

# The Counterfeit Avoidance Accreditation Program

The Counterfeit Avoidance Accreditation Program (CAAP) has released a new checklist as part of the ongoing aerospace industry activity to address and disrupt the presence of counterfeit parts. AC7403 – Audit Criteria for Accreditation to AS6496 is focused on authorized distributors of electronic, electrical and electromechanical parts.

Based on AS6496, the AC7403 checklist was developed by the CAAP Distributors Task Group, a group of experts from industry including representatives from The Boeing Company, DCMA, GE, Lockheed Martin, Northrop Grumman and UTC. Aerospace distributors/suppliers TTI Inc. and Mouser Electronics are also represented on the CAAP Distributors Task Group and participated in the development of the new checklist.

AC7403 was created in response to aerospace industry demand and joins AC7402 – Audit Criteria for Accreditation to AS6081 in the potential audit scope available to distributors seeking CAAP accreditation.

CAAP also conducts audits to AC7401 (for AS5553) and AC7401/1 (for DFARS 252.246-7007 and 7008). While AC7402 and AC7403 are both for distributors, the AC7401 series is for people purchasing parts and/or assemblies for use, not for distribution. Together, the checklists represent a robust defence against counterfeit parts in the aerospace industry.

The first audit to AC7403 has taken place at Mouser Electronics of Mansfield, Texas on August 2018.

## About CAAP

The Counterfeit Avoidance Accreditation Program is a cooperative industry effort to mitigate the risk of introducing counterfeit parts into the supply chain and the cost for compliance throughout the aviation, space, and defense industries. The program has been established to enable organizations that purchase components and assemblies to demonstrate that they have systems in place to identify counterfeit products, and to minimize the risks associated with them. CAAP accreditation will reassure their customers of their vigilance and ability to act appropriately. The Defense Federal Acquisition Regulation Supplement issued by the US Department of Defense has made this activity even more important. CAAP is administered by the not-for-profit Performance Review Institute (PRI). Learn more at <https://p-r-i.org/other-programs/caap/> or contact [caap@p-r-i.org](mailto:caap@p-r-i.org).

## About PRI

PRI is a global provider of customer-focused solutions designed to improve process and product quality by adding value, reducing total cost and promoting collaboration among stakeholders in industries where safety and quality are shared goals. PRI works closely with industry to understand their emerging needs and offers customized solutions in response. Learn more at <http://www.p-r-i.org> or contact PRI at [pri@p-r-i.org](mailto:pri@p-r-i.org).

# Colin McGrory Featured at autosport.com

Colin McGrory, the Technical Director at Sandwell UK and the 2016 Shot Peener of the Year,\* was recently featured in an online article by James Newbold at [www.autosport.com](http://www.autosport.com). The article is a fascinating look into Colin's 20-year career in Formula 1 racing that included working as an Engineering Manager for Jaguar Racing and Stewart Grand Prix. An interesting revelation from Colin was that the thriving surface engineering company—Sandwell UK—was only ever meant to be a fallback option in the event that Jackie Stewart's efforts to launch a grand prix team for 1997 didn't come to fruition. The following quotes from Colin gives additional insight into Colin's move from Formula 1 (F1) to shot peening:

"I loved the engineering in F1, the positive, 'we can do anything' culture, but to me it comes down to the basic materials, the basic grain structure, the heat treatment, the processing that gives you that performance of a component."

"Shot peening is such a low-cost added value to the performance of a component. What we're essentially doing is putting a negative stress into the surface so the material can take increased loads, or you can increase the life on it."

"It does change the look of the surface appearance of the material, but most people would not know that a part had been shot-peened unless you were an engineer. It's really hard explaining to people the difference between a smooth finish and a blasted shot-peened finish. In a way, it is an invisible advantage."

The article in its entirety is available at <https://www.autosport.com/engineering/feature/8379/the-story-behind-fl-invisible-advantage>.

\*The *Shot Peener of the Year* award is given to individuals that have made significant contributions to the advancement of shot peening.