



# **C-27J SPARTAN** FOR THE JCA PROGRAM

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## **C-27J TEAM TO BUILD JOINT CARGO AIRCRAFT FOR ARMY, AIR FORCE**

**Huntsville, Ala., June 13, 2007**—The U.S. Army and the U.S. Air Force have selected a team led by L-3 Communications (NYSE:LLL) to build the Joint Cargo Aircraft (JCA). Also on the C-27J Spartan team are Alenia North America (a Finmeccanica Company), Boeing Integrated Defense Systems (NYSE:BA), and Global Military Aircraft Systems (GMAS).

The C-27J is a mid-range, multifunctional and interoperable aircraft, able to perform logistical re-supply, MEDEVAC, troop movement, airdrop operations, humanitarian assistance and homeland security missions in support of Homeland Security for the U.S. Army and U.S. Air Force. The C-27J will replace the U.S. Army's C-23 Sherpas, C-12 and C-26 aircraft and augment the U.S. Air Forces' existing fleet of intratheater airlifters. The aircraft will play a key role in providing responsive aerial sustainment and critical re-supply support for the maneuver force to maintain operational momentum.

"We are very proud that the U.S. Army and U.S. Air Force selected the C-27J for the JCA Program," said Michael T. Strianese, President and Chief Executive Officer of L-3 Communications. "For this top priority program, L-3 will be serving as the prime. We look forward to working together with Finmeccanica's Alenia Aeronautica and Alenia NA to deliver combat-ready, military aircraft that will support the joint forces in the field today and set a path for growth well into the future."

"We are very pleased with the selection and acknowledgement that the C-27J is the best solution for the JCA," said Bob Drewes, President and COO of L-3 Integrated Systems Group. "We always believed this aircraft was the right solution and one that best meets the needs of the warfighter. The C-27J is ready to perform the JCA mission today."

In selecting the C-27J the services opted for a performance-proven, effective, multi-mission cargo aircraft to fill a current capability gap in joint aerial delivery. The C-27J meets all requirements to transport critical cargo and personnel, self-deploy over strategic distances, land in austere locations, operate autonomously, and provide routine and combat aerial sustainment to the joint force.

"All of us in the Finmeccanica Group, Alenia Aeronautica, and Alenia North America are proud to have one of our products—the C-27J Spartan—selected by the U.S. Department of Defense as the aircraft platform that will serve the U.S. Air Force and the U.S. Army requirements for a joint cargo aircraft for many years to come," said Pier Francesco Guarguaglini, chairman and CEO, Finmeccanica. "We are privileged to be a part of the C-27J Team led by L-3, one of the premier U.S. Defense firms, along with The Boeing Corporation.. The selection of the C-27J to serve America's armed forces continues the long tradition of strategic cooperation between the United States of America and Italy. We look forward to the continued development of that relationship."



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“Today’s announcement is the result of a real transatlantic partnership between American and Italian aerospace companies,” said Giuseppe Giordo, president and chief executive officer, Alenia North America. “This decision also indicates that the U.S. Army and U.S. Air Force both recognize the unique capabilities of our C-27J aircraft, our team and our JCA offering as a whole.”

“This team brings together the best of global industry to provide a proven, low-risk solution for our Army and Air Force customers,” said Jim Albaugh, president and CEO of Boeing Integrated Defense Systems. “We’re very pleased to join with our partners to deliver this latest version of an outstanding airlifter that’s ready to meet the mobility needs of our military customers.”

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.

## **About L-3 Communications**

L-3 Communications Integrated Systems develops and integrates defense and commercial technology for U.S. and allied customers worldwide. Headquartered in Greenville, Texas, L-3 IS has more than five decades of experience in the development of complex intelligence, surveillance and reconnaissance systems; command and control; and secure communications. It is recognized internationally as a systems integration organization specializing in the modernization and maintenance of aircraft of all sizes. It is a leader in advanced technologies for signal processing, electronic countermeasures, sensor development and aircraft self-protection. Systems provided or maintained by L-3 IS help protect military and civilian personnel, bases, assets and national borders throughout the world.

Headquartered in New York City, L-3 Communications employs over 63,000 people worldwide and is a prime system contractor in aircraft modernization and maintenance, C<sup>3</sup>ISR (Command, Control, Communications, Intelligence, Surveillance and Reconnaissance) systems and government services. L-3 is also a leading provider of high technology products, subsystems and systems. The company reported 2006 sales of \$12.5 billion.

To learn more about L-3, please visit the company’s web site at [www.L-3Com.com](http://www.L-3Com.com).

## **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 Long Beach,



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California; Smyrna, Georgia; Fort Worth, Texas; and Seattle, Washington. 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.

For more information about Alenia North America, please visit [www.aleniana.com](http://www.aleniana.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 specializing in innovative and capabilities-driven customer solutions. Headquartered in St. Louis, Boeing Integrated Defense Systems is a \$32.4 billion business with 72,000 employees worldwide.

## **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.

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