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News

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For Immediate Release

L-3 Wins Second 747-8 Interior Completion Program for Head-of-State Customer

FARNBOROUGH, United Kingdom, July 9, 2012 – L-3 Platform Integration announced today that it has been competitively awarded another VVIP interior completion contract on the 747-8 platform from a new, confidential head-of-state customer.

This second program win for L-3 Platform Integration's VIP and Head-of-State Completion Center in Waco, Texas, will include a complete interior featuring the latest in entertainment system, lighting and sound elimination/dampening technologies. The contract will include detailed paint in the customer's livery and work on other major aircraft systems.

"To be selected by two different head-of-state customers for 747-8 completions confirms L-3 as one of the top completion centers in the world," said Nick Farah, executive vice president of L-3 Platform Systems, which includes Platform Integration. "Customers continue to tell us that our extensive history in VVIP completions and aerospace engineering capabilities are unmatched in the industry and highly influence their decision to choose L-3."

In addition to the new 747-8, L-3's aircraft modification portfolio includes roughly 50 wide-body deliveries. L-3 has extensive experience working on 747s, as well as 777, 767, 757, 737, A340, A310 and MD-11 aircraft. L-3 is a Boeing-recognized completion center for both wide-body and business jets.

For more than 23 years, the L-3 VIP and Head-of-State Completion Center has offered a full range of wide-body and business jet interior completion services for VIP and head-of-state customers. Its services include design, fabrication, installation, certification and post-delivery support. In addition to interior completions, the site is known for complex technical modifications for both civilian and military aircraft programs. In addition to its interior completion solutions, L-3 offers the VVIP customer community an L-3 aircraft elevator system and the L-3 Aircraft Threat Countermeasures Solution (ATCS).

The L-3 elevator system, which can be fitted onto other wide-body aircraft, can be used for ground to main deck operation for VIP boarding on the 747 and has the unique capability to operate between the cargo deck and main deck in flight. The L-3 ATCS is a proven missile warning system that provides exportable anti-missile protection against shoulder-mounted launchers and can be retrofitted to any transport category or business aircraft. To learn more about L-3's Head-of-State Completion Center, please visit the company's website at www.L-3VIPinteriors.com.

Headquartered in New York City, L-3 employs approximately 61,000 people worldwide and is a prime contractor in C³ISR (Command, Control, Communications, Intelligence, Surveillance and Reconnaissance) systems, aircraft modernization and maintenance, and government services. L-3 is also a leading provider of a broad range of electronic systems used on military and commercial platforms. The company reported 2011 sales of \$15.2 billion. To learn more about L-3, please visit the company's website at www.L-3com.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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