

Exhibit 1

STATEMENT DESCRIBING THE PROGRAM

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 is scheduled to implement 8.33 kHz channel operation for air-traffic control functions in some areas on January 1, 1999.

AlliedSignal Electronic and Avionics Systems develops and produces communications and navigation products for fixed and rotary wing aircraft. These products include panel-mounted units and remote-mounted units. It is the intention of AlliedSignal 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 and proposed 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.

The development of new radios and the redesign of existing radios to work in the 8.33 kHz environment involves significant technical effort. Improvements will be required in the unit's frequency stability and the transmitter's occupied bandwidth. A receiver that is to be compatible with 8.33 kHz channels will have a narrower bandwidth than that of a 25 kHz radio. This narrower bandwidth will not only reduce the receiver's overall detected noise power, but will also change the frequency component of the noise power. These changes in noise energy will present the designers with the challenge of developing signal-to-noise squelch circuitry that functions properly in the aircraft environment. It is expected that significant on-the-air testing, in both lab and aircraft environments, will be necessary in order to evaluate the performance of the 8.33 kHz transceivers, especially with regard to the squelch circuitry. Radios that are capable of 8.33 kHz operation will also operate in the 25 kHz channel mode when a 25 kHz designated channel is selected. Therefore, the development of these radios will involve performance evaluations in both the 8.33 kHz and 25 kHz modes.

It is the objective of AlliedSignal to provide the aviation community with modern-technology products that demonstrate improved reliability, performance and value. The development of 8.33 kHz communication transceivers is an integral part of this overall objective. A new navigation receiver and communications transceiver, referred to as the KX165A Nav/Com, will be among the first of the AlliedSignal general aviation products to be compatible with 8.33 kHz channel spacing.