U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER 6200.4H

Effective Date : 12/08/2017

SUBJ: National Test Equipment Program Management

1. Purpose of This Order. This order prescribes Federal Aviation Administration (FAA) Air Traffic Organization (ATO) policy and responsibility for management and control of FAA's National Test Equipment Program (NTEP). Test equipment supports the maintenance and troubleshooting requirements in accordance with FAA Order 6000.15, General Maintenance Handbook for National Airspace System (NAS) Facilities.

2. Audience. Employees involved in providing, safeguarding, and maximizing the utilization of FAA Test Equipment (TE).

3. Where Can I Find This Order? You can find an electronic copy of this order on the Directives Management System (DMS) web site https://employees.faa.gov/tools_resources/orders_notices/. Or go to the MyFAA Employee web site, select "Tools and Resources", then select "Orders and Notices".

4. Cancellation. This order replaces Order 6200.4G, Test Equipment Management Handbook, dated March 08, 2010.

5. Explanation of Policy Changes.

a. Updated Office of Primary Responsibility to National Airway Systems Engineering Group, AJW-14.

b. Deleted appendices and incorporated relevant content into body of paragraph: Definitions, Acronyms, Process and Procedure Guide, and Quality Assurance Plan.

c. Update language in Paragraph 9. Roles and Responsibilities to be consistent with Acquisition Management System (AMS).

6. Policy. The FAA is responsible for the calibration, maintenance, and management of TE under its authority or control. This order establishes FAA's formal structure of accountability to safeguard, calibrate, replace, reutilize and dispose of test equipment.

7. Scope. Test, Measurement, and Diagnostic Equipment is defined as portable, standalone (not a component of a system) electrical and electronic equipment that is required to perform the functional checks, align, troubleshoot, or calibrate an operational system within the National Airspace System (NAS).

8. Roles and Responsibilities. Assist employees and managers in carrying out their responsibilities for providing, safeguarding, and maximizing the utilization of TE, FAA has established formal TE management positions and organizations. Primary responsibilities are defined below:

a. National Test Equipment Program (NTEP) Office. The NTEP Office resides within National Airway Systems Engineering Group. The NTEP ensures that each NAS facility has the necessary TE to meet the specifications and requirements to maintain associated facilities/services provided within the National maintenance handbook program. NTEP establishes and maintains policy and guidance for the standardization of TE inventory and asset configuration management in support of the NAS operations, including management of National Calibration Contract.

b. National Test Equipment Program Manager (NTEPM). The NTEPM is responsible for the overall direction of the NTEP. This includes:

(1) Securing a budget and developing spending plans to support the TE calibration and replacement used to maintain and certify the NAS;

(2) Evaluating commercially available TE with appropriate stakeholders which could include Service Areas, Second-Level Engineering, FAA Logistics Center (FAALC), In-Service Management, and Program Offices;

(3) Validating and approving acquisition of all TE, accessories, and associated configurations to support new and legacy NAS system platforms to promote agency standardization and ensure disposition or redistribution plans are implemented for replaced equipment. Ensure that TE assets and accessories are identified and evaluated with national change proposals in compliance with FAA Order 1800.66, Configuration Management Policy, to include proper asset identification, assignment to a configuration control board, adherence to the change process, and complete documentation of the test equipment.

(4) Evaluating lifecycle management requirements to determine the Agency's future needs;

(5) Providing national guidance and delegation of responsibilities to the Service Area Test Equipment Program Managers (SATEPM);

(6) Ensure that configuration management of TE assets and accessories are maintained in the National TE inventory pool to support National reporting, warranting timely and effective agency decisions;

(7) Ensuring TE calibration requirement changes are updated biannually in the Calibration Cycle Requirements Table (CCRT) per National Calibration Contract;

(8) Approving all limited calibration procedure(s) on any TE and coordinating the implementation of limited calibration procedure(s) on a National basis; Managing the Test Equipment Quality Assurance Program and updating the Test Equipment Quality Assurance Calibration Checklist (See Appendix B);

(9) Issuing National Directives for TE recalls;

(10) Approving all TE calibration extensions waivers greater than 30 days; from the original calibration due date.

(11) Reviewing all National Change Proposals, System Engineering Requirements Documents (SERD), In-Service Requirement checklist, and other lifecycle plan and acquisition documentation relating to TE to ensure standardization and compliance with NTEP goals and initiatives.

c. Service Area Test Equipment Program Managers (SATEPM). The SATEPM provides supplemental guidance and support to Service Area Technical Operations **(**SATO) and Engineering Services (ES) customers, Calibration Delivery Points, and System Support Centers (SSC). Additional responsibilities include:

(1) Informing the NTEPM when TE no longer serves the intended purpose;

(2) Ensuring redistribution of TE is accomplished via a property transfer record within their Service Area to improve effectiveness;

(3) Providing assessment of TE needs to ensure configuration management issues are addressed when the FAA acquires a non-federal facility;

(4) Providing analysis and feedback regarding configuration management and lifecycle costs of TE recommended for purchase by SATO and ES;

(5) Monitoring Automated Inventory Tracking System (AITS) for any TE related actions not processed and notify any property custodians of delinquent inventory management actions;

(6) Approving purchases of initial issuances based on acceptable configuration management and lifecycle costs analysis;

(7) Participating in Joint Acceptance Inspection (JAI) reviews in accordance with FAA Order 6010.7, Joint Acceptance Inspection to evaluate and identify TE deficiencies then report findings to the NTEPM;

(8) Obtain a Contracting Officer Representative (COR) letter necessary for monitoring the mobile calibration contract compliance for locations in their service area; and report findings to the Contracting Officer and COR, as needed;

(9) Provide recommended changes to the CCRT;

(10) When accompanied by COR, administer schedule and impromptu quality assurance audits when warranted and directed by the NTEPM; and

(11) Approving calibration due date extensions of TE for up to 30 days after the original

calibration due date.

d. Service Area Technical Operations (SATO). Includes ALL TECHNICAL OPERATIONS (i.e. Districts, Operations Engineering Support (OESG), ES:

(1) Service Areas must assign a TE District Point of Contact (POC) to support each District, and if necessary an OESG and ES as well, on local TE matters.

(2) The selected District TE POC communicates with the SATEPM in their SA's to ensure field requirements are met. In support of NAS facilities it is necessary for the District TE POC to possess the necessary skillsets, and the technical understanding of TE in order to make productive administrative decisions. The District TE POC roles are defined below:

(a) Disseminate NTEP, Engineering, and SATEPM communications to field offices;

(b) Assist SATEPM in ensuring that field offices have the necessary TE for maintaining NAS facilities by coordinating, prioritizing, reallocating, or transferring TE assets. Provide feedback in terms of TE inventory, TE related issues/concerns, and functional changes.

(c) Coordinate and validate TE selections prior to any TE procurements with the SATEPM and NTEPM to ensure TE and accessories are approved under NTEP configuration management;

> **Note:** Any organization acquiring TE and accessories that are not under configuration management will be responsible for providing all lifecycle costs associated with that equipment.

(d) Assist SATEPM in monitoring field office processing of AITS actions within their area in accordance with the FAA Reutilization and Disposition Process and Procedure Guide, found in Appendix B of FAA Order 4600.27, Personal Property Management. This includes adding, transferring, or the excessing of damaged or replaced TE.

(e) Provide SATEPM an up-to-date listing of TE POC's and the physical addresses for mobile calibration van destination sites 60 days prior to scheduled calibration visits.

(f) Notify SATEPM when made aware of NAS Technical Evaluation Program (NASTEP) TE issues.

(g) Notify SATEPM of JAI or projects issues that involve test equipment.

(h) Inform SATEPM when TE is no longer required, and can be relocated within the ATO or given to the FAALC. (i.e. decommissioned facility, system upgrades, etc.)

(3) Field Office (defined as each SSC, Technical Support Center (TSC), or ES TE user, delegate or office custodian/manager) – This is the field level of the ATO, which is the primary customer and focus of the NTEP. This level should up channel any issues or concerns through their District TE POC, their SATEPM, then the NTEPM in this order. The responsibilities of this

role are as follows:

(a) Ensure all TE which requires calibration is in compliance with the specified interval listed on the CCRT. Each item requiring calibration should also have a calibration sticker affixed to it when applicable.

(b) Process AITS records in accordance with the FAA Reutilization and Disposition Process and Procedure Guide, found in Appendix B of FAA Order 4600.27, Personal Property Management to ensure all calibrated TE is in AITS. This includes "add" and "transfer" actions;

(c) Utilize the FAALC for TE repair support. For any rejected (red-tagged) calibration items, reference paragraph 12 prior to submitting NTEP requests;

(d) Submit requests for new and replacement TE via the NTEP site (See Appendix D) when TE is no longer supported and needs to be replaced, reference paragraph 10c;

> **Note:** Any organization acquiring TE and accessories that are not under configuration management will be responsible for providing all lifecycle costs associated with that equipment.

(e) Provide site calibration support. Site TE POC(s) will assist NTEP by verifying that calibration standards are adhered to by following the TE Quality Assurance Checklist (See Appendix B). Prior to the calibration van leaving the Site POC's should receive the following: Calibration Certificates, End of Site Summary (EOSS), Calibration Receiving Report, and Form 4650-15, Receiving Report (Form 4650-15 must be verified and signed by the TE POC or Manager and given to the contractor prior to leaving). Sites will receive soft copies of the listed documents.

(f) Process Return Material Authorization's (RMA) to send TE to contractor for calibration. Once TE is received back from the contractor, the POC must sign and return the RMA document to the contractor in a timely manner. Reference NTEP website for the RMA process;

(g) Disposition of TE. Reference paragraph 11.

(4) **FAA Logistics Center (FAALC).** The FAALC provides logistical support for repair of TE through Exchange and Repair (E&R) and Repair and Return (R&R) processes. Additional responsibilities include:

(a) Providing status updates for items in the E&R and the R&R process;

(b) Processing field orders for initial issue, repair, and replacement of TE; FAALC does not procure or replace test equipment (maintenance only)

(c) Procuring project materiel for field deployment;

(d) Providing a FAALC quarterly TE report of TE no longer supported or obsolete to the NTEP; and only when directed by the Staff Office (SO);

(e) Providing supplemental calibration services through established work orders that are not included in the National Calibration Contract. See paragraph 12 (e). R&R calibration only.

e. Product/Service Teams. The Product/Service Teams or other AMS procurement organizations that have the responsibility to acquire or upgrade NAS systems will coordinate TE requirements (common as well as specialized TE in support of their platform) with the NTEPM for agency standardization and optimization goals. Product/Service Teams are responsible for the lifecycle management of all NAS TE including funding to support:

(1) Initial site TE, accessories, and support equipment while transitioning to the NTEP; One year of calibration traceable to NIST for each acquisitioned item;

(2) Spares for FAALC stock which is typically 10 percent of the planned fielded TE amount unless a known manufacturing reliability factor can determine a more accurate sparing requirement;

(3) FAA Academy TE and training materials for use during NAS system training;

(4) TE operation and service manuals;

(5) Any other resources necessary to ensure lifecycle support as outlined in the maintenance concept for each new system and standardization of TE within the agency.

Note: Any organization acquiring TE and accessories that are not under configuration management will be responsible for providing all lifecycle costs associated with that equipment.

9. Initial Issue of Test Equipment. The NTEP Office collaborates with all stakeholders including Program Offices, FAALC, In-Service Management, Second-Level Engineering, and SATEPMs to determine the requirements needed for initial procurement.

a. Program Offices must coordinate with NTEPM for approval of TE configurations prior to purchasing TE including prototype products. Program offices must address all lifecycle requirements prior to deploying TE including warranties and calibration needs.

b. NTEP Office purchases and issues TE based on acceptable configuration and lifecycle costs analysis for field offices. NTEP may deploy initial issue TE and training via a National Directive.

c. SATOs, ESs, and SSCs request initial procurement via Test Equipment Request (TER) (See Appendix D).

d. SATEPMs review, edit, and submit purchase requests of initial issuances based on acceptable configuration and lifecycle costs analysis. SATEPMs will coordinate with the NTEP for funding.

10. Service or Repair of Test Equipment. Acceptable methods of repair include an E&R process and an R&R. The only limitation is if an asset is R&R'd first and found obsolete, then an E&R action can no longer be performed.

a. Non-Operational TE that has been rejected by the calibration service (red-tagged) must be removed from service immediately and taken out of the operational area. Any equipment that has been red-tagged must be sent to the FAALC for either E&R or R&R.

(1) If R&R is the only option, then a TER should be submitted for a replacement asset.

(2) If neither of these are an option, a TER should be submitted for a replacement asset.

(3) If an asset that is R&R'd is condemned, notify your SATEPM to update the priority of your TER.

b. The FAALC will provide a calibrated replacement with a minimum of nine (9) months calibration remaining for any TE that has gone through the E&R or R&R process. Items procured or repaired by the FAALC come with a minimum warranty of 90 days from the date of purchase. TE received from the FAALC or other contract support must not be considered calibrated unless a current calibration label is affixed to the unit.

c. Upon receipt of the E&R replacement, immediately process an E&R action in AITS to update the property records.

d. Ensure the calibration certificate is filed with calibration documentation.

11. Replacement of Test Equipment

a. NTEP will inform the SATEPM and the field via National Directive upon discovery if TE used for an operational platform becomes obsolete or unsupportable.

b. Field offices will notify the SATEPM upon discovery if TE used in an operational platform becomes obsolete or unsupportable.

c. SATEPM approval of TE need and verification of replacement compliance with agency standardization goals is required before new or replaced equipment is purchased. Field offices will notify the SATEPM of the need for replacement TE via a TER. The TER may be used to request new or replacement equipment for reasons such as:

(1) Operational asset has become obsolete or unsupportable.

(2) Operational asset is identified as beyond economical repair by the FAALC via the R&R process.

(3) Items are currently part of a National Replacement Program acquisition.

d. SATEPM may reject a TER for reasons such as:

(1) Equipment requested is not under configuration and lifecycle management.

(2) AITS records indicate site already has item(s) listed in inventory at the facility.

(3) Alternate technology or TE is being evaluated nationally.

12. Disposition of Test Equipment

a. Disposition of TE should be in accordance with the FAA Reutilization and Disposition Process and Procedure Guide, found in Appendix B of FAA Order 4600.27, Personal Property Management.

b. Contact SATEPM prior to disposing TE through AITS. If another service area need exists, the asset may be transferred to another facility. Replaced or obsolete assets will not be transferred to another FAA site without the approval of SATEPM.

c. The SATEPM will monitor AITS disposal actions for replaced TE and notify property custodians if excess actions are not performed upon discovery.

13. Calibration of Test Equipment and Accessories. TE must be calibrated according to the manufacturer's specifications. NTEPM may make adjustments to manufacturer's recommended calibration intervals after review of historical maintenance data or with coordination from the second-level engineering offices. TE assets require FAA barcodes recorded in AITS to be eligible for calibration services on the National Calibration Contract.

Note: Built-in TE is not eligible for calibration service on the National Calibration Contract.

a. All End State TE must be calibrated according to intervals as outlined in the CCRT. The NTEPM identifies TE assets that do not require calibration in the CCRT as:

(1) NCR (No Calibration Required)

(2) USER CAL (Owner/User Validates Performance)

b. TE accessories that require calibration such as probes and sensors are identified in the CCRT. Accessories that are not calibrated such as elements and attenuators are not funded for calibration service under the National Calibration Contract. If a customer requires calibration of TE accessories, the National Calibration vendor will accept the customer’s credit card for payment for calibration services. The NTEPM identifies TE accessories that do not require calibration in the CCRT as:

(1) NCR (No Calibration Required)

(2) USER CAL (Owner/User Validates Performance)

c. All calibrations conducted must provide traceability to reference standards recognized by NIST. Listed below are the guides used by the FAA for calibration laboratory organization, management, quality system, personnel, environment, standards/equipment, reference materials, procedures, traceability, certification, labeling, records, and reporting. All calibration service providers will minimally comply with the appropriate standard:

(1) ANSI/NCSL Z540-1-1994, Calibration Laboratories and Measuring and General Requirements for the Competence of Testing and Calibration Laboratories

(2) ISO/IEC 17025 (International Organization for Standardization Calibration, Measurement Gages and Test Laboratories)

(3) MIL-Q-9858A, Quality Program Requirements

d. TE used on NAS equipment will have a valid calibration sticker, calibration void label, if required; and a calibration certificate on file. The calibration certificate is proof that the equipment has been calibrated and is acceptable as evidence of traceability. However, if a "Calibration Void if Broken" label is broken or removed then the calibration of the asset is voided.

e. TE that cannot be calibrated through the National Calibration Contract, FAALC, or other assorted contract vehicles offered through the NTEP, must be calibrated through either a separate calibration vendor or through the original equipment manufacturer. A purchase order or credit card shall be used when calibrating TE using these methods. Calibration services are provided by several sources:

(1) National Calibration Contract is established for onsite and fixed laboratory calibration of TE. The majority equipment at a calibration delivery point can be calibrated on site.

Note: An RMA process has been established for items not calibrated locally; and identified as RMA on column "H Calibration Responsibility" on the CCRT. Note SSC/office TE POC responsibilities.

(2) FAALC AML-4000 is established for R&R for calibration and repair.

(3) Kansas City Staging area is responsible for calibrating the Zero Indicator for Omni Range ZIFOR.

f. The NTEPM must approve all limited calibrations. All TE with limited calibration must display a limited calibration label. Equipment requiring limited calibration will be identified as "Limited Cal" in the CCRT. An SSC Manager should make limited calibration requests within their purview by sending an email to the NTEPM for approval.

g. Copies of the current calibration certificates will be maintained for calibration cycles. The calibration certificate states a specific item was calibrated with measurement traceability and must include the standards used, calibration procedure, calibration interval, and expiration date.

h. TE may be used up to 30 days past the calibration due date with approval from the SATEPM via Memorandum. Calibration extensions beyond 30 days must be approved by the NTEPM via Memorandum. All calibration extensions need to be filed along with calibration documentation and retained for current calibration cycle.

14. Test Equipment Quality Assurance Program

a. A minimum of one Mobile Calibration Laboratory (MCL) audit must be performed within each service area annually.

b. A minimum of three calibration documentation audits must be performed annually and held at nonrecurring locations.

c. The National Test Equipment Quality Assurance Program establishes ATO guidelines to validate customers are receiving calibration services in accordance with the Statement of Work contracted at a national level. It also establishes guidelines for auditing calibration facilities; and documentation received at service delivery points. Additional impromptu audits will be performed, if warranted and directed by the NTEPM COR.

d. A Test Equipment Quality Assurance Calibration Checklist (See Appendix B) for each calibration service delivery point must be submitted to SATEPM annually by each Site/office TE POC. SATEPMs will validate and provide completed checklists to NTEPM.

e. The NTEP COR ensures that calibration vendors have a Quality Assurance Plan implemented.

15. Waivers. All waiver requests regarding any portion of this policy will be submitted to NTEPM for approval by the Vice President of Technical Operations Services. The request will contain rationale for the waiver, justification, and other appropriate information to support the request.



Vaughn A. Turner
Vice President, Technical Operations Services

Appendix A. Administrative Information.

16. Distribution. This order will be distributed electronically.

a. On the Technical Library web site at: http://nas.amc.faa.gov/phoenix/views/technicalLibrary.xhtml.

b. The Airway Transportation System Specialist (ATSS) and all administrative personnel must subscribe to the Auto-Notifications Services for electronic library release notifications at http://technet.faa.gov/. Administrative offices can print these documents for local use as required.

17. Definitions. Refer to the NTEP website http://nas.amc.faa.gov/ajw14/ntep/ for a list of definitions related to this directive.

18. NTEP Flowcharts. To view detailed guidance regarding the calibration process, R&R, purchase, support of accessories, and the disposition of TE refer to the NTEP website http://nas.amc.faa.gov/ajw14/ntep/.

Appendix B. Test Equipment Quality Assurance Calibration Checklist

This checklist is provided to help ensure all actions regarding calibrating TE are completed, and provides documented evidence that quality control measures are in place. This checklist should be completed by each site or SSC TE POC, sending a copy to the SATEPM, and then maintained with calibration records until next calibration cycle. To find the latest Test Equipment Quality Assurance Calibration Checklist, visit the NTEP web site http://nas.amc.faa.gov/ajw14/ntep/ .

Appendix C: NTEP Calibration Survey

The National Test Equipment Program Manager is continuously looking for ways to improve the quality of services provided to our customers. Please take a moment to provide feedback on your service experience with the Mobile Calibration Team and the Return Material Authorization (RMA) process used. With your input we can enhance the quality of service provided to our customers.

Mobile Calibration Lab (MCL) #: _____

FAA Site Location: _____

Please rate questions 1-7 and provide written response for question #8 and 9. Explanations are requested for any rating categories less than "Agree."

1. The mobile calibration technicians do a great job of keeping me informed of the scheduled arrival dates and delay notifications.
   - ☐ Strongly Agree
   - ☐ Agree
   - ☐ Neither Agree or Disagree
   - ☐ Disagree
   - ☐ Strongly Disagree

2. The mobile calibration technicians provide adequate RMA guidance and forms needed to send equipment offsite for calibration services, when mobile service is not available.
   - ☐ Strongly Agree
   - ☐ Agree
   - ☐ Neither Agree or Disagree
   - ☐ Disagree
   - ☐ Strongly Disagree

3. The mobile calibration technicians arrived on the scheduled date provided during 10-day and 2-day advance notification?
   - ☐ Strongly Agree
   - ☐ Agree
   - ☐ Neither Agree or Disagree
   - ☐ Disagree
   - ☐ Strongly Disagree

4. Prior to leaving the work site, the mobile calibration technicians completed all work in a timely manner.
   - ☐ Strongly Agree
   - ☐ Agree
   - ☐ Neither Agree or Disagree
   - ☐ Disagree
   - ☐ Strongly Disagree

5. The quality of the mobile calibration services I received met or exceeded my expectations.
   - ☐ Strongly Agree
   - ☐ Agree
   - ☐ Neither Agree or Disagree
   - ☐ Disagree
   - ☐ Strongly Disagree

6. The mobile calibration technicians have a high level of expertise in providing the services contracted.
   - ☐ Strongly Agree
   - ☐ Agree
   - ☐ Neither Agree or Disagree
   - ☐ Disagree
   - ☐ Strongly Disagree

7. Overall, how satisfied are you with the service provided by the mobile calibration technicians?
   - ☐ Strongly Agree
   - ☐ Agree
   - ☐ Neither Agree or Disagree
   - ☐ Disagree
   - ☐ Strongly Disagree

8. IMPROVEMENTS: When thinking about the overall mobile calibration services, what improvements would you recommend?
   (Manufacturer Name & Model Number is required for FAA equipment referenced)

   _____

   _____

   _____

   _____

9. OTHER COMMENTS: We greatly appreciate explanations for any questions with rating categories less than "Agree" to better understand and target improvements.

   _____

   _____

   _____

   _____

   _____

   Survey Completed By: _____

   Phone Number: _____Date: _____

Please forward completed surveys to the National Test Equipment Program Manager:
David.Byrd@faa.gov

Appendix D. Test Equipment Management Tools

TE records, in accordance with FAA Order 1350.14B Records Management, should be updated timely and accurately to improve the agency's ability to create standardization of TE assets, write National maintenance procedures, and use the National TE inventory data to make effective business decisions.

1. **Automated Inventory Tracking System (AITS).** Automated tool used to manage inventory of equipment for the FAA. TE must be in AITS to be supported under the national baseline. https://my.faa.gov/org/staffoffices/afn/finance/systems/aits.html

2. **NTEP Web site**. Web site for all NTEP information. Latest notices, CCRT, calibration waivers, MCL schedule, and training information are available on the NTEP Web site. http://nas.amc.faa.gov/ajw14/ntep/

3. **NTEP KSN**. The NTEP KSN will be maintained to provide National Calibration Contract information. Access to this KSN will be controlled. To request access, contact the SATEPM or NTEPM. http://nas.amc.faa.gov/ajw14/ntep/

4. **Test Equipment Request (TER)**. Automated tool used to request new or replacement TE. Requests are processed by SATEPM and NTEPM. http://nas.amc.faa.gov/ajw14/ntep/

5. **Test Equipment Quality Assurance Calibration Checklist.** http://nas.amc.faa.gov/ajw14/ntep/

Appendix E. Related Publications

The latest editions of the following publications are the primary references for preparing and maintain agency directives. For additional information, the latest versions of the following documents should be referenced.

- FAA Order 6000.15, General Maintenance Handbook for National Airspace System (NAS) Facilities.
  https://employees.faa.gov/tools_resources/orders_notices/

- ANSI /NCSL Z540-1-1994, Calibration Laboratories and Measuring and Test Equipment-General Requirements.
  Note: This is a non-government document and it is not available for distribution.

- ISO/IEC 17025: 2005, General Requirements for the Competence of Testing and Calibration Laboratories.
  http://www.iso.org/iso/home/store/catalogue_ics/catalogue_detail_ics.htm?csnumber=39883

- National Institute of Standards and Technology (NIST) publications.
  http://csrc.nist.gov/publications/PubsSPs.html

- MIL-Q-9858A, Quality Program Requirements.
  http://www.quality-control-plan.com/examples/mil-q-9858-quality-program/mil-q-9858-spec/

- Order 4600.27, Personal Property Management
  https://employees.faa.gov/tools_resources/orders_notices/

- FAA Order 6010.7, Joint Acceptance Inspection (JAI).
  https://employees.faa.gov/tools_resources/orders_notices/

- FAA Order 1350.14, Records Management.
  https://employees.faa.gov/tools_resources/orders_notices/

- FAA Order 1800.66, Configuration Management Policy.
  https://employees.faa.gov/tools_resources/orders_notices/