



Aerospace Systems

News release

Media Relations
P.O. Box 154580, MS-1121
Waco, Texas 76715-4580

Contact: Lance Martin
Public Relations
254-749-5051

For Immediate Release

L3 Achieves Certification for Upgraded AT-802L Longsword™ Autopilot System

WACO, Texas, February 8, 2018 – L3 Aerospace Systems announced today that it has received a Supplemental Type Certificate (STC) from the Federal Aviation Administration (FAA) for an updated autopilot system for its AT-802L Longsword™ ISR/Light Strike aircraft.

The STC provides a proven, certified digital autopilot system for the AT-802L, offering the pilot precision flight for ISR missions while reducing the workload for weapon deployments. L3 integrated the new Genesys Aerosystems S-TEC 3100 Digital Flight Control System with a certified, state-of-the-art glass cockpit, including the Garmin G600 system with dual-screen Primary/Multi-Function displays, an air data computer and attitude/heading reference system, a digital intercommunication system, and an L3 Technologies next-generation Electronic Standby Instrument System.

“The upgraded autopilot has performed superbly,” said Mark Von Schwarz, President of L3 Aerospace Systems. “The Longsword offers our customers leading-edge technology and a highly capable, rugged and cost-effective package.”

The certified autopilot provides a digital three-axis control with automatic trim control. It can be integrated with other aircraft enhancements, including the L3 WESCAM MX™-15D EO/IR designating sensor, which is combined with the world-class L3 ForceX mission management system.

The autopilot enhancement adds to a long series of certifications for AT-802L Longsword mission aircraft, including an FAA STC and Military Type Certification (MTC) for the Longsword ISR aircraft in 2016 and an FAA STC for the avionics upgrade early in 2017. These certifications included the full mission aircraft, including certification for operation above 22,000 feet, as well as civil avionics and military EO/IR, data links and communications.

The Longsword was developed through a collaboration between aircraft manufacturer Air Tractor and integration specialist L3 Aerospace Systems. It is based on the successful 802-series of Air Tractor aircraft, among the world’s largest and most capable agricultural aircraft. The Longsword’s renowned agricultural heritage translates to increased payload and performance capabilities and a global network of support for the more than 700 AT-802 aircraft delivered by Air Tractor.

This document consists of information that is not defined as controlled technical data under 22 CFR.10 or controlled technology under 15 CFR 772.

L3 Aerospace Systems provides complex aircraft integration, sustainment and modification services for military, commercial and OEM customers. Spanning more than 65 years, the company's experience includes aircraft systems integration for intelligence, surveillance and reconnaissance; maritime surveillance; advanced communications; and avionics modernization on platforms ranging from small turboprop and business-class aircraft to wide-body jets. To learn more about L3 Aerospace Systems, please visit <https://www.L3T.com/business-segments/aerospace-systems>.

Headquartered in New York City, L3 Technologies employs approximately 31,000 people worldwide and is a leading provider of a broad range of communication, electronic and sensor systems used on military, homeland security and commercial platforms. L3 is also a prime contractor in aerospace systems, security and detection systems, and pilot training. The company reported 2017 sales of \$9.6 billion. To learn more about L3, please visit the company's website at www.L3T.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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