Honeywell and Pratt & Whitney Awarded Engine Demonstrator Contract

PHOENIX, Ariz., and EAST HARTFORD, Conn., May 8, 2008 – The Advanced Turbine Engine Company, LLC (ATEC), a Honeywell (NYSE:HON) and Pratt & Whitney joint venture, was awarded a $108 million contract by the U.S. Army for the Advanced Affordable Turbine Engine (AATE) technology demonstrator program. Pratt & Whitney is a United Technologies Corp. (NYSE:UTX) company.

The AATE demonstrator program is designed to validate the technologies needed to achieve the Army's aggressive performance goals of 65 percent improvement in shaft horsepower (SHP)/weight ratio and a 25 percent improvement in specific fuel consumption (SFC) for the next generation 3,000 SHP turboshaft engine. This engine is planned to replace the T700 engine now powering UH-60 BLACK HAWK and AH-64 Apache helicopters.

. "ATEC brings together the advanced technologies and engineering expertise of two industry leaders in gas turbine technology and development," said Dave Katariya, ATEC program director and Honeywell engineering director.

Jerry Wheeler, ATEC deputy program director and Pratt & Whitney program manager, said, "The ATEC team is focused on leveraging these strengths to meet the Army's performance goals for the next generation turboshaft engine. The advanced 3,000 SHP market represents a tremendous business growth opportunity, and we are excited about teaming to develop this new engine."

Honeywell and Pratt & Whitney announced the formation of ATEC and the intent to submit a joint proposal to the U.S. Army's Aviation Applied Technology Directorate to develop an advanced turboshaft engine for the Advanced Affordable Turbine Engine technology demonstrator program at the Paris Air Show last year.

About Pratt & Whitney

Pratt & Whitney is a world leader in the design, manufacture and service of aircraft engines, space propulsion systems and industrial gas turbines. United Technologies, based in Hartford, Conn., is a diversified company providing high technology products and services to the global aerospace and building industries.

Pratt & Whitney military engines include the F100 family that powers the F-15 and F-16, the F119 for the F-22 Raptor, the F135 for the F-35 Lightning II, the F117 for the C-17 Globemaster III, the T400 for the UH-1N, the PT6 family that powers the T-6A Texan II, C-12, C-23, T-44

and RC-7, and the PW207 for the A160 Hummingbird. In addition, Pratt & Whitney offers a global network of MRO and MAS focused on maintaining engine readiness for our customers.

About Honeywell
Honeywell International is a $37 billion 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 additional information, please visit www.honeywell.com. Based in Phoenix, Honeywell's $12 billion 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's military engines include the AGT1500 powering the Abrams Family of Main Battle Tanks, the HTS900 powering the ARH 70-A, the T55-GA-714A powering the Boeing CH-47, the T53 powering the UH-1H and Cobra helicopters, and the LHTEC T800 powering the Augusta Westland Super Lynx and Future Lynx helicopters. Honeywell operates a global network of MRO service centers offering a broad range of repair capabilities.

This press release contains forward-looking statements concerning future business opportunities. Actual results may differ materially from those projected as a result of certain risks and uncertainties, including but not limited to changes in government procurement priorities and practices or in the number of aircraft to be built; challenges in the design, development, production and support of technologies; as well as other risks and uncertainties, including but not limited to those detailed from time to time in the companies' Securities and Exchange Commission filings.

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