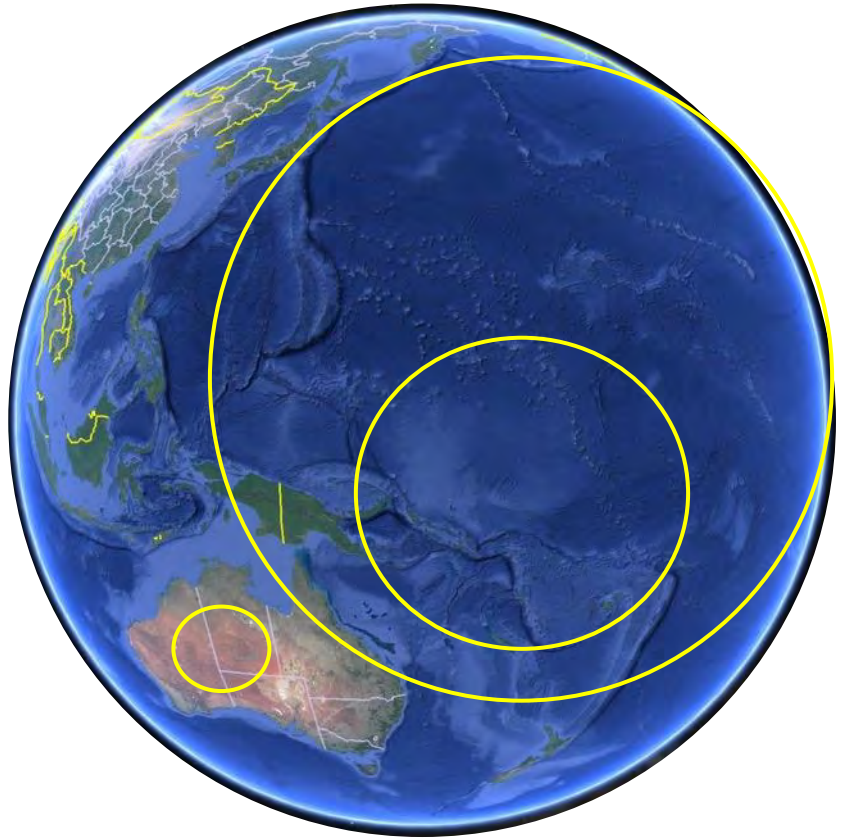
- VHF coverage to the ground - everywhere
- Reduces infrastructure dependency
- Improves surveillance coverage below FL280
- Supports regional traffic growth

Island / Developing States

- Full CNS capability without heavy infrastructure investment
- Rapid deployment
- Cost-effective modernisation
- Enables safe airspace expansion

Oceanic Airspace

- Reduces reliance on HF communications
- Enables reduced separation
- Improves controller situational awareness
- Supports more efficient routing



Will deliver operational benefits across all airspace – from remote regions to the most congested environments

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Path to ICOA SARPs Adoption

- Proposal for Amendment submission to Air Navigation Commission (ANC) - Submitted April 26
- State letter to be issued - October 2026
- ANC final review - Q4 2027
- Council adoption - Jul 2028

Voicing of States support to ANC will be critical to adoption

ICAO

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We've got you covered

Building on the past.
Enabling the future.

Extending capability. Reducing complexity. Improving resilience.

SARPs — July 2028
Service — December 2028