U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ORDER 8100.19

National Policy

Effective date:
10/15/2018

SUBJ: Destroyed and Scrapped Aircraft

This order provides guidance to FAA personnel responsible for evaluating aircraft wreckage and classifying an aircraft as destroyed or scrapped. This order also provides guidance related to actions that are required to be taken when an aircraft is determined to be destroyed or scrapped. Such actions include the disposition of aircraft identification plates, aircraft de-registration, and compliance with aircraft recordkeeping requirements. It addresses the re-registration of aircraft that may have previously been classified as destroyed or scrapped and describes the procedures a person may use to dispute a determination that an aircraft has been destroyed or scrapped.

Many current FAA and National Transportation Safety Board (NTSB) forms classify aircraft damage as minor, major, substantial, or indicate that an aircraft has been destroyed. Title 14 of the Code of Federal Regulations (14 CFR) § 47.41a(2) specifies that an aircraft's Certificate of Registration, AC Form 8050-3, is no longer effective if the aircraft is "totally destroyed or scrapped." In this order, we consider the report of a "destroyed aircraft" the same as an aircraft reported as "totally destroyed."

This order provides instructions for FAA employees to assist aircraft owners in complying with the requirements of 14 CFR §§ 45.13 and 47.41 by specifying what constitutes a destroyed or scrapped aircraft and by establishing procedures to properly disposition aircraft wreckage.

This order also sets forth a process for a person to dispute a determination that an aircraft has been destroyed or scrapped.

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Aviation Safety
Associate Administrator

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Chapter 1. General Information

1. Purpose of This Order. The order provides guidance to:

a. Establish FAA policy on what constitutes a destroyed or scrapped aircraft.

b. Provide a process for disputing a determination that an aircraft is destroyed or scrapped.

c. Provide instructions for the Aircraft Registration Branch to take when an aircraft is reported to be destroyed or scrapped.

d. Provide information related to the disposition of aircraft identification plates of destroyed and scrapped aircraft.

e. Provide guidance for Aircraft Certification Service Aviation Safety Engineers (ASE), Aviation Safety Inspectors (ASI), and FAA aircraft accident investigators in determining that an aircraft is destroyed or scrapped and provide guidance for addressing disputes regarding such determinations.

2. Audience. FAA aircraft accident investigators, Aircraft Certification Service ASE, ASI, and personnel in the Aircraft Registration Branch (AFB-710).

3. Where Can I Find This Order. You can find this order on the FAA's Regulatory and Guidance Library (RGL) website at http://rgl.faa.gov or the MyFAA employees' website at https://employees.faa.gov/tools_resources/orders_notices.

Chapter 2. Regulatory Requirements

1. Aircraft Registration (14 CFR Part 47).

a. 14 CFR § 47.41 addresses the duration and return of certificates of registration. Except for cases where the effectivity of a Certificate of Aircraft Registration has ended by reason of having been revoked, canceled, or expired, or the ownership is transferred, 14 CFR § 47.41(a) prescribes that each Certificate of Aircraft Registration, AC Form 8050-3, issued by the FAA is effective until:

(1) The aircraft is registered under the laws of a foreign country.

(2) The aircraft is totally destroyed or scrapped.

(3) The holder of the certificate loses his U.S. citizenship.

(4) Thirty days have elapsed since the death of the holder of the certificate.

(5) The owner, if an individual who is not a citizen of the United States, loses status as a resident alien, unless that person becomes a citizen of the United States at the same time.

(6) The corporation in whose name the aircraft is registered ceases to be lawfully organized and eligible to do business under the laws of the United States (or a State thereof) or the aircraft was not based and primarily used in the US during a period specified in § 47.9(b).

(7) The trustee in whose name the aircraft is registered ─

(a) Loses US citizenship;

(b) Loses status as resident alien; or

(c) In any manner ceases to act as trustee and is not immediately replaced by another who meets the requirements of § 47.7(c).

In accordance with 14 CFR § 47.41(a), there are seven specific conditions where the aircraft certificate of registration would become ineffective. This order only focuses on condition (2) where "the aircraft is totally destroyed or scrapped."

b. 14 CFR § 47.41(b)(3) requires the holder of a Certificate of Aircraft Registration to return that certificate with the reverse side completed to the FAA Aircraft Registration Branch, AFB-710 (Registry) within 21 days of the date that the aircraft was totally destroyed or scrapped (except in the case of expired certificates, where the holder must destroy the certificate).

2. Aircraft Identification Plate (14 CFR Part 45).

a. Requirement for an identification plate. Pursuant to 14 CFR § 45.11(a), an aircraft covered under 14 CFR § 21.182 must have a fireproof identification plate (ID plate) that contains

the information required by 14 CFR § 45.13(a). That information includes the builder's name, the model designation, the builder's serial number, the type certificate number if applicable, the production certificate number if applicable, and any other information the FAA finds appropriate.

b. Purposes of an aircraft identification plate. The FAA uses the information found on identification plates to assist the agency in establishing conformity to a type design prior to issuing an airworthiness certificate and when approving subsequent repairs and alterations to an aircraft. The identification plate allows ready identification of the responsible TC/PC holder, manufacturer, or builder throughout the life of the product. The TC, model, and serial number enable correlation among applicable airworthiness standards, design approvals, and unique as-manufactured configurations. This information is needed to support the maintenance, preventive maintenance, alteration, and operation of an aircraft throughout its life cycle. It also assists in determining the applicability of airworthiness directives (AD).

c. Prohibited actions related to identification plates.

(1) 14 CFR § 45.13(b) prohibits the removal, change, or placement of identification information on any aircraft, aircraft engine, propeller, propeller blade, or propeller hub, without the approval of the FAA unless the action is taken while performing work under part 43. This prohibition is designed to ensure a particular aircraft is properly identified and not changed during its service life.

(2) 14 CFR § 45.13(e) prohibits any person from installing an identification plate on any aircraft, aircraft engine, propeller, propeller blade or propeller hub other than the one from which it was removed.

Chapter 3. Concerns about Destroyed and Scrapped Aircraft

1. FAA Concerns.

a. Determining whether an aircraft is repairable, destroyed, or scrapped. The regulations do not set forth specific criteria that can be used to determine whether an aircraft is repairable or whether it is destroyed or scrapped.

b. Failure of certificate holders to terminate registration. Pursuant to 14 CFR § 47.41(a)(2), the registration of an aircraft that is totally destroyed or scrapped is no longer effective. The owner of the aircraft must notify the FAA by returning the aircraft's registration certificate to the FAA's Aircraft Registration Branch (hereafter, Registry) within 21 days (or by providing a statement to the FAA if the registration certificate is not available) in accordance with 14 CFR § 47.41(b). A review of records for aircraft classified as destroyed or scrapped has indicated that a number of owners may not have returned these certificates to the Registry as required. Accordingly:

(1) The Registry may not be accurate or up-to-date.

(2) Aircraft registration and airworthiness certificates are erroneously listed as being effective.

c. Removing an aircraft identification plate from a destroyed or scrapped aircraft and attaching that identification plate on a different aircraft.

(1) The FAA concerned that the aircraft owners/operators may attempt to:

(a) Switch aircraft identification plates from one aircraft to another.

Example: An aircraft owner/operator removes an identification plate from an aircraft destroyed in an accident and installs it on a similar type aircraft of either known or unknown origin. The owner then applies for an airworthiness certificate for the aircraft using the data from the aircraft identification plate obtained from the previously destroyed aircraft.

(b) Sell identification plates, airworthiness certificates, and maintenance logbooks of destroyed or scrapped aircraft along with the wreckage of those aircraft to individuals who intend to use the documentation and aircraft wreckage to repair a different aircraft and then register that aircraft using the data from previously destroyed aircraft.

(2) Removing an aircraft identification plate from an aircraft and installing that identification plate on an aircraft other than the one from which it was removed is prohibited under 14 CFR § 45.13(e).

d. Selling the wreckage from an aircraft previously determined to be destroyed without the aircraft's identification plate and representing that wreckage as the previously destroyed aircraft. Aircraft owners and insurance companies often declare an aircraft involved in an accident to be destroyed and after deregistering the aircraft remove the aircraft's identification plate with the

intent of scrapping the aircraft. This aircraft wreckage is then resold but is often represented as being the destroyed aircraft rather than aircraft scrap. Without the aircraft's original identification plate it is often impossible to ascertain that the wreckage is from the aircraft previously determined to have been destroyed or obtain a replacement identification plate. Accordingly, it may not be possible to develop a repair plan to return the previously destroyed aircraft to service.

Note: Only the manufacturer with concurrence from the FAA can issue a replacement identification plate that has been lost or destroyed. (See FAA Order 8130.2.)

e. Returning a destroyed or scrapped aircraft to service. Destroyed aircraft are sometimes approved for return to service after the replacement of all primary structures. In contrast to a new aircraft manufactured from new certified parts under an FAA production approval, the reconstruction of a destroyed aircraft typically includes used and new replacement parts from various sources. Aircraft "repaired" in this manner without the rigorous quality systems of a production certificate may not fully conform to the product's type design. Without rigorous control of the repair designs and procedures, such aircraft could pose a significant safety hazard to operators and should not be approved for return to service.

f. Establishing conformity to type design. Establishing conformity to a type design can be exceedingly difficult when destroyed aircraft are restored by extensive repairs and replacement of damaged primary structures with used or surplus parts. Used parts and military surplus parts may be obtained from various aircraft. Such parts may have different amounts of time in service and levels of deterioration depending on their operational history, maintenance, and alterations. It may be impossible to establish conformity to a type design unless records of all the replacement parts are available for evaluation, the applied major repairs are thoroughly reviewed by qualified engineering staff, and the repair process is overseen by other qualified personnel.

g. Overseeing repair and process data. For aircraft declared destroyed or scrapped, Flight Standards District Offices (FSDO), Certificate Management Offices (CMO), and Aircraft Certification Offices (ACO), as requested by FSDO, must carefully review details of repair data to ensure that it produces a structurally and operationally-safe aircraft. The repair data must include the history and source of all life-limited replacement articles, parts, and accessories. Inspectors must closely evaluate repair processes to ensure that actual repairs are being performed in accordance with approved or acceptable repair data, as appropriate.

h. Aircraft repairability determined on an individual aircraft basis. Because of the complexity of aircraft designs and the widely differing conditions of aircraft subjected to accidents or natural disasters, it is impossible to have one set of criteria define the limits of repairing an aircraft to an airworthy condition. An aircraft that has been damaged to the extent that an inspector or accident investigator has declared it destroyed must be evaluated on a case-by-case basis to determine its repairability. Due to the lack of regulatory specificity, any

determination that an aircraft is destroyed can be subjective and may be challenged by other parties with an interest in repairing the aircraft.

i. FAA approved repairs. The FAA realizes that many legitimate maintenance personnel who are properly certificated are capable of repairing extensively damaged aircraft. These individuals or companies utilize proper procedures, data, and parts in the repair processes. All major repair data for type certificated aircraft must be approved by FAA engineers, inspectors, appropriate designees, or under the provisions of a bilateral agreement. The aircraft manufacturer or a person acceptable to the FAA must approve all major repairs for aircraft certificated in the light-sport category. Major repairs to experimental aircraft generally do not require FAA approval, but the FAA strongly encourages owners of these aircraft to contact the FAA to ensure that the repair scheme is sufficient to return the aircraft to a condition for safe operation.

j. Discrepancies in improperly repaired aircraft. Based on extensive investigations the FAA has found aircraft previously determined to be destroyed to be registered and operating with significant airworthiness discrepancies such as, but not limited to:

(1) Unairworthy parts.

(2) Mismatched components from other models of aircraft.

(3) Improperly documented military parts.

(4) Unapproved parts.

(5) Improper maintenance record entries.

2. How FAA concerns are addressed.

a. Establishing FAA definition of destroyed or scrapped aircraft. FAA accident investigators will apply their specialized knowledge and expertise and follow the guidelines in this order when evaluating aircraft wreckage to determine whether an aircraft is repairable or should be declared destroyed. In some cases, an ACO engineer may assist in the determination per chapter 5, paragraph 2.f of this order.

b. Cancellation of registration. In accordance with 14 CFR § 47.41(a)(2), an aircraft registration certificate is no longer effective once the aircraft is destroyed or scrapped. An ineffective registration certificate also causes the airworthiness certificate to no longer be effective in accordance with 14 CFR § 21.181. Upon notification from the registered owner that an aircraft has been scrapped or destroyed, the Registry will cancel the aircraft's registration.

c. Effectiveness of the registration certificate. When the Registry receives notice from the NTSB, FAA inspectors, or from any other credible source showing that an aircraft is

destroyed, the Registry will notify the certificate holder of its requirement to comply with 14 CFR § 47.41(b). This notification will be kept in the aircraft registration file.

d. Denying registration for destroyed or scrapped aircraft. Upon receipt of an application to register a used aircraft, the Registry will verify that the aircraft was not previously determined to have been destroyed. If the Registry record shows the aircraft has previously been reported to be destroyed or scrapped the Registry will send the applicant a letter denying the application for registration. In addition, inform the owner that the application will not be further processed until the owner provides evidence to support revising the earlier determination that the aircraft has not been destroyed or scrapped.

e. Destroying identification plates. The ID plate, when available, must be voluntarily surrendered to the local FAA office. The FAA office must make a copy of the plate and then either physically destroy it or, if requested by the manufacturer, return it to the manufacturer via certified mail. By physically destroying the ID plate or returning it to the manufacturer, the FAA ensures that it will not be misused in the future. The FAA office must then send a letter to the Registry stating that the surrendered plate has been destroyed or returned to the manufacturer. The Registry will include the letter in the permanent aircraft records file.

f. Repairs of aircraft declared destroyed or scrapped. If requested by the owner of an aircraft that has been declared destroyed or scrapped, a FSDO or ACO may assist the owner in determining if the aircraft may be repaired to an airworthy condition. The owner is responsible for developing a repair scheme for the FSDO/ACO to review and approve (see detailed instructions in Chapter 4, paragraph 4 of this order). It may, however, not be possible to certificate an aircraft with its original identification if that aircraft has previously been declared destroyed or scrapped and the aircraft's identification plate and records are no longer available.

Chapter 4. Discussion

1. Categories of Aircraft Damage. The FAA and the NTSB classify the extent of damage to an aircraft using four categories of damage:

a. *None* means the aircraft was not damaged or destroyed.

b. *Minor damage* means the aircraft either is in an airworthy condition or is restorable to airworthy condition by minor repairs.

c. *Substantial damage* means damage or failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage." (This definition corresponds to the definition of substantial damage set forth in 49 CFR § 830.2.)

d. *Destroyed or scrapped*. These terms are discussed in the following sections.

2. What Constitutes a Destroyed or Scrapped Aircraft.

a. The FAA considers an aircraft to be destroyed if all of its primary structure is damaged to the extent that it would be impracticable to return the aircraft to an airworthy condition by repair.

b. The FAA considers an aircraft to be scrapped when it has been discarded and disposed of in a manner that it cannot be repaired to an airworthy condition.

c. 14 CFR § 47.41(b)(2) does not specify who makes the determination that an aircraft is destroyed or scrapped. Typically, a knowledgeable party makes such a determination with the concurrence of the registered owner. Whether an aircraft is destroyed or scrapped, however, is a function of the actual condition of the aircraft. The determination by an FAA or NTSB accident investigator that an aircraft is "destroyed" is a determination based on that individual's knowledge, expertise, and judgment. The determination that an aircraft is destroyed may be refuted by evidence submitted by an owner that the aircraft is repairable.

3. Repairable versus Destroyed Aircraft.

a. An aircraft that was rendered unserviceable through in-service wear and tear, damage, or corrosion may be approved for return to service after completion of a repair. A repair is performed to return the aircraft to its original (or properly altered) condition that conforms to its type design.

b. For an aircraft to be considered eligible for repair, it must have at least one primary structure around which a repair can be performed; otherwise, the action would constitute a replacement of the aircraft**.** The FAA considers an aircraft's primary structure to be the structure

that carries flight, ground, or pressurization loads, and whose failure would reduce the structural integrity of the aircraft.

c. The FAA does not consider an aircraft to be repairable if all primary structures of the aircraft must be replaced. Replacement of some major components of an aircraft would be considered a repair, but replacement of all of the primary structures of the aircraft is not a repair but a replacement of an aircraft. If the identification plate from the original aircraft were placed on the aircraft this action would be prohibited by 14 CFR § 45.13(e) which states that "No person may install an identification plate removed in accordance with paragraph (d)(2) of this section on any aircraft, aircraft engine, propeller, propeller blade, or propeller hub other than the one from which it was removed."

d. The primary structure must be identifiable and traceable to the particular aircraft. For example, maintenance personnel can repair a heavily damaged aircraft by performing many major repairs on its fuselage and replacing all other primary structures that may be destroyed such as the wings and the empennage. In this case, the aircraft would not be considered destroyed because the fuselage is repairable. However, if the fuselage of that aircraft also needed to be replaced, then the aircraft would no longer be considered repairable as all of its primary structures were beyond repair and hence destroyed.

e. The following examples can be used as guidelines to determine if an aircraft is destroyed:

(1) All primary structures of an airplane or glider, including the fuselage, all wings, and empennage are beyond repair.

(2) The fuselage and tail boom of a rotorcraft are beyond repair.

(3) Only the aircraft identification plate is reusable.

4. The Dispute Process.

a. Because various parties with an interest in a damaged aircraft can have differing opinions regarding the extent of the aircraft's damage, there periodically are conflicting opinions as to whether an aircraft is destroyed or substantially damaged. If action is taken by the FAA with respect to an aircraft based upon a determination that the aircraft has been destroyed or scrapped, an interested party may request that the FAA reconsider this determination. By presenting the cognizant FAA FSDO or ACO with a repair process detailing how the damaged aircraft can be repaired around at least one non-destroyed primary structure of the aircraft. The aircraft, however, would be considered non-repairable if all of its primary structure must be replaced.

b. When the responsible FSDO or ACO approves the repair after reviewing all accompanying data, finds it in compliance with applicable regulations, and the aircraft is properly identified, the aircraft would no longer be considered destroyed or scrapped and appropriate changes would be made to the aircraft's file to permit its registration.

Chapter 5. Roles and Responsibilities

1. NTSB's Role in Aircraft Accident Investigations. The NTSB has authority to investigate all accidents involving civil aircraft. (See 49 USC § 1132.)

a. Upon notification of an aircraft accident, the NTSB forms a group with representatives from the FAA and other governmental agencies and organizations as needed and assigns an NTSB Investigator-In-Charge (IIC).

b. The IIC records the condition of the aircraft wreckage in a preliminary or factual accident investigation report.

c. The NTSB requests that local FAA inspectors document the accident site on most non-fatal general aviation aircraft accidents.

2. FAA's Role and Responsibilities.

a. In an accident investigation, the FAA Office of Accident Investigation & Prevention (AVP-100) or FSDO assigns an investigator-in-charge (IIC) to support the NTSB working group.

b. The FAA accident investigator-in-charge:

(1) Collaborates with the NTSB's IIC in investigating the accident.

(2) Evaluates the overall condition of the wreckage to determine the extent of aircraft damage or if the aircraft is *destroyed*. In most cases, the FAA IIC can readily determine whether the aircraft is repairable, based on that individual's knowledge, experience, and judgment. Sometimes, the IIC will need the engineering assistance of an ACO engineer to make that determination.

(3) Uses the guidelines in chapter 4 of this order to draw conclusions.

(a) If the condition of the wreckage fits the definition of *substantial damage* in Chapter 4 of this order, the IIC should consider the damage *substantial.* Any damage less than *substantial* is *minor* damage.

(b) After physically evaluating the wreckage, the IIC should consider the aircraft *destroyed* if the damage meets the criteria set forth in Chapter 4 of this order.

(4) Completes FAA Accident/Incident Report, FAA Form 8020-23:

(a) Follow instructions in FAA Order 8020.11 to complete and distribute FAA Form 8020-23.

(b) Ensure that Block 11 agrees with the NTSB's preliminary or factual accident report of aircraft damage (i.e., *none, minor, substantial, or destroyed*). If the FAA IIC disagrees

with the determination of the NTSB IIC, both parties should discuss the condition of the wreckage to reach an agreement. The classification of the damage in reports generated by both investigators should agree.

(5) If the aircraft is determined to be destroyed, notifies the Registry of the destroyed aircraft by mailing a copy of FAA Form 8020-23 to:

If by Postal Service:

FAA Aircraft Registration Branch,
Technical Section AFB-711,
PO Box 25724
Oklahoma City, OK 73125

If by courier mail:

FAA Aircraft Registration Branch, AFB-711
Registry Building Room 118
6425 South Denning
Oklahoma City, OK 73169-6937

Or emails the form to 9-AMC-AFS750-Aircraft@faa.gov, Attn: Technical Dept. and ensures that the following information has been provided:

(a) Aircraft Registration number.

(b) Aircraft serial number.

(c) Aircraft manufacturer and model number.

(d) Condition of the aircraft (destroyed), reason.

(e) Related accident/incident report number as appropriate.

(f) Any available photo of the wreckage.

(6) Refers to FAA Order 8020.11, as revised, for specific instruction on disposition of aircraft identification plates.

(7) If the owner has not returned the Certificate of Aircraft Registration, AC Form 8050-3, to the Registry, reminds the owner to do so in order to comply with 14 CFR § 47.41(b)(3) and not to provide the original Certificate of Aircraft Registration to an insurance company or other entity.

Note: An insurance company is not entitled to the Certificate of Aircraft Registration, even if it provides the owner compensation for the value of the aircraft and takes possession of the wreckage. The certificate of registration is ineffective per 14 CFR § 47.41(a).

c. The FAA Aircraft Registration Branch (AFB-710):

(1) Retains information about destroyed and scrapped aircraft in the aircraft files. NTSB and FAA accident investigators use the Registry to monitor the status of all aircraft declared destroyed or scrapped.

(2) Upon notification from the registered owner that an aircraft was destroyed or scrapped:

(a) De-registers the aircraft.

(b) Notes in the aircraft file that the aircraft has been destroyed or scrapped and will not be eligible for registration unless the owner provides proof that the aircraft is repairable according to a repair scheme approved by a FSDO or ACO.

(3) Takes the actions specified below upon receipt of an identification plate, airworthiness certificate, or application for registration for a destroyed or scrapped aircraft:

(a) Files the airworthiness certificate in the aircraft's permanent aircraft file.

(b) If the identification plate is sent to the Registry instead of the local FAA office the Registry will dispose of the plate.

(c) For an Aircraft Registration Application, AC Form 8050-1, follows the steps in the table below:

If the Registry shows that, the aircraft was declared destroyed or scrapped

and the Aircraft Registration Application...	**then...**
does not have a FSDO/ACO repair approval attached,	• *do not register* the aircraft. • send a letter of denial to the applicant.
has a FSDO/ACO approved repair attached,	• *Register* the aircraft.

d. Upon receipt of an *Application for U.S. Airworthiness Certificate, FAA Form 8130-6*, for a used aircraft, an FAA ASI, or DAR must check the Registry to ensure that the aircraft was registered in accordance with order 8130.2, as amended.

Note: An airworthiness certificate must not be issued for an aircraft listed in the Registry as destroyed or scrapped.

e. A FSDO reviewing proposed repairs of an aircraft declared destroyed or scrapped will:

(1) Discuss with the applicant the proposed plan for obtaining approval for repairs.

(2) Determine that the intended repairs are applicable to the aircraft specified in any applicable accident report (review the aircraft registration number and serial number specified in the report) and that at least one primary structure of the aircraft is repairable.

Note: Replacing all of the primary structures of a damaged aircraft is not considered a repair of the aircraft.

(3) Coordinate with the cognizant ACO as necessary to evaluate proposed repairs. An aircraft classified as destroyed may require numerous major repairs.

(4) After finding that the repairs meet applicable requirements, issue an approval letter to the applicant. This letter should request that the applicant coordinate with the FSDO about its plans for performing the repairs so that the FSDO and the applicant may agree upon a mutually acceptable schedule to monitor repairs and ensure that major repairs are performed in accordance with approved repair data. A copy of this letter should be sent to the Registry.

(5) Conduct interim and final inspection of repairs as agreed upon with the aircraft owner. Findings should be recorded in the Program Tracking Reporting System (PTRS).

(6) Initiate the airworthiness certification process in accordance with FAA Order 8130.2, as amended, when all repairs and related inspections are completed and the aircraft is re-registered

f. In some cases, a FSDO will need engineering assistance from an ACO to determine if an aircraft can be repaired to an airworthy condition. When a FSDO or CMO requests ACO support in evaluating repairs to restore an aircraft classified as destroyed or scrapped the ACO will assess the submitted repairs.

(1) A repair scheme to repair a declared destroyed aircraft applies to only one aircraft. The repaired aircraft may be an assembly of various new and used serviceable articles from various sources.

Note: An aircraft must have at least one primary structure to be considered repairable; otherwise, it shall be classified as destroyed. Many primary structures of a damaged aircraft can be replaced as part of a repair. However, replacement of all primary structures of an aircraft is not considered a repair but rather an aircraft replacement.

(2) The performance of engineering functions necessary to review and approve a repair may be delegated to designees, as appropriate.

(3) After an ACO ASE finds that the data to support a repair is adequate to substantiate the repair design, the ACO ASE will notify the FSDO and the applicant.

Chapter 6. Administrative Information

1. Distribution. This order is distributed to AIR-600 (the Policies and Innovation Division); all Headquarters Flight Standards Divisions and Offices; all Manufacturing Inspection Offices (MIO); all Aircraft Certification Offices (ACO); all Manufacturing Inspection District Offices (MIDO); all Flight Standards District Offices (FSDO); the Civil Aviation Registry Division, Aircraft Registration Branch (AFB-710); and the Aircraft Accident Investigation & Prevention office (AVP-100).

2. Authority to Change This Order. The issuance, revision, or cancellation of the material in this order is the responsibility of the AIR Policy and Innovation Division (AIR-600).

3. Suggestions for Improvements. Please forward all comments on deficiencies, clarifications, or improvements regarding the contents of this order to:

a. The AIR Directives Management Officer at 9-AWA-AVS-AIR-DMO@faa.gov or

b. The FAA Directive Feedback System at https://ksn2.faa.gov/avs/dfs/Pages/Home.aspx.

Your suggestions are welcome. FAA Form 1320-19, *Directive Feedback Information*, is located in appendix C of this order for your convenience.

4. Records Management. Refer to FAA Order 0000.1, *FAA Standard Subject Classification System*; FAA Order 1350.14, *Records Management*; or your office Records Management Officer (RMO)/Directives Management Officer (DMO) for guidance regarding retention or disposition of records.

Appendix A. Acronyms

ACO	Aircraft Certification Office
AD	Airworthiness Directive
AFB-710	Civil Aviation Registry, Aircraft Registration Branch
AFS	Flight Standards Service
ASE	Aviation Safety Engineer
ASI	Aviation Safety Inspector
AVP-100	Office of Accident Investigation and Prevention
CFR	Code of Federal Regulations
CMO	Certificate Management Office
FAA	Federal Aviation Administration
FSDO	Flight Standards District Office
IIC	Investigator in Charge
MIDO	Manufacturing Inspection District Office
MIO	Manufacturing Inspection Office
NTSB	National Transportation Safety Board
OEM	Original Equipment Manufacturer
PC	Production Certificate
TC	Type Certificate

Appendix B. Related Documents

STATUTES

49 USC § 1132	Civil aircraft accident investigations.

REGULATIONS

14 CFR § 45.11	Marking of products.
14 CFR § 45.13	Identification data.
14 CFR § 47.41	Duration and return of Certificate.
49 CFR Part 830	Notification and reporting of aircraft accidents, incidents and overdue aircraft, and preservation of aircraft wreckage, mail, cargo and record.

ORDERS

Order 8020.11	Aircraft Accident and Incident Notification, Investigation, and Reporting
Order 8130.2	Airworthiness Certification of Aircraft

ADVISORY CIRCULARS

Advisory Circular 23-13	Fatigue, Fail Safe, and Damage Tolerance Evaluation of Metallic Structure for Normal, Utility, Acrobatic and Commuter Category Airplanes
Advisory Circular 45-2	Identification and Registration Marking
Advisory Circular 45-3	Installation, Removal, or Change of Identification Data and Identification Plates on Aircraft Engines

Appendix C. Directive Feedback Information

Directive Feedback Information

Please submit any written comments or recommendation for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: FAA Order 8100.19, Destroyed and Scrapped Aircraft

To: 9-AWA-AVS-AIR-DMO@faa.gov or
complete the form online at https://ksn2.faa.gov/avs/dfs/Pages/Home.aspx

Please check all appropriate line items:

☐ An error (procedural or typographical) has been noted in paragraph _____ on page _____.

☐ Recommend paragraph _____ on page _____ be changed as follows:

☐ In a future change to this AC, please cover the following subject:
(Briefly describe what you want added.)

☐ Other comments:

☐ I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____

FAA Form 1320-19 (10-98)