

News Release

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HONEYWELL AWARDED FAA RESEARCH PROGRAM FOR NEXT-GENERATION AIR TRAFFIC MANAGEMENT

Agreement Covers 4-D Trajectory to Increase Traffic Predictability

PHOENIX, Sept. 30, 2010 -- Honeywell (NYSE: HON) announced today that it has finalized a research agreement with the Federal Aviation Administration (FAA) to evaluate and demonstrate NextGen Air Traffic Management technology that will allow aircraft to fly more direct routes to save on fuel and emissions and arrive in a precise location at a precise time – improving on-time arrivals and reducing delays into airports.

4-Dimensional Flight Trajectory-Based Operations will incorporate precise timing and accurate data position to improve air traffic operations. 4-D Trajectory management includes time as the fourth dimension in aircraft trajectories. Aircraft will automatically fly faster or slower to avoid congestion into airports, smoothing traffic flow and improving capacity.

Honeywell, a leader in [flight management systems](#) and precision navigation technology, will demonstrate the benefits and work with FAA to define standards of 4-D Flight Management Systems Trajectory Based Operations, which is expected to increase the overall predictability of traffic, with benefit to airlines and air traffic management.

“When 4-D trajectories are implemented, both pilot and air traffic control workload will be improved by reducing the need for changing speed commands and intermediate level off during descent,” said Chad Cundiff, vice president, Crew Interface Products, Honeywell Aerospace. “With much more precise aircraft location data than is available today, pilots will utilize more direct approaches to save fuel and emissions, and the spacing between planes can be improved to better predict arrival times.”

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Honeywell and the FAA will leverage existing technology and FMS capabilities used on Boeing and Airbus fleets as a starting point to defining new standards to meet new requirements for 4-D. Work is expected to begin in 2010 for an initial 12-month time period.

Honeywell is also carrying out similar manufacturing and research projects for Europe's future air traffic management program SESAR (single European sky ATM research). Honeywell has developed a number of [technologies](#) to drive modernization of the global air traffic management system.

Based in Phoenix, Arizona, Honeywell's aerospace business is a leading global provider of integrated avionics, engines, systems and service solutions for aircraft manufacturers, airlines, business and general aviation, military, space and airport operations.

Honeywell International (www.honeywell.com) is a Fortune 100 diversified technology and manufacturing leader, serving customers worldwide with aerospace products and services; control technologies for buildings, homes and industry; automotive products; turbochargers; and specialty materials. Based in Morris Township, N.J., Honeywell's shares are traded on the New York, London, and Chicago Stock Exchanges. For more news and information on Honeywell, please visit www.honeywellnow.com.

This release contains certain statements that may be deemed "forward-looking statements" within the meaning of Section 21E of the Securities Exchange Act of 1934. All statements, other than statements of historical fact, that address activities, events or developments that we or our management intends, expects, projects, believes or anticipates will or may occur in the future are forward-looking statements. Such statements are based upon certain assumptions and assessments made by our management in light of their experience and their perception of historical trends, current conditions, expected future developments and other factors they believe to be appropriate. The forward-looking statements included in this release are also subject to a number of material risks and uncertainties, including but not limited to economic, competitive, governmental, and technological factors affecting our operations, markets, products, services and prices. Such forward-looking statements are not guarantees of future performance, and actual results, developments and business decisions may differ from those envisaged by such forward-looking statements.

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