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News

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ACSS INCREASES SAFETY FOR BUSINESS AVIATION

- SafeRoute certified to combat Runway Incursion --**
- TCAS 2000 & 3000 featured on 18 Business Jets --**

ATLANTA September 25, 2007 – ACSS, an L-3 Communications & Thales Company, continues to build on its reputation as the supplier of state-of-the-art safety technology to business aviation. Their expertise in the areas of traffic alert and collision avoidance systems (TCAS), terrain awareness warning systems (TAWS), Mode S Transponders and the emerging automatic dependent surveillance-broadcast (ADS-B) technology will improve safety for corporate operators for years to come.

In July ACSS received Supplemental Type Certification (STC) and Technical Standard Order Authorization (TSOA) from the Federal Aviation Administration for SafeRoute™. SafeRoute is the first ADS-B-In product for commercial aviation and is currently being installed on Air Transport category aircraft.

One of the features of SafeRoute is a Surface Area Movement Management (SAMM) function that provides a moving map display of an airport surface showing other aircraft during taxi, takeoff and landing. The National Transportation Safety Board calls problems associated with runway incursion its number 1 safety concern and experts agree that SafeRoute's moving map display of traffic would have prevented 99% of all known runway incursions.

Earlier this year, the FAA approved a plan that will enable Class II Electronic Flight Bags (EFBs) to display the SafeRoute's SAMM function. This is important to corporate operators because the cost of a Class II EFB is considerably less than the Class III. This opens the door for more business jet operators to take advantage of the benefits of SafeRoute-SAMM and ACSS is working with several Class II providers.

“ACSS is proud to have certified SafeRoute. It's the industry's only ADS-B solution that addresses the dangers of Runway Incursion,” said ACSS President Kris Ganase. “SafeRoute is perfect for business aviation, where safety is a premium. The FAA's decision to allow own-ship position on a moving map that also shows other traffic on the Class II EFBs will accelerate our delivery of runway safety to business aviation.”

ACSS is also the supplier of the TCAS 2000 and TCAS 3000 traffic alert and collision avoidance systems. These products have been setting the industry standard for TCAS for more than a decade. The TCAS 2000 is the standard TCAS package for a number of premium business jets, including the Citation X, XLS and Sovereign from Cessna, the Legacy aircraft from Embraer, Global 5000 and Global Express XRS aircraft from Bombardier, G350, G450, G500, and G550 aircraft from Gulfstream, Hawker Horizon aircraft from Raytheon, Learjet 40, 40XR, 45, and 45XR aircraft from Learjet and F900DX, F900EX and F2000EX from Dassault. Last year, ACSS certified the TCAS 3000. It's the first and only third generation TCAS II product on the market and was selected by Dassault to be the standard TCAS on their new Falcon 7X business jet.

ACSS products will be on display at NBAA in the L-3 Communications booth, space 603.

Aviation Communication & Surveillance Systems (ACSS), 70% owned by L-3 Communications and 30% owned by Thales, is a leader in safety avionics systems that increase safety, situational awareness and efficiency for aircraft operators. Based in Phoenix, its products include the TCAS 3000 and TCAS 2000 traffic alert and collision avoidance systems; MASS™, an enhanced TCAS for military operations; a family of Mode S transponders; the T²CAS®, and T³CAS™ integrated surveillance systems; and TAWS+, a stand-alone terrain awareness warning system. The portfolio also includes a suite of automatic dependent surveillance-broadcast solutions for pilots operating in the airport vicinity called SafeRoute™. More than 45,000 units of ACSS product are operating in commercial, corporate and military aircraft. To learn more about ACSS, please visit the company's web site at acss.com.

Safe Harbor Statement under the Private Securities Litigation Reform Act of 1995: Except for historical information contained herein, the matters set forth in this news release are forward-looking statements. The forward-looking statements set forth above involve a number of risks and uncertainties that could cause actual results to differ materially from any such statement, including the risks and uncertainties discussed in the company's Safe Harbor Compliance Statement for Forward-looking Statements included in the company's recent filings, including Forms 10-K and 10-Q, with the Securities and Exchange Commission.

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