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News

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For Immediate Release

Airbus Certifies ACSS's T³CAS Traffic Management Computer for A320 Family

PHOENIX, December 8, 2010 – ACSS, an L-3 Communications & Thales Company, announced today that the T³CAS Traffic Management Computer has been certified for the Airbus A320 Family of jets. T³CAS is a unique set of safety, surveillance and efficiency functions integrated into a single line-replaceable unit, offering operator savings in weight, power, size, maintenance and cost of ownership.

The T³CAS unit includes a Traffic Alert & Collision Avoidance System (TCAS), Mode S transponder, Terrain Awareness Warning System (TAWS) and Automatic Dependent Surveillance-Broadcast (ADS-B) capability.

The TAWS function built into T³CAS is the industry's only performance-based terrain warning capability with patented Avoid Terrain and Obstacle features. The TCAS includes the latest Change 7.1 software, and the DO-260A Class A3 transponder provides ADS-B surveillance range in excess of 120nm. The system's ADS-B Out (transmitting) and ADS-B In (receiving) capabilities are the basis for the NextGen and SESAR air traffic redesign projects occurring throughout the aviation industry.

"T³CAS combines the surveillance capability of our TCAS and TAWS products with ACSS's ground-breaking ADS-B and transponder products into a single unit, setting a new standard for aircraft safety and efficiency," said Kris Ganase, president of ACSS.

"We are very proud of this new milestone, which represents the result of several years of teamwork with ACSS. Using our strong experience in Terrain Awareness Warning Systems while adding innovative features, Thales has worked in close conjunction with ACSS to deliver this innovative product offering for our large airline customer base worldwide," said Gil Michielin, vice president and general manager of commercial avionics at Thales.

The T³CAS certification for the Airbus A320 Family features the first certified ADS-B In functions on a new production aircraft. The Airbus Airborne Traffic Situational Awareness (ATSA) applications in T³CAS provide operators with enhanced safety and operational efficiency in all phases of flight, including enhanced situational awareness with ATSA-AIRB, flight-level change performances in non-radar coverage areas (such as oceanic airspace) with ATSA-ITP and Visual Separation Approach with ATSA-VSA.

The first installations of T³CAS will start in December 2010 on A320 Family aircraft to operators in Europe, the Middle East and Asia-Pacific.

Phoenix-based Aviation Communication & Surveillance Systems (ACSS), 70 percent owned by L-3 Communications and 30 percent owned by Thales, is a leader in state-of-the-art safety avionics systems that increase safety, situational awareness and efficiency for aircraft operators in all phases of flight. Primary technologies include Traffic Alert and Collision Avoidance Systems (TCAS), Terrain Awareness Warning Systems (TAWS), Mode S transponders and Automatic Dependent Surveillance-Broadcast (ADS-B) for major airline, business and regional jets, as well as military transport platforms. More than 60,000 units of ACSS product are operating in commercial, corporate and military aircraft. To learn more about ACSS, please visit the company's website 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," "will," "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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