

Process management for avionics - Counterfeit prevention - Part 2: Managing electronic components from non-franchised sources

## EESTI STANDARDI EESSÕNA

## NATIONAL FOREWORD

See Eesti standard EVS-EN IEC 62668-2:2019 sisaldab Euroopa standardi EN IEC 62668-2:2019 ingliskeelset teksti.	This Estonian standard EVS-EN IEC 62668-2:2019 consists of the English text of the European standard EN IEC 62668-2:2019.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation.
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ICS 03.100.50, 31.020, 49.060

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English Version

**Process management for avionics - Counterfeit prevention - Part  
2: Managing electronic components from non-franchised sources  
(IEC 62668-2:2019)**

Gestion des processus pour l'avionique - Prévention de la  
contrefaçon - Partie 2: Gestion des composants  
électroniques achetés auprès de sources non franchisées  
(IEC 62668-2:2019)

Luftfahrtelektronik-Prozessmanagement - Verhinderung von  
Produktfälschung - Teil 2: Handhabung von elektronischen  
Bauelementen nichtkonzessionierter Herkunft  
(IEC 62668-2:2019)

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This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CENELEC member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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European Committee for Electrotechnical Standardization  
Comité Européen de Normalisation Electrotechnique  
Europäisches Komitee für Elektrotechnische Normung

**CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels**

## European foreword

The text of document 107/353/FDIS, future edition 1 of IEC 62668-2, prepared by IEC/TC 107 "Process management for avionics" was submitted to the IEC-CENELEC parallel vote and approved by CENELEC as EN IEC 62668-2:2019.

The following dates are fixed:

- latest date by which the document has to be implemented at national level by publication of an identical national standard or by endorsement (dop) 2020-05-13
- latest date by which the national standards conflicting with the document have to be withdrawn (dow) 2022-08-13

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The text of the International Standard IEC 62668-2:2019 was approved by CENELEC as a European Standard without any modification.

In the official version, for Bibliography, the following notes have to be added for the standards indicated:

IEC 60068-2-1	NOTE	Harmonized as EN 60068-2-1
IEC 60068-2-30	NOTE	Harmonized as EN 60068-2-30
IEC 60115-8	NOTE	Harmonized as EN 60115-8

## Annex ZA

(normative)

### Normative references to international publications with their corresponding European publications

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

NOTE 1 Where an International Publication has been modified by common modifications, indicated by (mod), the relevant EN/HD applies.

NOTE 2 Up-to-date information on the latest versions of the European Standards listed in this annex is available here: [www.cenelec.eu](http://www.cenelec.eu).

<u>Publication</u>	<u>Year</u>	<u>Title</u>	<u>EN/HD</u>	<u>Year</u>
IEC 62239-1	-	Process management for avionics - Management plan - Part 1: Preparation and maintenance of an electronic components management plan	-	-
IEC 62668-1	2019	Process management for avionics - Counterfeit prevention - Part 1: Avoiding the use of counterfeit, fraudulent and recycled electronic components	-	-

## CONTENTS

FOREWORD.....	4
INTRODUCTION.....	6
1 Scope.....	7
2 Normative references .....	7
3 Terms, definitions and abbreviated terms .....	7
3.1 Terms and definitions.....	7
3.2 Abbreviated terms.....	12
4 Technical requirements .....	13
4.1 General.....	13
4.2 Overview.....	14
4.3 Risks associated with purchasing from non-franchised distributors .....	15
4.3.1 General .....	15
4.3.2 Origin of risks .....	15
4.3.3 Quality risks.....	15
4.3.4 Industrial risks .....	16
4.3.5 Reliability risks .....	17
4.3.6 Financial risks .....	17
4.3.7 Legal risk.....	17
4.4 Reasons to initialize the derogation process .....	17
4.4.1 General .....	17
4.4.2 Obsolescence notice failure .....	17
4.4.3 Allocation .....	17
4.4.4 Insufficient end-of-life inventory.....	18
4.4.5 Late orders .....	18
4.4.6 Minimum order quantity .....	18
4.4.7 Technical requirements .....	18
4.5 Derogation process.....	18
4.5.1 Notification to the OEM.....	18
4.5.2 Analysis of alternative solutions.....	20
4.5.3 List of approved non-franchised distributors.....	21
4.5.4 Non-franchised distributor consultation .....	21
4.5.5 Risk analysis .....	22
4.5.6 Non-franchised distributor order authorization .....	25
4.5.7 Order processing .....	26
4.5.8 Incoming processing.....	26
4.5.9 Records.....	30
4.5.10 Processing during storage and manufacturing .....	31
4.5.11 Failed electronic components .....	31
Annex A (informative) Flowchart of IEC 62668-1 requirements.....	32
Annex B (informative) Example of detailed tests list, linked with risks levels .....	34
Annex C (informative) iNEMI assessment methodology and metric development .....	42
Annex D (informative) Summary of SAE AS6171 series' proposed test methods under consideration by SAE International .....	43
Bibliography.....	51
Figure 1 – Suspect components perimeter .....	14

Figure 2 – Typical derogation process when supplying from non-franchised distribution.....	19
Figure 3 – Potential avionics supply chain scenarios and notification feedbacks .....	20
Figure A.1 – Flowchart of IEC 62668-1 requirements .....	33
Table 1 – Typical procurement risk scenarios and guidance for risk assessment.....	23
Table 2 – Typical testing .....	29
Table B.1 – Example of detailed revalidation testing of suspect stock .....	34
Table D.1 – Summary of SAE AS6171 series test methods (published versions and those under considerations).....	43

# INTERNATIONAL ELECTROTECHNICAL COMMISSION

## PROCESS MANAGEMENT FOR AVIONICS – COUNTERFEIT PREVENTION –

### Part 2: Managing electronic components from non-franchised sources

#### FOREWORD

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International Standard IEC 62668-2 has been prepared by IEC technical committee 107: Process management for avionics.

This first edition cancels and replaces the second edition of IEC TS 62668-2 published in 2016. This edition constitutes a technical revision.

This edition includes the following significant technical changes with respect to the second edition of IEC TS 62668-2:

- a) updates to the risk assessment process, including reference to SAE AS6081;
- b) updates to the test methods, including reference to the SAE AS6171 test methods published and in development;
- c) updates in line with IEC 62668-1 for definitions and references to DFARS.



This International Standard is to be used in conjunction with IEC 62239-1 and IEC 62668-1.

The text of this International Standard is based on the following documents:

FDIS	Report on voting
107/353/FDIS	107/359/RVD

Full information on the voting for the approval of this International Standard can be found in the report on voting indicated in the above table.

This document has been drafted in accordance with the ISO/IEC Directives, Part 2.

A list of all the parts in the IEC 62668 series, published under the general title *Process management for avionics – Counterfeit prevention*, can be found on the IEC website.

The committee has decided that the contents of this document will remain unchanged until the stability date indicated on the IEC website under "<http://webstore.iec.ch>" in the data related to the specific document. At this date, the document will be

- reconfirmed,
- withdrawn,
- replaced by a revised edition, or
- amended.

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## INTRODUCTION

The avionics industry has a responsibility to ensure that all flight equipment produced has a predicted product life which correlates with the predicted repair and service life to ensure the public is not endangered. Typically, an original equipment manufacturer (OEM) calculates a mean time between failure (MTBF) and possibly a mean time to failure (MTTF) prediction. These calculations assume all components are new, or considered as “unused”, at the point of introduction into flight use and that no useful component life and/or any “unsafe” component conditions have been used. It is therefore essential that counterfeit, recycled and fraudulent components which have had potentially some of their “useful life” consumed and which can also be malfunctioning are not purchased for use in aerospace, defence and high performance (ADHP) industries.