

C-27J SPARTAN FOR THE JCA PROGRAM

C-27J SUCCESSFULLY COMPLETES THE US ARMY & AIR FORCE EARLY USER SURVEY, THEN FLIES TO CECIL FIELD -- SITE WHERE NEW AIRLIFTER WILL BE BUILT IF TEAM WINS MULTI-BILLION DOLLAR COMPETITION

Governor Jeb Bush and Congressman Ander Crenshaw join local community leaders for a close look at the new C-27J multi-role airlifter.

JACKSONVILLE, FL, November 27, 2006 – After announcing earlier its plans to base a production and final assembly facility at Cecil Field, the C-27J industry team today gave community leaders a first look at what many hope will become a common sight over Duval County. Should the Department of Defense award the multi-billion dollar Joint Cargo Aircraft (JCA) contract to the C-27J Team, the group will begin establishing its advanced aircraft operation at the Jacksonville site as early as 2007. The contract is expected to be awarded in early 2007.

The C-27J Team is led by L-3 Communications Integrated Systems (L-3 IS) (NYSE: LLL), Finmeccanica's Alenia North America, Global Military Aircraft Systems (GMAS), and Boeing Integrated Defense Systems (NYSE: BA). It is the lead contender for the Pentagon JCA contract. The facility is expected to employ upwards of 200 people.

“We’re committed to bringing our manufacturing experience and expertise to bear,” said Ron Marcotte, vice president and general manager for Boeing Global Mobility Systems. “The customer needs a streamlined, process-based operation for high-volume production of this aircraft. And we’re committed to making that happen.”

“We could not have chosen a better location to produce, assemble and deliver the C-27J to the Army and Air Force,” said Giuseppe Giordo, president and chief executive officer, Alenia North America, Inc. “Cecil Field and the Jacksonville area provide us with an excellent infrastructure and logistics base, as well as access to a highly skilled and trained workforce. We look forward to being an important part of the Jacksonville community.”

Today’s event follows the C-27J successful completion of the Early User Survey evaluations, one of the final steps before selection for the Joint Cargo Aircraft (JCA) program, expected in March 2007. During the Early User Survey, the C-27J Spartan flew 26 hours surpassing all JCA program requirements being evaluated by Army and Air Force evaluators.

“The C-27J aircraft performed flawlessly during the Early User Survey demonstrating to the government evaluators that this aircraft is the best value solution for the Joint Cargo Aircraft requirement,” said Bob Drewes, president and chief operating officer, L-3 Communications Integrated Systems Group.

During the evaluation, the C-27J successfully demonstrated the loading of 463L pallets 65 inches tall with the documented ability to load a 82 inch high pallet; roll-on, roll-off loading and unloading of a HMMWV with no disassembly required; conversion between medevac, cargo, troop and combination configurations; transloading cargo using both Army and Air Force standard material handling equipment such as 10K forklifts and K-loaders; short take-offs and landings into and out of assault zones and austere airstrips; aerial delivery and airdrop operations; and other human factors, such as instrument arrangement, emergency egress, and night-vision goggle compatibility.

Under the terms of the Joint Cargo Aircraft program, over 100 planes will be ordered by the U.S. Air Force and the U.S. Army. The new fixed-wing aircraft will be used for intra-theater airlift - eventually replacing the Army's fleet of C-23 Sherpa and C-12 Huron aircraft. The JCA purchase should also ease pressure on truck convoys and helicopters. For the Air Force the new aircraft would assist in battlefield transport missions and serve as a smaller-sized complement to its fleet of C-130 Hercules transporters.

The C-27J, which has already been sold to Bulgaria, Greece, Italy, and Lithuania, is designed to take off and land in austere environments and short landing strips similar to those found in Iraq and Afghanistan. This aircraft is a true multi-functional, military aircraft designed and built to support deployed soldiers for "the last tactical mile" in the most remote environments. It is the most rugged, versatile and survivable aircraft in its class and it fully meets all JCA key performance parameters. The C-27J is also the only aircraft in its class that provides interoperability with Army and Air Force airlift assets, making it the best value solution for the JCA.

The C-27J Spartan is the latest in a successful tradition of military airlifters including the C-27A Spartan and the G-222, which have been deployed by the United States, NATO, Coalition Forces, the United Nations, and Italy in support of military and humanitarian operations in Albania, Armenia, Bosnia, Cambodia, Congo, Operations Desert Shield and Storm, East Timor, Eritrea, Ethiopia, Honduras, Kosovo, Libya, Mali, Panama, Rwanda, Somalia, Uganda and Yemen. C-27A Spartans are currently carrying out vital counter-drug activities for the United States in Central and South America. The C-27J has proven capable of performing logistical re-supply, MEDEVAC, troop movement, airdrop operations, humanitarian assistance and missions of support of Homeland Security.

In addition to L-3, Alenia and Boeing, the C-27J team includes Rolls Royce and Honeywell who provide significant commonality with the United States military aviation assets through the supply of the latest propulsion systems and state of the art avionics.

About Alenia North America

Alenia North America's mission is to further expand the industrial and commercial presence of the Alenia Group in North America and it is a wholly owned subsidiary of Alenia Aeronautica, a Finmeccanica company. Alenia North America Inc. is headquartered in Washington, D.C. with offices in Seattle, Washington; Long Beach, California; and Fort Worth, Texas. Alenia North America - Canada, a subsidiary wholly owned by Alenia North America, has offices in Ottawa, Canada. Alenia North America is also a shareholder in Global Aeronautica, a joint venture with

Vought Aircraft Company, located in North Charleston, South Carolina, which performs significant integration and sub assembly work for the Boeing 787 program.

Alenia Aeronautica, headquartered in Rome, Italy is a company of the Finmeccanica Group. Alenia Aeronautica has revenues in excess of 2.046 billion Euros and a total work force of more 10,500 employees. Its main activities comprise design and production of commercial and military aircraft, design and production of aerostructures for military and civil aircraft and through Alenia Aeronavali, a wholly owned subsidiary, the overall maintenance and modification of military and civil aircraft. Alenia Aeronautica is a partner of and cooperates with the major global aerospace groups, including Boeing, Lockheed Martin, Airbus, EADS, Dassault, BAE Systems and Vought.

About L-3 Communications

L-3 IS is recognized internationally as a system integration organization specializing in the modernization and maintenance of aircraft of all sizes, and the study, design, development, and integration of special mission systems for military and commercial applications. The company has modified more than 15,000 different aircraft of more than 125 types. Headquartered in Greenville, Texas, L-3 IS operates from multiple sites in Texas, Mississippi, Kentucky, Oklahoma, Virginia, Maryland, Alabama and Australia.

Headquartered in New York City, L-3 Communications is a leading provider of Intelligence, Surveillance and Reconnaissance (ISR) systems, secure communications systems, aircraft modernization, training and government services. The company is a leading merchant supplier of a broad array of high technology products, including guidance and navigation, sensors, scanners, fuzes, data links, propulsion systems, simulators, avionics, electro optics, satellite communications, electrical power equipment, encryption, signal intelligence, antennas and microwave components. L-3 also supports a variety of Homeland Security initiatives with products and services.

Its customers include the Department of Defense, Department of Homeland Security, selected U.S. Government intelligence agencies and aerospace prime contractors.

To learn more about L-3 Communications, please visit the company's Web site at www.L-3Com.com.

About Boeing Integrated Defense Systems

A unit of The Boeing Company, Boeing Integrated Defense Systems is one of the world's largest space and defense businesses. Headquartered in St. Louis, Boeing Integrated Defense Systems is a \$30.8 billion business. It provides network-centric system solutions to its global military, government and commercial customers. It is a leading provider of intelligence, surveillance and reconnaissance systems; the world's largest military aircraft manufacturer; the world's largest satellite manufacturer; a foremost developer of advanced concepts and technologies; a leading provider of space-based communications; the primary systems integrator for U.S. missile

defense; NASA's largest contractor; and a global leader in sustainment solutions and launch services.

About Global Military Aircraft Systems

Global Military Aircrafts Systems (GMAS) is a joint venture between L-3 Communications Integrated Systems (L-3 IS), a division of L-3 Communications, and Alenia Aeronautica (a Finmeccanica company), through its Alenia North America Inc. subsidiary. GMAS aims to provide the U.S. Army and U.S Air Force with a solution for its Joint Cargo Aircraft (JCA) operational and support requirements, and to pursue the opportunities with the Department of Defense (DoD) and internationally, through the production and the outfit of the C-27J tactical transport aircraft.

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” 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.

NOTE TO EDITORS: Digital photo of the C-27J Spartan Aircraft is available as are photos of Florida’s Governor Jeb Bush touring the plane at Farnborough Air Show in London earlier this year

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