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FAA Awards the First and Only STC for a King Air Autothrottle to Innovative Solutions & Support's ThrustSense Autothrottle

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EXTON, Pa.--(BUSINESS WIRE)--Innovative Solutions & Support, Inc.(IS&S) (NASDAQ: ISSC) received the first and only Federal Aviation Administration (FAA) Supplemental Type Certification (STC) for its patented ThrustSense® Autothrottle for retrofit in the King Air. ThrustSense, which provides FADEC like engine protection, is a full regime autothrottle, from takeoff to landing phases of flight, including go-around, that allows the pilot to automatically control the power setting of the engine.

ThrustSense computes and controls appropriate power levels reducing pilot workload bringing a new level of convenience and safety for King Air Owners and Operators. ThrustSense ensures stabilized approaches by controlling speeds in the descent. During high pilot workload the autothrottle prevents the airplane from getting dangerously slow or fast and additionally protects against overtorque and overtemp.

Control of the revolutionary autothrottle is housed in an easy to install Autothrottle Control Panel (ATCP) that provides autothrottle control interface. The optimized design for retrofit allows for no structural modifications to the existing throttle quadrant and can be installed in four days.

This year IS&S will offer a certified software upgrade for King Air Vmc_a Mitigation with real-time monitoring of YAW providing additional safety in engine-out conditions.

ThrustSense is also the first and only certified autothrottle for the PC-12 Platform and is offered as a standalone installation integrated with the Company's Integrated Stand by Unit (ISU) or with its PC-12 NexGen Flight Deck. IS&S will offer ThrustSense to virtually all PT6 powered aircraft, a market with over 13,000 individual tail numbers.

About Innovative Solutions & Support, Inc.

Headquartered in Exton, Pa., Innovative Solutions & Support, Inc. (www.innovative-ss.com) is a systems integrator that designs and manufactures flight guidance and cockpit display systems for Original Equipment Manufacturers (OEM's) and retrofit applications. The company supplies integrated Flight Management Systems (FMS) and advanced GPS receivers for precision low carbon footprint navigation.

Certain matters contained herein that are not descriptions of historical facts are "forward-looking" (as such term is defined in the Private Securities Litigation Reform Act of 1995). Because such statements include risks and uncertainties, actual results may differ materially from those expressed or implied by such forward-looking statements. Factors that could cause results to differ materially from those expressed or implied by such forward-looking statements include, but are not limited to, those discussed in filings made by the Company with the Securities and Exchange Commission. Many of the factors that will determine the Company's future results are beyond the ability of management to control or predict. Readers should not place undue reliance on forward-looking statements, which reflects management's views only as of the date hereof. The Company undertakes no obligation to revise or update any forward-looking statements, or to make any other forward-looking statements, whether as a result of new information, future events or otherwise.

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