April 28, 2005

Dear Customer:

Aeroflex Colorado Springs (Aeroflex) appreciates your interest and use of our products, specifically the 5-volt MIL-STD-1553 Bus Transceivers. This letter provides you with a status update (from our December 20, 2004 letter) for Aeroflex’s UT63M147 MIL-STD-1553A/B Bus Transceiver (Standard Microcircuit Drawing 5962-93226) migration to a new wafer fabrication facility. Additionally, Table 1 lists all Aeroflex products, including 1553 multi-chip module products that are affected by the migration of the UT63M147. Because the migrated UT63M147 is designed to be form, fit, and functionally compatible to the original transceiver, Aeroflex does not intend to change the SMD device type for any product affected by the transceiver replacement.

In the previous customer notification letter, Aeroflex advised that the UT63M145 MIL-STD-1760 Bus Transceiver (Standard Microcircuit Drawing 5962-93226) would not be migrated along with the UT63M147. As of April 4, 2005, deliveries of the UT63M145 have ceased.

Just as a reminder, the only specification difference between the UT63M147 and the UT63M145 is transformer-coupled output voltage bus swing:

- 18V-27V peak-peak, line-line for the UT63M147
- 22V-27V peak-peak, line-line for the UT63M145

Aeroflex will continue to offer the remaining UT63M147 die in a 24-lead flatpack (FP) and 36-pin dual-inline package (DIP) until qualification of the migrated version is complete. The die inventory for the UT63M147 is projected to expire in the 2Q05.

Aeroflex is in the second design pass for the migration of the UT63M147 MIL-STD-1553A/B Bus Transceiver. Stand-alone UT63M147 transceivers and μMIMIT multi-mode modules, using the new UT63M147 transceiver, will begin shipping August 2005. The new 5V-volt transceiver is designed to be a direct replacement to the existing product currently in prototype, reduced high-reliability, QML-Q, and QML-V production. However, due to the wafer foundry and process change (Monolithic Bipolar to 0.6μm CMOS), differences in AC and DC electrical performance may be unavoidable. Aeroflex will keep you apprised of performance differences as they are identified via written notification and our web site (www.aeroflex.com/avionics).
Table 1 is a listing of all the Aeroflex Colorado Springs products affected by the transceiver migration.

**Table 1. Cross Reference of the Affected Aeroflex Products**

<table>
<thead>
<tr>
<th>Generic Part Number</th>
<th>SMD Number</th>
<th>Device Type</th>
<th>Old PIC#</th>
<th>New PIC#</th>
</tr>
</thead>
<tbody>
<tr>
<td>UT63M147</td>
<td>5962*93226</td>
<td>03</td>
<td>AC01A</td>
<td>JB01A</td>
</tr>
<tr>
<td>UT63M145</td>
<td>5962*93226</td>
<td>04</td>
<td>AC02A</td>
<td>Obsolete</td>
</tr>
<tr>
<td>UT69151-DXE</td>
<td>5962*94663</td>
<td>08</td>
<td>MM016B</td>
<td>MM016C</td>
</tr>
<tr>
<td>UT69151-XTE5</td>
<td>5962-94758</td>
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<td>MM019E</td>
<td>MM019F</td>
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<td>5962-98587</td>
<td>01</td>
<td>MM022B</td>
<td>MM022C</td>
</tr>
</tbody>
</table>

PIC = Aeroflex Product Identification Code

**Note:**
1. Device types do not change with the migration

If you have any questions, please contact me at (719) 594-8252 or jordan@Aeroflex.com.

Regards,

Anthony F. Jordan
Director of Standard Products
Aeroflex Colorado Springs