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News

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SafeRoute™ for Class 2 EFBs Certified by FAA First runway incursion tool to incorporate moving map with own-ship position and traffic

ORLANDO, Fla., October 9, 2008 – ACSS, an L-3 Communications & Thales Company, has received FAA certification for its runway incursion software, SafeRoute-SAMM 2.5. This latest SAMM (Surface Area Movement Management) release enables own-ship and other aircraft traffic to be displayed on a moving map of the airport surface using a Class 2 electronic flight bag (EFB). ACSS's SAMM is the only runway incursion tool to provide all of these features.

The installation of a Class 2 EFB with SafeRoute-SAMM software allows operators to take advantage of the FAA's cost share program which is designed to assist in getting runway incursion products installed in commercial airplanes. Program participants will be reimbursed a portion of the cost of the SafeRoute-SAMM software and the Class 2 EFB.

The National Transportation Safety Board has identified runway incursions as the top safety concern in all of aviation. Runway incursions are defined by the FAA as any occurrence on a runway involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and takeoff of aircraft.

In March 2007, the FAA's Commercial Aviation Safety Team released a white paper stating that almost all runway incursions could be prevented by having a cockpit moving map display with own-ship position and airport traffic for improved situational awareness. They also called for the integration of ADS-B to enable pilots and controllers to see all aircraft and vehicles on the surface and aircraft up to 1,500 feet above ground level.

SafeRoute, based on Automatic Dependent Surveillance-Broadcast (ADS-B) "In" technology, received its initial certification in 2007 and is currently being installed on all UPS aircraft. The UPS installation uses a Class 3 EFB and the full suite of SafeRoute applications, which includes SAMM, Merging & Spacing (M&S), Universal Cockpit Display of Traffic Information (U-CDTI developed in an alliance with Astronautics Corporation of America), and CDTI Assisted Visual Separation (CAVS).

Phoenix-based 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. To learn more about ACSS, please visit the company's Web site at www.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. Statements that are predictive in nature, that depend upon or refer to events or conditions or that include words such as “expects,” “anticipates,” “intends,” “plans,” “believes,” “estimates,” “could” and similar expressions 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. The forward-looking statements speak only as of the date made, and the company undertakes no obligation to update these forward-looking statements.

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