

Exhibit 1

EXPERIMENT DESCRIPTION

In October of 1995, the Radio Technical Commission for Aeronautics (RTCA) Technical Management Committee approved RTCA Document Number RTCA/DO-186a that defines the requirements for aircraft-communication radios operating on a channel spacing of 8.33 kHz. The purpose of the 8.33 kHz channel spacing is to provide for more efficient use of the portion of the spectrum between 118.00 MHz and 137.00 MHz, which is used for aircraft communications. Europe has already implemented 8.33 kHz channel operation for air-traffic-control functions in some areas.

Honeywell International develops and produces communications and navigation products for fixed and rotary wing aircraft. These products include panel-mounted units and remote-mounted units and are marketed using the BENDIX/KING brand name. Two BENDIX/KING VHF transceivers have already been developed that are compatible with the 8.33 kHz channel spacing, the KY196B and the KX165A. Experimental Station WA2XQU has been an important part of the successful development of these products. Honeywell plans to continue to develop communication radios that are compatible with the 8.33 kHz channel spacing as well as products that will be compatible with the conventional 25 kHz channel spacing.

Present communication transceiver designs employ receivers of both single conversion and dual conversion topologies. An active detector demodulates the signal and noise energy; the detected signal is fed to audio filtering and amplification circuitry as well as to a signal-to-noise squelch circuitry. The transmitters employ high-level AM modulation. Frequency stability is achieved by use of a crystal reference oscillator in the synthesizer circuit.

Honeywell continues to look at new technologies to make our aviation products more reliable and cost effective. Digital signal processing (DSP) is one technology that has the potential of yielding better reliability and lower cost. This technology also entails unique design challenges. One of the major challenges is to ensure the radios will exhibit adequate performance in strong interfering signal environments. On-the-air testing, including flight testing, will be important in assuring that the performance of radios using DSP technology satisfy both regulatory requirements and the requirements of our customers in the real-world environment. It is the intent of Honeywell's to utilize this Experimental Station License to support the development and support of VHF communications products, including an ever-increasing use of DSP technology.

An additional use of this Experimental Station License is to support the flight testing of HF SSB products. While Honeywell utilizes the HF frequency privileges associated with Experimental Station KI2XAO during flight tests, we have found it to be beneficial to coordinate and synchronize these tests on a VHF frequency. Thus, the WA2XQU authorization would also be used to support the development and evaluation of products operating between 2.0 and 30.0 MHz.

It is the objective of Honeywell to provide the aviation community with modern-technology products that demonstrate improved reliability, performance and value. The development of additional VHF transceivers capable of operating in a 8.33 kHz environment, as well as the development of new HF transceivers, is an integral part of this overall objective. This development effort is ongoing and is expected to extend through the term of the present License expiration date of June 1, 2004.