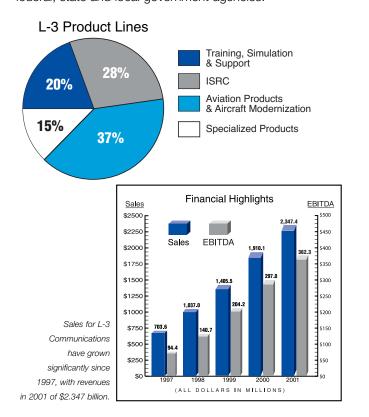


AVIATION RECORDERS ERITY DIGITAL **NUNICATION SYSTEMS-EAST** DISPLAY SYSTEMS **ELECTRODYNAMICS GLOBAL NETWORK SOLUTIONS** HYGIENETICS ENVIRONMENTAL INTEGRATED SYSTEMS **KDI PRECISION PRODUCTS**

LINK SIMULATION & TRAINING NARDA MICROWAVE-WEST MEWAVE COMMUNICATIONS THERN CALIFORNIA STORM CONTROL SYSTEMS

L-3 Communications is the largest merchant supplier of defense electronics in the industry. The company supplies high technology, proprietary products to the Department of Defense (DoD), US government intelligence agencies, major aerospace and defense contractors, foreign governments, commercial customers and US federal, state and local government agencies.



L-3's products are either number-one or number-two in their niche markets. The company's key product areas include Intelligence, Surveillance, Reconnaissance and Communications (ISRC) products; Training Simulation and Support; Aviation Products and Aircraft Modernization and Specialized Products.

L-3's strategy is to grow internally by developing next-generation products and to add to its broad base by making key acquisitions that either vertically or horizontally enhance its presence in growing markets.

By all measures, L-3 has grown substantially since it was formed in 1997 by Chairman and Chief Executive Officer Frank C. Lanza and President and Chief Financial Officer Robert V. LaPenta. In 1997, L-3 had revenues of over \$703 million and by 2001 it had grown to over \$2.3 billion.

For the future, L-3 will continue its strategy to be one step ahead of technological developments as the military begins the recapitalization of some of its assets and the transformation into new platforms and new ways of engaging and defeating enemies. By using its substantial Research and Development resources to produce new products and by acquiring other leading products that enhance the company's offerings, L-3 can continue to grow and provide increasing value to its customers.





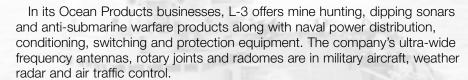
L-3's ISRC products play an important role in US military platforms, including the U-2, Global Hawk, Predator, S-3 LAMPS, F-16, F/A-18 ATAR and F/A-18 RC-135 Rivet Joint, E-6B, P-3, ASTOR and other proprietary programs. The company provides secure data links for real-time information collection and dissemination and fleet management and support for signals intelligence and ISR special mission aircraft, and airborne surveillance systems and strategic and tactical signals intelligence systems.

Its Secure Terminal Equipment (STE) and OMNITM secure communications



products enable military forces and government officials to have encrypted voice and video teleconferencing, data transfer and fax at ISDN speeds. L-3 took that application and developed PrivatelTM. enabling individuals and business professionals to have secure communications. In addition, the company provides communication systems for surface and undersea vessels and manned and unmanned space flights.

SPECIALIZED PRODUCTS



The company also is a leader in airborne, ground and space telemetry, supplying products used by virtually every major aerospace organization in the world. L-3 also supports flight testing for platforms including the JSF, F-15, F/A-18, Nimrod, Titan IV, EELV and ICO. L-3 also is a leader in navigation products, gyroscopes, controlled moment devices for commercial, military and other applications.

L-3's Global Positioning System (GPS) technology, electro-mechanical safety and arming devices (ESADs), and proximity fuzes are currently in use on multiple aircraft, missile and smart munitions platforms. Its Micro-SCIRAS (micro-machined Silicon Coriolis Inertial Rate and Acceleration Sensor) based IMU is designed for use in all systems requiring tactical-grade performance, including guided munitions missiles and GPS-aided navigation systems.

L-3's eXaminer 3DX™ 6000 systems, certified by the Federal Aviation Administration (FAA) for checked baggage screening, are currently being installed in airports nationwide. With its acquisition of PerkinElmer's Detection Systems, L-3 is now the largest aviation security equipment business in this segment of the industry, supplying X-ray screening for aviation systems for checked and oversized baggage, break bulk cargo and air freight and port and border applications.

The company is also supplying state-of-the-art power propulsion systems for commuter railroads and power switches for Web-based businesses that need protection from power disruption.

In the commercial communications market, L-3 provides transponders, payloads, uplinks, downlinks, Fly-Away SATCOM terminals and TT&C. The company offers Fixed Wireless Loop and wireless instrument test products, transceivers, LMDS, compression products, remote sensing Internet networks, microwave links and products for RF safety and microwave base stations. For space communications, L-3 provides total communications, gateways and terminals.



L-3 developed the first airborne SATCOM systems for use on the U-2 reconnaissance airplane and is now providing integrated communication systems for the Global Hawk and other UAV platforms.



SATCOM SYSTEM

the US Air Force







-3 products support and smart munition









The US military relies on training and simulation to increase the combat skills of its forces and to save on costs. L-3 has a variety of simulation and training products from high-fidelity part task trainers to large-scale mission rehearsal domes for air platforms and artillery crews.

L-3 builds trainers for a number of platforms, including the B-2 Stealth Bomber, F-16, F/A-18, AH-64 Apache and UH-60 Black Hawk. For artillery training, the company also provides the Fire Support Combined Armed Tactical Trainer (FSCATT). Along with mission trainers and weapon tactics trainers for the F-22 stealth fighter aircraft, L-3 also has developed the Aviation Combined Arms Tactical Trainer-Aviation (AVCATT-A) Reconfigurable Manned Simulator.

The company also assists the US and key international governments by developing and managing programs focused on teaching, training and education, logistics, strategic planning, organizational design and other activities. In missile defense, L-3 also provides ballistic missile targets for present and future threat scenarios.



This reconfigurable helicopter simulation

match helicopter platforms and enable aircrews to work as cohesive units during the conduct of complex simulated training missions.

L-3 Communications has a broad range of products for military and commercial aviation markets. The company provides flat-panel LCD displays for the U-2, C-130J. T-38, F-14, F-16, E-2C, C-27J. JAS-39 and S-3B, In addition, L-3 supplies tactical displays for the US Army's Line-of-Sight Anti-Tank (LOSAT) weapon system and shipboard displays for the Navy's Virtual Imaging System for Approach and Landing onboard aircraft carriers.

L-3's cockpit and voice recorders as well as its Traffic Collision Avoidance Systems (TCAS), which is being combined with its new terrain avoidance technology (T²CAS), are used by major airlines worldwide. A recent application for L-3's recorder technology is the Hardened Voyage Recorder, which is mandated for use on passenger ships and cargo vessels. L-3 event recorders are also installed in trains to monitor performance and safety.

The company provides engineering, modification, maintenance, logistics and upgrade for US Special Operations Command aircraft, vehicles and personal equipment. In addition, L-3 offers turnkey aviation life cycle management services for military and commercial wide-body and rotary wing aircraft.

Display Systems' ruggedized 6"x8" active matrix LCD offers the highest resolution (XGA -

125 CGPI) available for multi-function cockpit display applications







TCAS AND DATA RECORDERS

1-3's Traffic Alert and Collision Avoidance Systems (TCAS) track aircraft within certain range and altitude bands to determine potential safety hazards. T²CAS, developed with joint venture partner Thales, integrates TCAS technology with Terrain Avoidance Warning System (TAWS). As a leader in "black box" technology, L-3 provides solid state cockpit voice, flight data and hardened voyage recorders as high capacity, low-cost solutions in both the aviation and maritime markets



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