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News

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US AIRWAYS PARTNERS WITH ACSS ON ADS-B PROGRAM

-- Phoenix-based Airline to install SafeRoute ADS-B software on US Airways aircraft --
-- Supports FAA's goal to accelerate ADS-B implementation --

PHOENIX, Ariz., November 10, 2008 – ACSS, an L-3 Communications & Thales Company, and US Airways are teaming to install SafeRoute ADS-B software solutions on 20 US Airways' aircraft. The program is part of a Federal Aviation Administration (FAA) program aimed at developing standards, flight demonstration and prototypes that will validate surface conflict detection and accelerate broader use of automatic dependent surveillance-broadcast (ADS-B) applications. The FAA's award is worth approximately $6 million for ACSS.

As part of the award, the US Airways aircraft will be equipped with displays, transponders, and the TCAS 3000SP computer units with the full set of SafeRoute ADS-B applications, which includes Merging & Spacing (M&S), Surface Area Movement Management (SAMM), Universal Cockpit Display of Traffic Information (UCDTI) and CDTI Assisted Visual Separation (CAVS).

"The National Transportation Safety Board calls problems associated with runway incursion its #1 safety concern. US Airways prides itself on the use of smart, forward-thinking technology. Partnering with ACSS on these important initiatives underscores our commitment to reducing delays and enhancing an already very safe airline operation," says US Airways' Senior Vice President, Flight Operations/InFlight Captain Ed Bular.

"ADS-B is an important and emerging aviation technology," said ACSS President Kris Ganase. "Carriers like US Airways that equip with SafeRoute ADS-B software will not only increase safety, they will also save fuel."

ACSS's SafeRoute is a set of software products that uses ADS-B technology to improve situational awareness for pilots and improve the aircraft's operating efficiency during takeoff, enroute, approach, landing and airport taxi. SafeRoute's SAMM module provides own aircraft position and other traffic for display on the UCDTI surface moving map during taxi, takeoff and landing.

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The Merging & Spacing function makes flying more efficient by providing the pilot with speed cues that enable an aircraft to reach its approach point at exactly the right time. That can virtually eliminate low altitude vectors. It will also allow US Airways to fly Continuous Descent Arrival (CDA) procedures. This new capability allows the controller to delegate the task of maintaining accurate in-trail spacing to the flight crew throughout the entire descent profile, all the way from enroute airspace to the runway. Performing CDAs with SafeRoute reduces the noise footprint of an operator by 30%, reduces emissions by 34%, reduces fuel burn by 40-70 gallons per arrival, virtually eliminates low-level vectoring and increases arrival performance to nearly 100% of available capacity in most all weather conditions.

The UCDTI was developed in an alliance with Astronautics Corporation of America.

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.L-3com.com/acss.

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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