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**IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF GEORGIA
ATLANTA DIVISION**

LUTHER D. THOMAS, Clerk
By: *Chencher*
Deputy Clerk

ARRIVAL STAR, INC., a foreign corporation)

Plaintiff,)

v.)

DELTA AIR LINES, INC.,)

a foreign corporation,)

SABRE, INC., a foreign corporation,)

TRAVELOCITY.COM, L.P., a foreign)

Limited partnership, CITY OF)

ATLANTA, WORLDSPAN, L.P.,)

a foreign limited partnership,)

FLYTECOMM, CORPORATION,)

a foreign corporation, CENTERPOST)

CORPORATION, a foreign corporation,)

CONTINENTAL AIRLINES, INC.,)

a foreign corporation, JAPAN AIR)

INES COMPANY, LTD., a foreign)

corporation, AMERICAN AIRLINES,)

INC., a foreign corporation,)

ROADWAY EXPRESS, INC., a)

foreign corporation,)

ELECTRONICS FOR IMAGING, INC.,)

a foreign corporation, AMERICAN)

EXPRESS COMPANY, a foreign)

corporation; and SITA INFORMATION)

NETWORKING COMPUTING USA,)

INC., a foreign corporation.)

Defendants.)

CIVIL ACTION FILE NO.

1:02-CV 2543-JOF

JURY TRIAL DEMANDED

THIRD AMENDED COMPLAINT FOR PATENT INFRINGEMENT

Pursuant to the Court's Order granting Plaintiff Arrival Star, Inc. ("Arrival Star")'s Motion for Leave to File Its Third Amended Complaint, Arrival Star, for its Third Amended Complaint, states:

1. ArrivalStar is a corporation organized and existing under the laws of the state of Delaware.
2. Delta Air Lines, Inc. ("Delta") is a Delaware corporation with its principal place of business located in Atlanta, Georgia. Delta may be served by service upon its registered agent, CT Corporation System, 4845 Jimmy Carter Boulevard, Norcross, GA 30093. Delta is qualified to do business in the State of Georgia and regularly conducts such business.
3. Sabre, Inc. ("Sabre"), is a Delaware corporation with its principal place of business located in Southlake, Texas. Sabre may be served by service upon its registered agent, Corporation Service Company, at 4845 Jimmy Carter Blvd, Norcross, GA 30093. Sabre is qualified to do business in the State of Georgia and regularly conducts such business.
4. Travelocity.com, L.P. ("Travelocity") is a foreign limited partnership with its principal place of business at 15100 Trinity Blvd., Fort Worth, Texas, 76155. Travelocity may be served by service upon Keenan Conder, its

Senior Vice President and General Counsel, at 15100 Trinity Blvd., Fort Worth, Texas, 76155. Travelocity infringes, contributes to infringement, and/or induces infringement of one or more of the patents described in this Complaint by providing, among other things, vehicle location communication services, arrival notifications and other related services to persons in this judicial district and elsewhere.

5. The City of Atlanta, by and through its Department of Aviation, operates the Hartsfield International Airport in Atlanta, Georgia. The City of Atlanta may be served by service upon the City Attorney, Linda DiSantis, at 68 Mitchell Street, Suite 4100, Atlanta, GA 30303.
6. Worldspan, L.P. ("Worldspan") is a foreign limited partnership with its principal place of business located in Atlanta, Georgia. Worldspan may be served by service upon its registered agent, CT Corporation System, at 1201 Peachtree Street, NE, Atlanta, GA 30361. Worldspan is qualified to do business in the State of Georgia and regularly conducts such business.
7. FlyteComm, Corporation, also known as FlyteComm, Inc. ("Flytecomm") is a foreign corporation with its principal place of business located at 333 West Santa Clara Street, Suite 622, San Jose, CA 95113. FlyteComm may be served by service upon Maurice Bailey, its President and CEO, at 333 West

Santa Clara Street, Suite 622, San Jose, CA 95113. Flytecomm infringes, contributes to infringement, and/or induces infringement of one or more of the patents described in this Complaint by providing, among other things, vehicle location communication services, arrival notifications and other related services to persons in this judicial district and elsewhere.

8. Centerpost Corporation ("Centerpost") is a foreign corporation with its principal place of business located at 200 West Monroe Street, 14th Floor, Chicago, IL 60606. Centerpost may be served by service upon its President, Juergen Stark, at 200 West Monroe Street, 14th Floor, Chicago, IL 60606. Centerpost infringes, contributes to infringement, and/or induces infringement of one or more of the patents described in this Complaint by providing, among other things, vehicle location communication services, arrival notifications and related services to persons in this judicial district and elsewhere.
9. Continental Airlines, Inc. ("Continental") is a foreign corporation with its principal place of business located in Houston, Texas. Continental may be served by service upon its registered agent, CT Corporation System, at 1201 Peachtree Street, NE, Atlanta, GA 30361. Continental is qualified to do business in the State of Georgia and regularly conducts such business.

10. Japan Air Lines Company, Ltd. ("JAL") is a foreign corporation with its principal place of business in Japan. JAL may be served by service upon its registered agent, Thomas Harrod, Jr., at 100 Galleria Parkway, Suite 1200, Atlanta, Georgia, 30339. JAL is qualified to do business in the State of Georgia and regularly conducts such business.
11. American Airlines, Inc. ("American") is a foreign corporation with its principal place of business located in Fort Worth, Texas. American may be served by service upon its registered agent, CT Corporation System, at 1201 Peachtree Street, NE, Atlanta, GA 30361. American is qualified to do business in the State of Georgia and regularly conducts such business.
12. Roadway Express, Inc. ("REI") is a foreign corporation with its principal place of business located in Akron, Ohio. REI may be served by service upon its registered agent, CT Corporation System, at 1201 Peachtree Street, NE, Atlanta, GA 30361. REI is qualified to do business in the State of Georgia and regularly conducts such business.
13. Electronics for Imaging, Inc. ("EII") is a foreign corporation with its principal place of business at San Mateo, CA. EII may be served by service upon its registered agent, CT Corporation System, at 1201 Peachtree Street, NE, Atlanta, GA 30361. EII is qualified to do business in the State of

Georgia and regularly conducts such business.

14. American Express Company (“AMEX”) is a foreign corporation with its principal place of business in New York, New York. AMEX may be served by service upon its Chief Executive Officer, Kenneth Chenault, at 400 Atlantic Street, Stamford, Connecticut 06901. AMEX infringes, contributes to infringement, and/or induces infringement of one or more of the patents described in this Complaint by providing, among other things, vehicle location communication services, arrival notifications and other related services to persons in this judicial district and elsewhere.
15. SITA Information Networking Computing USA, Inc. (“SITA”) is a foreign corporation with its principal place of business located in Motreal, Quebec. SITA may be served by service upon its registered agent, Corporation Process Company, 180 Cherokee St., NE, Marietta, GA 30060. SITA is qualified to do business in the State of Georgia and regularly conducts such business.
16. This is an action for patent infringement arising under the provisions of the Patent Laws of the United States of America, Title 35, United States Code.
17. Subject-matter jurisdiction over Arrival Star’s claims is conferred upon this Court by 28 U.S.C § 1331 (federal question jurisdiction) and 28 U.S.C. §

1338 (a) (patent jurisdiction).

18. Venue is proper in this judicial district pursuant to 28 U.S.C. §§ 1391(b) and (c) and §1400(b).
19. ArrivalStar is the owner by assignment of all right, title and interest in and to each of the following patents, among others: U.S. Patent No. 5,623,260 (the “260 Patent”); U.S. Patent No. 6,278,936 (the “936 Patent”); U.S. Patent No. 6,317,060 (the “060 patent”); U.S. Patent No. 6,411,891 (the “891 patent”); U.S. Patent No. 6,415,207 (the “207 patent”); and U.S. Patent No. 6,313,760 (the “760 Patent”) (collectively, “the ArrivalStar patents”), including all right to recover for any and all past infringement thereof. True and correct copies of each of these patents were attached as Exhibits A through F to the original complaint filed in this case.
20. The ArrivalStar patents embody the inventions of Martin Kelly Jones, who has spent the last seventeen years conceiving, developing, studying and improving automation of vehicle communication services, including arrival notifications to individual persons. He has dedicated his working life and his life savings to the exploration and pursuit of novel, cutting-edge technologies and processes in this field, and has been recognized for his inventive contributions by the United States Patent and Trademark Office,

which has granted numerous patents to him and his assignees in his chosen field. Mr. Jones is presently the Chief Executive Officer of ArrivalStar. Upon information and belief, each defendant has in the past and presently continues to infringe, contribute to infringement, and/or induce infringement of one or more of the ArrivalStar patents by making, using, selling and/or offering to sell, in this judicial district and elsewhere in the United States, products and services which alone and/or in use are covered by at least one claim of the ArrivalStar patents. Each defendant infringes, contributes to infringement, and induces infringement by providing, among other things, vehicle location communication services, arrival notifications and other related services to persons in this judicial district and elsewhere. Wherever the allegation of patent "infringement" is made herein, unless otherwise stated explicitly, this refers to the fullest extent of patent infringement under 35 U.S.C. 271(a)-(c), and covers literal infringement and infringement under the doctrine of equivalents, direct infringement, contributory infringement and inducement to infringe.

Centerpost

21. According to a press release issued by Centerpost on October 8, 2002, which is attached as Exhibit G to the First Amended Complaint, Centerpost and

United Air Lines received the Chicago Sun-Times Innovation Award for “Easy Update.” According to Centerpost, the award was “in recognition of the airline industry’s groundbreaking flight alerts service – Easy Update. The free Easy Update service has delivered over 3 million messages to United customers since its launch in early 2002, saving customers valuable time and improving flying experience.”

22. According to the same press release, Exhibit G, which was issued after Centerpost had actual notice of the Arrival Star patents, “Easy Update ... delivers delay, cancellation, upgrade and reaccomodation information to any combination of devices a customer chooses, including telephone, pager, PDA, email and fax.”
23. Subsequent to the filing of this action, Centerpost issued a press release on November 4, 2002, taking credit for the Easy Update service, entitled, **“CENTERPOST PROPELS UNITED AIRLINES TO THE INFOWORLD 100.”** According to this press release, which wa attached as Exhibit H to the First Amended Complaint, the “groundbreaking” Easy Update service is “powered by Centerpost.”
24. On the Centerpost web site, attached as Exhibit I to the First Amended Complaint, (<http://www.centerpost.com/company/cclients1.asp>), Centerpost

provides a hypertext link to permit persons to access and sign up for Easy Update. This link is provided to encourage the use of the Easy Update service for customizing arrival notifications.

25. On the web interface permitting persons to sign up for the Easy Update service, attached as Exhibit J to the First Amended Complaint, it states “Register once using your Mileage Plus number and receive status alerts for all your future flights, any way you want - by telephone, e-mail, text phone, pager, or fax.” The same page of the web interface states “**United Easy Update can ...**
- Call you on any telephone you choose
 - Send notifications of flight departures and arrivals, delays, cancellations, seat upgrades, and much more
 - Deliver alerts to your spouse, assistant, or person picking you up from the airport, so they can be kept aware of your flight status[.]”
26. As shown in the Exhibit K to the First Amended Complaint, taken from the Easy Update web pages, Easy Update allows a United Air Lines customer to customize a pre-flight page from EasyUpdate to the customer’s e-mail account.
27. Easy Update directly infringes at least at least Claim 1 of the ‘260 patent, Claims 1, 7 and 18 of the ‘891 patent, Claims 9, 10, 12, 13 and 19 of the ‘060 patent, Claims 5, 10 and 13 of the ‘207 patent, and Claims 23 and 24 of

the '760 patent.

28. Centerpost directly and literally infringes at least the foregoing claims.
29. Centerpost jointly infringes at least the foregoing claims in tandem with each of the following: (a) United Air Lines; (b) ATA Airlines; and (c) Travelocity.
30. In the alternative, one or more of Centerpost's customers, including but not limited to United Air Lines, ATA Airlines and Travelocity directly infringe at least the foregoing claims.
31. Centerpost's marketing efforts, sales efforts, and hypertext links to the web interface of United Air Lines, induce United and the customers of United, respectively, to use the infringing methods and systems of the Arrival Star patents, as described above.
32. As a result of Centerpost's relationship with each of United Air Lines, ATA Airlines and Travelocity, including services supported on behalf of each, Centerpost jointly infringes, contributes to and induces the infringement of at least Claim 1 of the '260 patent, Claims 1, 7 and 18 of the '891 patent, Claims 9, 10, 12, 13 and 19 of the '060 patent, Claims 5, 10 and 13 of the '207 patent, and Claims 23 and 24 of the '760 patent.
33. Arrival Star reserves the right to assert infringement of additional claims as

discovery proceeds.

American Airlines (“AA”)

34. The American Airlines web site, a sample page of which is attached as Exhibit L to the First Amended Complaint, states that “AA.com can proactively notify you of American Airlines, American Eagle, or AmericanConnection® flight departure or arrival status and gate information. You can choose to receive a voice message to your phone, or a text message to a cell phone*, alphanumeric pager*, personal digital assistant (PDA) or regular email account.” The * indicates “Device must be capable of receiving email messages.”
35. In the interface described in the First Amended Complaint, an AA passenger is given the option of having a flight notification delivered by text message or voice message.
36. In said interface described in the First Amended Complaint, an AA passenger is given the option of notification of a flight’s departure or arrival status by “City/Airport.”
37. In the foregoing interface described in the First Amended Complaint, an AA passenger is given notification preferences. The passenger can select to receive a notification from AA of anywhere between 30 minutes to 4 hours

prior to departure or arrival of a flight, and the passenger can also select to receive from AA a notification anytime there is a change in flight status relating to the time of departure, arrival, or gate information.

38. In the foregoing interface described in the First Amended Complaint, AA states "Departure messages are sent when departure time changes more than 15 minutes. Arrival messages are sent when arrival time changes more than 10 minutes. Messaging for flights cancelled or reinstated will be sent starting 2 days prior to the flight. If selected alone, messaging for all other flight status changes will be sent starting 4 hours prior to scheduled departure or arrival time."
39. AA monitors the status of the flights in question, or, at a minimum, takes advantage of flight monitoring services provided by others to incorporate this flight monitoring into its own system for providing customizable flight notifications.
40. The foregoing offering of AA directly infringes at least claim 1 of the '260 patent, and claims 1, 7 and 18 of the '891 patent.
41. The foregoing offering of AA induces AA passengers to directly infringe at least claim 1 of the '260 patent, and claims 1, 7 and 18 of the '891 patent.
42. The foregoing offering of AA directly infringes, contributes to the

infringement of, and induces the infringement of Claims 9, 10, 12, 13 and 19 of the '060 patent, Claims 5, 10 and 13 of the '207 patent

43. AA has also taken advantage of the existing telecommunication infrastructure to provide enhanced communication services, such as flight notifications, to its passengers. In certain cases, AA flight notifications are provided to telephones which, when alerted by AA of a flight notification that AA is attempting to provide a passenger, will cause a distinctive ring on the passenger's telephone. In addition, AA's offering includes both voice and text messaging, which ring distinctively from one another on mobile handsets.
44. The foregoing feature described in paragraph 43 constitutes direct infringement of claims 23 and 24 of the '760 patent. In the alternative, the foregoing feature constitutes joint infringement between AA and those who use the flight notifications feature in combination with a user communication device that is capable of exhibiting distinctive ring tones.
45. AA equips certain of its airport personnel and contractors at airports with user-specific communication devices for the purposes of keeping track of the status of incoming and outgoing commercial flights. This practice infringes at least claims 9 and 19 of the '060 patent.

46. Arrival Star reserves the right to assert additional claims against AA once it has conducted discovery in this case.

Delta Air Lines (“Delta”)

47. On the Delta web site is a page that provides information regarding frequently asked questions about Delta’s flight notifications. A true and correct copy of that page is attached as Exhibit M to the First Amended Complaint.
48. Delta states in response to the question on Exhibit M “What is Flight Notifications?” as follows: “Flight Notification is an optional service that reminds you of your upcoming flight and/or lets you know of any schedule or gate changes prior to departure. Messages can be sent to any email-addressable device such as a computer, pager, mobile phone, or PDA. You can sign up for this service on Delta.com.”
49. Delta states in response to the question “What is the flight Status notification option?” as follows: “The flight status option will let you know if there are any schedule or gate changes up to four hours before departure, as specified when you signed up for the notification service.”
50. Attached as Exhibit N to the First Amended Complaint is a true and correct copy of the flight notification sign-up interface of the Delta web site. On it,

Step 3 is shown as follows:

Step 3: Schedule Messages

Message delivery occurs in the same time zone as the arrival or departure for which you requested notification.

Flight Courtesy Reminder - receive a courtesy message for an upcoming flight.

Remind me: at:

Flight Status With Updates - receive an initial message, then updates if any details change.

Update me beginning:

51. For Delta to provide the notification of change services described in paragraph 50, Delta monitors the status of the flights in question, or, at a minimum, takes advantage of flight monitoring services provided by others to incorporate this flight monitoring into its own system for providing customizable flight notifications.
52. The foregoing offering of Delta directly infringes at least claims 1, 7 and 18 of the '891 patent.
53. In the alternative, the foregoing offering of Delta induces Delta passengers to directly infringe claims 1, and 18 of the '891 patent.
54. The foregoing offering of Delta directly infringes, contributes to the infringement of, and induces the infringement of Claims 9, 10, 12, 13 and 19 of the '060 patent, Claims 5, 10 and 13 of the '207 patent, and Claim 1 of

the '260 patent..

55. Delta has also taken advantage of the existing telecommunication infrastructure to provide enhanced communication services, such as flight notifications, to its passengers. In certain cases, Delta flight notifications are provided to telephones which, when alerted by Delta of a flight notification that Delta is attempting to provide a passenger, will cause a distinctive ring on the passenger's telephone. In addition, Delta's offering includes both voice and text messaging, which ring distinctively from one another on mobile handsets.
56. The foregoing feature described in paragraph 55 constitutes direct infringement of claims 23 and 24 of the '760 patent. In the alternative, the foregoing feature constitutes joint infringement between Delta and those who use the flight notifications feature in combination with a user communication device that is capable of exhibiting distinctive ring tones.
57. Delta also equips certain of its airport personnel and contractors at airports with user-specific communication devices for the purposes of keeping track of the status of incoming and outgoing commercial flights. This practice infringes at least claims 9 and 19 of the '060 patent.
58. Arrival Star reserves the right to assert additional claims against Delta as

discovery proceeds in this case.

Japan Air Lines (“JAL”)

59. Japan Air Lines offers “JTR,” which is also described as “JALCARGO Tracker Report.” JTR is described more fully on the attached pages from JAL’s web site, marked as Exhibit O to the First Amended Complaint.
60. JAL states “JTR is an innovative e-mail cargo tracking service that allows you to keep track of your time conscious freight on a real time basis. Every time there is a change in the status of your shipment, we will alert you by e-mail.” Thus, JAL monitors airplanes carrying freight on board and provides notifications when there is a change in scheduled flight arrivals. In this manner, as JAL states, a JAL customer is allowed “to monitor the movement of your shipment on a real-time basis.”
61. A JAL customer can specify the type of information he or she would like to receive from JTR.
62. A JAL customer can choose to receive Flight Departure or Flight Arrival status information “only if the flight departs (arrives) earlier or later than the scheduled time by more than the number of minutes you specify.”
63. In this manner, JAL directly infringes at least claims 1 and 18 of the ‘891 patent, and claims 9, 10, 12, 13 and 19 of the ‘060 patent.

64. In the alternative, JTR contributes to the infringement of claims 1 and 18 of the '891 patent, and JTR's encouragement to others to use JTR induces its customers to infringe claims 1 and 18 of the '891 patent, and claims 9, 10, 12, 13 and 19 of the '060 patent.
65. Arrival Star reserves the right to assert additional claims against JAL as discovery proceeds.

Electronics for Imaging ("EFI")

66. EFI markets, sells and operates the "Unimobile" line of products and services as a result of its acquisition and merger with Unimobile. Unimobile's web site, relevant page of which is attached as Exhibit P to the First Amended Complaint, states that Unimobile provides "User-configurable reminder[s]" and "web based configuration interfaces" to the travel industry." This includes interfaces and configurable reminders to SITA, Apriss, Inc. and its customers, including at least Sabre, Inc., Singapore Airlines and Cathay Pacific Airlines.
67. The alleged direct infringers with respect to EFI include at least the following: Sabre, Inc., Singapore Airlines and Cathay Pacific Airlines. With respect to these infringers, the direct infringement is occurring in the United States.

68. In the Cathay Pacific and Singapore Airlines arrival notification systems (“Systems”), the graphical user interfaces of which which are reviewable on their respective web sites, a user is given options in terms of preset notification period. The Systems are designed to work with personal computers, pocket computers, personal digital assistants (“PDAs”), mobile phones, and pagers.
69. The interfaces described above are reviewable by a passenger in connection with configuring a preset flight notification. Within the claims at issue asserted against EFI, the control point of the infringing systems and methods in question is located within the United States.
70. In order for the Systems to be functional, a computer system (“monitoring system”) monitors airplane location in relation to destination. (This is shown, for example, in statements made by EFI that the user can receive notifications based upon any changes associated with airplane’s delayed arrival.)
71. Communication interfaces in the Unimobile platform permit the monitoring system to communicate with the user, for example, a passenger. As one Unimobile press release, which is attached as Exhibit Q to the First Amended Complaint, states: “notiFLY alerts are routed to the Unimobile

Intelligent Network™ (UIN), a network extending to 500 carriers in 130 countries, for delivery to customers' mobile devices in the 33 countries that are included in this wave of coverage expansion. Unimobile's platform and network offer advanced capabilities including message multicasting, message delivery confirmation, 2-way interactive alerts and queries, and multi-lingual support."

72. In the System used by Singapore Airlines and/or Cathay Pacific Airlines for arrival notification, for example, a passenger uses his communication device (e.g., personal computer) to access the Unimobile interface described above.
73. In the course of the communication, the user indicates a time period (e.g., 4 hours prior to departure or arrival) through the interface and to the computer system. As Exhibit Q states: "Subscribers to the free notiFLY service can have the latest Cathay Pacific flight information sent directly to their mobile phones using SMS. By entering the flight details via the Cathay Pacific Website (www.cathaypacific.com) or through their PDAs, users can request a notiFLY message to be sent in advance of a flight departure or arrival. A reminder message will be sent to their mobile phone confirming the flight's timing. It can also warn if the flight will be early by more than 10 minutes, or delayed by more than 30 minutes."

74. A second Unimobile press release, attached as Exhibit R, states: "Customers can also select the times and time intervals at which they wish to receive alerts. For example, passengers could choose to receive an alert three hours before a flight departure and at intervals of one hour until departure."
75. At this time, Arrival Star does not contend that the Unimobile platform and services used by Sabre, Cathay Pacific and Singapore Airlines directly infringe any of the Arrival Star patents. Rather, Arrival Star contends that the maintenance and support of the platform, along with the marketing of the platform, induce and contribute to infringement of at least claims 1, 7, 9, 10 and 18 of the '891 patent, and claims 9, 10, 12, 13 and 19 of the '060 patent by each of the respective direct infringers (Sabre, Cathay Pacific and Singapore), or, in the alternative, by the passengers of each of the respective airlines.
76. 35 U.S.C. 271(f) ("271(f)") provides patentees with a remedy against those who sell components of a patented product that are then assembled, or intended to be assembled, into an infringing product outside of the United States.
77. 271(f) prevents someone from avoiding infringement by exporting components of a patented product to have it assembled overseas instead of in

the United States.

78. Although Arrival Star contends that the direct infringement of the claims in suit by Sabre, Cathay Pacific and Singapore Airlines is occurring in the United States, and that the control point of each of said direct infringing systems is located in the United States for purposes of proving a case of patent infringement, Arrival Star argues that, at a minimum, EFI is liable for the infringing systems that violate claims 7, 9 and 10 of the '891 patent and claims 9, 10, 12 and 13 of the '060 patent to the extent that it has provided a component of said infringing systems (its Unimobile platform and network) knowing that said component will be adapted for use with the directly infringing systems, and intending that such component will be combined outside of the U.S. in a manner that would infringe claims 7, 9, 10 of the 891 patent and claims 9, 10, 12 and 13 of the '060 patent.
79. ArrivalStar reserves the right to assert additional claims against EFI as discovery proceeds.

Continental Airlines ("CA")

80. Continental Airlines also provides flight status notifications that are customizable by the user. Attached as Exhibit S to the First Amended Complaint is the interface on the CA web site for the "Flight Paging"

service of CA.

81. On Exhibit S, the user indicates (1) flight number; (2) the type of flight information desired (departure or arrival); (3) the departure or arrival city of the flight; and (4) page delivery preferences.
82. The web interface used by CA states “When you use Flight Paging, Continental will send an e-mail to your pager, mobile phone or e-mail inbox at the specified time prior to the scheduled departure or arrival. The message will include the current departure or arrival time and gate information (when available).” Thus, in the CA arrival notification system, a user is given options in terms of preset notification period.
83. For CA to provide the notification of change services described in paragraphs 80-82, CA monitors the status of the flights in question, or, at a minimum, takes advantage of flight monitoring services provided by others to incorporate this flight monitoring into its own system for providing customizable flight notifications. That flight monitoring is taking place is reinforced by the provisions of the Continental web site that permit a user to look up current flight status information by flight number. Attached as Exhibit T to the First Amended Complaint is an example of the web pages in question showing that a particular flight 1420 from Houston George Bush

Airport to Atlanta Hartsfield Airport is “on schedule.”

84. The foregoing offering of CA directly infringes at least claims 1 and 18 of the ‘891 patent, claim 23 of the ‘760 patent and claims 9 and 19 of the ‘060 patent.
85. In the alternative, the foregoing offering of CA induces CA passengers to directly infringe claims 1 and 18 of the ‘891 patent.
86. The foregoing offering of CA directly infringes, contributes to the infringement of, and induces the infringement of Claims 9, 10, 12, 13 and 19 of the ‘060 patent, Claims 5, 10 and 13 of the ‘207 patent, and Claim 1 of the ‘260 patent..
87. CA has also taken advantage of the existing telecommunication infrastructure to provide enhanced communication services, such as flight notifications, to its passengers. In certain cases, CA flight notifications are provided to telephones which, when alerted by CA of a flight notification that CA is attempting to provide a passenger, will cause a distinctive ring on the passenger’s telephone. In addition, CA’s offering includes text messaging, which rings distinctively from voice calls on mobile handsets.
88. The foregoing feature described in paragraph 55 constitutes direct infringement of claims 23 and 24 of the ‘760 patent. In the alternative, the

foregoing feature constitutes joint infringement between Delta and those who use the flight notifications feature in combination with a user communication device that is capable of exhibiting distinctive ring tones.

89. CA equips certain of its airport personnel and contractors at airports with user-specific communication devices for the purposes of keeping track of the status of incoming and outgoing commercial flights. This practice infringes at least claims 9 and 19 of the '060 patent.
90. Arrival Star reserves the right to assert additional claims against CA as discovery proceeds in this case.

SABRE

91. Sabre offers a service to its customers called "Virtually There®." Virtually There® is described on the web site www.virtuallythere.com.
92. Virtually There® offers a service called "Flight Tracker." A true and correct copy of a web page from Flight Tracker offering of the Virtually There® web site is attached as Exhibit U to the First Amended Complaint. The hypertext link to the page marked Exhibit U is available from the Virtually There® web site.
93. Virtually There® Flight Tracker flight information is derived from the FlightView® data from RLM Software, Inc. The specific product that is

used by Flight Tracker is FlightView Online, as described in the Exhibit V attached to the First Amended Complaint, which integrates a variety of flight information data. This data is called from memory in response to an inquiry about a particular flight on Flight Tracker, indicating the presence of a storage mechanism configured to store travel data transmitted from a communication device associated with an airplane being tracked by FlightView Online, where the airplane in question is in route to its final destination.

94. The Flight Tracker interface marked as Exhibit U, and supporting integration to FlightView Online, manages the data input into the Flight Tracker interface. The interface and supporting integration is configured to receive a request from a traveler using Virtually There® services to retrieve flight information about the airplane in route to its final destination from the memory used in connection with FlightView Online.
95. FlightView Online's computer system is linked with the Flight Tracker interface so that it can transmit a message to a personal computer or mobile telephone being used by a traveler so that the integrated Flight Tracker can retrieve data relating to the airplane flight in question and communicate that information to the user through the Flight Tracker interface. Attached as

Exhibit W is a display showing the data communication through the interface, as follows:

Airline DL	Flight Number 759
Departure City ATL	Arrival City DFW
Actual Departure Time 10:35 am	Actual Arrival Time 11:21 am
Status Landed	Equipment B738
Altitude (feet): N/A	Ground Speed (KTS) N/A

96. In Exhibit W, the data indicates that the airplane in question has landed and is located in the arrival airport, "DFW," an abbreviation for the Dallas-Fort Worth International Airport.
97. The FlightView Online system generates a map in graphical form to depict the proximity of an airplane in question to its scheduled destination point, as depicted, for example, in Exhibit W to the First Amended Complaint. The map is related to the data retrieved by FlightView Online in response to the traveler query received through the Flight Tracker interface.
98. As used by Sabre, the Virtually There® Flight Tracker combined with Sabre's use of the FlightView Online support system infringes at least Claims 1, 27 and 37 of the '936 patent.
99. Sabre and RLM Software jointly infringe at least Claims 1, 27 and 37 of the '936 patent.

100. Sabre also launched Sabre Inform mobile services on or before September 3, 2002. Sabre Inform mobile services provide, among other things, for customized flight notification alerts.
101. The manner in which Sabre Inform operates to provide these custom flight notification alerts is substantially similar to the manner of operation of the flight notification systems provided by Centerpost, AA, Delta, EFI and CA, and previously described herein.
102. Sabre Inform provides the custom flight notification alerts to at least the following devices: mobile telephone, PDA, pagers, and personal computer via electronic mail.
103. Sabre Inform directly infringes at least claims 1, 7, 9, 10 and 18 of the '891 patent and claims 9 and 19 of the '060 patent. In the alternative, Sabre actively markets, sells and promotes the use of Sabre Inform, and these actions constitute inducement to others to infringe at least said claims.
104. An example of a company using Sabre Inform to directly infringe the '891 patent is Southwest Airlines.
105. Sabre directly infringes at least claim 23 of the '760 patent through Sabre Inform. In the alternative, Sabre jointly infringes at least claim 23 of the '760 patent with those who use Sabre Inform in connection with a mobile

telephone configured to exhibit more than one distinctive ring tones.

106. Sabre supplies some or all of the system that is accused with respect to Defendant American Express Company. As such, Sabre is jointly and severally liable with American Express based on the allegations set forth below pertaining to American Express.
107. The foregoing offerings of Sabre directly infringe, contribute to the infringement of, and induce the infringement of Claims 9, 10, 12, 13 and 19 of the '060 patent, Claims 5, 10 and 13 of the '207 patent, and Claim 1 of the '260 patent..
108. Arrival Star reserves the right to assert additional claims against Sabre as discovery proceeds.

American Express ("AMEX")

109. The AMEX web site provides an interface for a service called "Flight Notifications." Attached to the First Amended Complaint as Exhibit X is a true and correct copy of a Flight Notification page taken from the AMEX web site.
110. The AMEX web site permits a user to select the flight and time-interval before and after a flight departure or arrival. Messages are delivered to pagers, telephones and personal computer email addresses.

111. The Internet permits communication with the user about a flight status. The Internet transmits the user's data regarding the preset flight notification to a host server, and also carries the electronic mail messages to the user notifying the user about a particular flight in accordance with the instructions previously provided by a user.
112. The host server either directly monitors flights, or is in communication with a system that monitors flights, so that the host server knows when to deliver the electronic mail messages to the user.
113. The AMEX interface and system for flight notifications is an advance notification system which performs according to the systems and methods in direct infringement of at least claims 1, 7 and 18 of the '891 patent and at least claims 9, 10, 12, 13 and 19 of the '060 patent.
114. In the alternative, the AMEX interface and system for flight notifications induces passengers and other interested persons who use the interface to directly infringe at least claims 1 and 18 of the '891 patent.
115. AMEX also utilizes a feature on its web site called "Flight Tracker," which visually maps the location and status of a given commercial flight. Flight Tracker infringes at least Claims 1, 27 and 37 of the '936 patent.
116. Arrival Star reserves the right to assert additional claims against AMEX as

discovery proceeds in this case.

CITY OF ATLANTA

117. The City of Atlanta operates the William B. Hartsfield International Airport (“HIA”).
118. The City of Atlanta operates the web site for HIA. The web site address is www.atlanta-airport.com.
119. On the HIA web site, the City of Atlanta offers a service called “Trak-a-Flight.” The HIA web site, at the Exhibit Y to the First Amended Complaint, describes Trak-a-Flight as follows: “Enter your flight information and your email address in the form provided. After you register for a flight, you will be sent an email every time that flight's status has changed. If your flight has been delayed, changed gates or been cancelled, you'll know right away via email. Once the flight has arrived or departed, the email notification will stop. You can even specify a short or long email message. The short message is ideal for email-capable cell phones and pagers. The longer message is better suited to laptop and desktop computers.”
120. Attached as Exhibit Z to the First Amended Complaint is a true and correct copy of a separate page from the HIA web site showing the interface for

using Trak-a-Flight. Exhibit Z illustrates that users of the service receive short or long text messages on cell phones, PDAs, pagers and laptops or other personal computers relating to the status of at least one flight.

121. The HIA web site server is in communication with a system that monitors flights so that when a change in flight status occurs, an e-mail message to that effect is generated from HIA to the user alerting him or her to the change.
122. The City of Atlanta thus provides an advance notification system that is used in a manner that directly infringes claims 1, 7 and 18 of the '891 patent, as well as claims 9 and 19 of the '060 patent.
123. In addition, City of Atlanta's advance notification system induces passengers and other interested persons who use the interface to directly infringe at least claims 1 and 18 of the '891 patent.
124. Arrival Star reserves the right to assert additional claims against the City of Atlanta as discovery proceeds in this case.

ROADWAY EXPRESS (REI")

125. Roadway Express offers freight delivery and distribution services throughout North America, including the United States.
126. REI operates a fleet of delivery trucks throughout the U.S.

127. REI traditionally has relied on paperwork and voice communications - radio or mobile phone - to help pick up and deliver goods on its network of terminals. But since the mid-1980s, computers have played an increasing role, helping the company track and schedule shipments.
128. REI's use of computers to create an electronic delivery monitoring system is now being extended into the drivers' cabs through on-board computers.
129. Now, at REI, a dispatcher can communicate with drivers by sending a message to the computer inside the cab of the truck. A map on the dispatcher's computer screen shows the location of each Roadway truck in relation to one or more customer sites. When a message is sent or received via the computer, it automatically updates the location of that truck based upon recognition of caller-specific information.
130. Thus, the Roadway Express computers maintain status information associated with Roadway Express vehicles, including information relating to the vehicle's proximity to, for example, a dispatch terminal.
131. The Roadway Express computers used by dispatchers are in communication with the on-board computers used inside the Roadway Express trucks.
132. Whenever such communication occurs, caller identification information is received by the Roadway Express dispatch computers, and is used to locate

and automatically retrieve the data relating to the status of the vehicle in order to update the location of the vehicle.

133. Roadway Express directly infringes at least claim 10 of the '207 patent.
134. In some cases, messages are sent via a Sprint cellular network; in others, signals are sent via a satellite linking trucks in more remote areas.
135. Messages can be stored in the system in case the driver has stepped away from the truck, and the driver no longer wastes time calling in and being put on hold.
136. Information about vehicle status (on-time, late, etc.), customer needs and changing preferences is transferred from the on-board computer into a central computer for revised scheduling. So, even before a given pickup takes place, the computer knows a certain REI truck will be coming into a given terminal with a certain amount of freight, the type and weight of that freight and its eventual destination.
137. According to the REI web site, "E-commerce at Roadway Express means getting the information you want, when you want it and how you want it. Whether through the Web or via EDI, our e-commerce solutions will help you drive costs out of your supply chain while providing superior service to both you and your customers."

138. The REI web site also states “When information flows fast, so do our customers products. We have over two terabytes of shipment data stored online, and our information systems process 3.7 million transactions each day in our freight operations. An average of 800 transactions per second are processed by our shipment tracking system alone. This computing power provides the backbone of our e-commerce offerings and allows us to supply our customers with timely, accurate and reliable shipment information.”
139. REI offers a service to its customers called “eTracking.” Attached as Exhibit AA to the First Amended Complaint is a true and correct copy of a page taken from the REI web site describing eTracking.
140. eTracking provides alerts to REI customers about the status of shipments. A user of the eTracking service can customize the details of the alerts. For example, eTracking will allow a user to receive a notification when a shipment is going to be early or late, when the delivery vehicle arrives to make delivery, or when any other change in delivery status occurs.
141. REI’s central computer system stores data associated with those of its trucks that have on board computers and are actively transporting freight.
142. REI’s central computer system receives at least one message from at least one of its trucks’ on-board computers regarding the status of the truck in

relation to its delivery or terminal destination.

143. When a message is received into the REI central computer system, the computer updates the data regarding the location of the truck from which the message was sent.
144. The REI central computer system determines, based upon the customer preferences identified in the eTracking system, under what circumstances to notify an eTracking user of a change in delivery status. In at least some cases, these notifications are sent to persons expecting the receipt of the shipment taking into account the user-defined preferences identified to the computer system when the user signs up for eTracking (when any status change in delivery occurs, only when shipment is running early or late, only when delivery is made, etc.).
145. Roadway Express therefore operates a system for notifying persons of impending arrivals of its delivery trucks at particular delivery destinations. In this system, Roadway Express (1) stores data associated with its trucks; (2) operates a computer that compares the data associated to its trucks to the rules for providing eTracking notifications where the computer is configured to analyze only the data relating to the vehicle specified by the eTracking customer; and (3) uses an e-mail server to receive notification from said

computer of the need to send an eTracking customer an email message in accordance with the customer's pre-defined criteria.

146. Roadway is operating a system substantially similar to eTracking for airfreight under the name Air Roadway.
147. Through the above-described activities and systems, Roadway Express infringes at least claims 9 and 19 of the '060 patent, and Claims 1 and 18 of the '891 patent.
148. Arrival Star reserves the right to assert additional claims against Roadway Express as discovery proceeds in this case.

SITA

149. Attached as Exhibit BB to the First Amended Complaint is a true and correct copy of pages taken from SITA's web site describing "Message Connect Mobile SMS."
150. SITA's Message Connect Mobile SMS (Short Message Service) delivers information and services to mobile phones and pagers worldwide allowing direct messaging to customers, staff and targeted marketing on a global basis.
151. According to SITA, airline customers are increasingly depending on mobile devices to access personalized communication and information services,

wherever they may be.

152. Message Connect Mobile SMS ("SMS") is easy to develop and can be up deployed rapidly. SITA can provide users with a large range of connectors for legacy and new applications, which allow systems to easily connect to the service. Airlines can therefore rapidly use legacy and new applications without having to make investments in software or hardware to make them SMS enabled.
153. SMS is available 24x7x365 to provide alerts and notifications, information access and other premium services to passengers and staff.
154. SMS offers true global reach, covering 500 wireless carriers in over 148 countries. This means that airlines can deploy the service for its customers worldwide through a single IP connection to Message Connect Mobile SMS.
155. SITA provides service level agreements including uptime commitments that help to ensure that the airlines mobile applications and services suffer minimum disruption or downtime.
156. Regarding SMS, SITA states on its web site that "SITA's service allows direct contact with frequent flyers, staff and other airline customers. Customers can be targeted for marketing campaigns and can be provided with services like flight delay and gate change information."

157. According to SITA, “An example of some of the applications that can be deployed using the SITA Message Connect Mobile SMS are:

- **Flight status:** Passengers can be informed of flight status information or request flight status information.
- **Flight delay:** In the event that a flight is delayed, the customer will be notified on the mobile device.
- **Flight arrival/departure:** Customers can opt to receive reminders on their mobile device about flight arrival/departure times prior to the event. For example, a customer can request to be reminded an hour prior to the arrival of a flight to give him sufficient time to get to the airport and pick up a passenger.”

158. Attached as Exhibit CC to the Frist Amended Complaint is a true and correct copy of an Executive Overview of SMS created by or on behalf of SITA.

159. SITA is offering for sale to airlines SMS as an advance notification method.

160. SMS directly infringes at least claim 18 of the ‘891 patent.

161. In the alternative, SITA induces the infringement of at least claim 18 of the ‘891 by promoting, marketing and advertising SMS to airlines.

162. Arrival Star reserves the right to assert additional claims as discovery

proceeds in this case.

Travelocity

163. Attached to the First Amended Complaint as Exhibit DD is a true and correct copy of pages taken from the Travelocity web site.
164. These pages indicate that Travelocity provides a flight paging service to its customers.
165. The user of the Travelocity flight paging notification service can choose to be notified at a time interval prior to arrival time of an airplane. This is shown on the interface depicted on Exhibit EE to the First Amended Complaint.
166. The user has the option of receiving a page if the flight information changes, which indicates that Travelocity is interconnected to a system that is monitoring the status of commercial airplane flights, and uses that system for its purposes.
167. As is the case with similar advance notification systems previously described, which operate in a manner substantially similar to the Travelocity system, the Travelocity interface and system for advance notification of flight status infringes at least claims 1 and 18 of the '891 patent.
168. The foregoing offerings of Travelocity directly infringe, contribute to the

infringement of, and induce the infringement of Claims 9, 10, 12, 13 and 19 of the '060 patent, and Claim 1 of the '260 patent.

169. Arrival Star reserves the right to assert additional claims against Travelocity as discovery proceeds in this case.

FlyteComm

170. According to FlyteComm's web site, true and correct pages of which are attached to the First Amended Complaint as Exhibit FF, "FlyteComm's Trip Information Manager (TIM) saves time by informing members of the traveler's community of their trip's progress. It increases travel efficiency through traveler awareness, and allows them to anticipate problems and take action quickly. Providing the traveler with updated information saves money and improves the quality of travel."
171. TIM tracks the traveler's itineraries automatically and coordinates trips against a built-in contact management system.
172. TIM continuously checks the trip, from beginning to end, using numerous industry sources, including a link to receive FAA radar reports regarding commercial flight locations.
173. TIM can identify many problems before they happen. Information is presented conveniently, collaboratively and graphically on the traveler's

corporate portal, email or wireless device.

174. According to FlyteComm, “TIM is the perfect companion for dealing with expected and unexpected events. It actively monitors the traveler’s itinerary and provides useful data for making informed decisions. A FlyteComm TIM-enabled traveler executes his travel with confidence and awareness. By continuously monitoring a wide range of conditions such as flight cancellation, flight changes and weather, FlyteComm TIM ensures the traveler is aware of events before they become critical.”
175. TIM is the informed traveler’s assistant. Through every phase of a trip, from booking to landing, TIM intelligently monitors the itinerary, sends reminders and alerts, and provides the information needed to make better travel decisions. Delivered to cellular phones and e-mail compatible devices, the monitored information includes:
- Delays
 - Gate assignments
 - Cancellations
 - Schedule changes
 - Reminders
 - Arrival and departure notifications
 - Weather

FlyteComm simultaneously monitors information from the FAA, airline systems, flight schedule data, and weather sources. Built using the most

advanced infrastructure hardware and software available, TIM is the scalable and reliable platform for delivering smart and timely information to the mobile traveler.

176. According to FlyteComm, TIM has the following features and benefits.

- (1) Works with email, cell phones and pagers;
- (2) Compatible with popular corporate browsers;
- (3) Integrated contact manager with support for communities;
- (4) Users can share trips with the team and/or mark trips as private;
- (5) Travelers can involve contacts and assign specific trip responsibilities to them;
- (6) Itinerary loading is automatic;
- (7) Trip monitoring leverages the FlyteComm flight prediction system;
- (8) Real time arrival estimates are accurate to 97%±3 minutes;
- (9) Directly connected to ticketing information system for most up to date information on gates and baggage claims ;
- (10) Alerts and reminders are completely customizable;
- (11) Notifications issued directly to traveler's preferred devices based on the travel status (e.g. not yet traveling, on the road, on a flight, etc.);
- (12) Web-based and easily integrated into any corporate portal:

(13) Notification content contains only the relevant content needed by the traveler; and

(14) Easy to use interface with pop-up menus and on-line help.

177. TIM supports the following monitoring rules:

a. Flight Cancellation Monitoring
b. Departure Time and Date Change Monitoring
c. Arrival Time and Date Change Monitoring
d. Departure Gate Change Monitoring
e. Arrival Gate Change Monitoring
f. Departure Reminder Alert
g. Arrival Information Alert

178. In order to service TIM, FlyteComm maintains a data center, which includes at least one database of flight information.

179. Attached as Exhibit GG to the First Amended Complaint is a true and correct copy of the screen shots of the demonstration of TIM available on FlyteComm's web site.

180. Upon information and belief, the screen shots depicted in Exhibit GG accurately portray the functioning of TIM.

181. FlyteComm also has a flight search information system, called FlyteSource.

182. FlyteSource is an XML standards compliant interface that provides

developers access to FlyteComm's industry leading real-time flight information.

183. FlyteSource XML incorporates the most comprehensive data set available in the marketplace. It is an aggregate of multiple sources delivered in the simplest way using standards compliant protocols.
184. FlyteSource is now integrated within Sherlock 3, Apple's Internet search and services tool offered in MacIntosh OS X version 10.2 "Jaguar."
185. FlyteSource gives MacIntosh OS X v10.2 users easy access to flight schedules from all major airlines and airports, as well as real-time information about flight arrivals and departures to coordinate travel plans accordingly.
186. Through FlyteSource, FlyteComm makes getting accurate, real-time flight information easier than ever, according to FlyteComm.
187. According to FlyteComm, FlyteSource will undoubtedly simplify the process of accessing travel and travel-related information for millions of MacIntosh users.
188. TIM and FlyteSource directly infringe claim 1 of the '260 patent.
189. FlyteComm's sale, marketing and promotion of TIM and FlyteSource induce infringement of claim 1 of the '260 patent.

190. TIM and FlyteSource also contribute to the infringement of claim 1 of the '260 patent.
191. TIM and FlyteSource directly infringe claims 1 and 18 of the '891 patent.
192. FlyteComm's sale, marketing and promotion of TIM and FlyteSource induce infringement of claims 1 and 18 of the '891 patent.
193. TIM and FlyteSource contribute to the infringement of claims 1 and 18 of the '891 patent.
194. TIM and FlyteSource directly infringe claims 9 and 19 of the '060 patent.
195. FlyteComm's sale, marketing and promotion of TIM and FlyteSource induce infringement of claims 9 and 19 of the '060 patent.
196. TIM and FlyteSource also contribute to the infringement of claims 9 and 19 of the '060 patent.
197. Arival Star reserves the right to assert additional claims against FlyteComm as discovery proceeds in this case.

Worldspan

198. Worldspan provides real-time schedule transactional information to FlyteComm that is used in FlyteSource engine.
199. Worldspan provides real-time data to FlyteComm using industry standard XML.

200. The real-time data provided by Worldspan includes up-to-the-minute cancellation, availability, status, schedule data, gate and delay information.
201. The FlyteSource engine collects, combines and redistributes accurate and detailed travel information via XML.
202. By storing data relating to commercial flight schedules and flight status, by analyzing the routes and providing information about which flights are delayed to FlyteSource, with actual knowledge of the '060 patent, the '260 patent and the '891 patent, Worldspan (1) jointly infringes the claims previously identified which are infringed by FlyteComm through FlyteSource; and (2) induces the infringement of the claims previously identified which are directly infringed by FlyteComm.
203. Upon information and belief, each defendant will continue to infringe, contribute to the infringement of and/or inducement infringement of the ArrivalStar patents unless enjoined by this Court.
204. ArrivalStar attempted to contact many of the Defendants to advise them of the patents in advance of the filing of suit. In many cases, the Defendants did not return letters and phone calls that were placed by ArrivalStar to discuss their use of the inventions described in the ArrivalStar patents. The Defendants are content to continue infringing the ArrivalStar patents, while

avoiding any actions to fairly compensate ArrivalStar for the inventions claimed in the ArrivalStar patents.

205. Each of the defendants has willfully infringed and continues to willfully infringe the Arrival Star patents, at least in terms of the specific products, services and claims defined herein.
206. Upon taking of discovery from each of these defendants, ArrivalStar reserves the right to assert additional patents (including patents which are presently issued and owned by ArrivalStar, or which may issue during the pendency of this action, but which are not presently described in the Complaint) against each of these defendants, as well as any of their parents, subsidiaries and affiliates.
207. As a consequence of the infringement complained of herein, ArrivalStar has been irreparably damaged to an extent not yet determined and will continue to be irreparably damaged by such acts in the future unless each defendant is enjoined by this Court from committing further acts of infringement.

PRAYER FOR RELIEF

WHEREFORE, ArrivalStar prays for entry of judgment that:

1. Each defendant has infringed, contributed to infringement of and/or induced infringement of the ArrivalStar patents, as more particularly

described in the First Amended Complaint and through the progress of discovery;

2. Each defendant account for and pay to ArrivalStar all damages and costs of ArrivalStar caused by each defendant's infringement of the ArrivalStar patents, including a reasonable royalty for past infringement, and that such damages, including royalties, be trebled as a result of each defendant's willful acts of infringement;
3. ArrivalStar be granted permanent injunctive relief pursuant to 35 U.S.C. § 283 enjoining each defendant, its officers, agents, servants, employees and those persons in active concert of participation with it from further acts of patent infringement;
4. ArrivalStar be granted pre-judgment and post-judgment interest on the damages caused to it by reason of each defendant's patent infringement;
5. Costs be awarded to ArrivalStar;
6. Arrival Star recover attorney's fees because the willful infringement of each of the defendants makes this case an exceptional case under 35 U.S.C. § 285.
7. ArrivalStar be granted such further and additional relief as the Court

may deem just and proper under the circumstances.

DEMAND FOR JURY TRIAL

ArrivalStar demands trial by jury on all claims and issues so triable.

Respectfully submitted, this 10th day of June, 2003.

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Certificate of Service

I hereby certify that I have this date served true and correct copies of the foregoing **Substitute Third Amended Complaint** upon the following defendants by depositing said copy in the U.S. mail, postage prepaid, and addressed as follows:

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