



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**ORDER
8100.19A**

National Policy

Effective date:
01/16/2026

SUBJ: Destroyed and Scrapped Aircraft

FAA Order 8100.19A clarifies current instructions regarding the disposition of aircraft identification plates and revises the information the investigator-in-charge (IIC) sends to the Aircraft Registration Branch (AFB-710) (Registry) after completion of an investigation in which an aircraft is determined to be destroyed.

This revision instructs Federal Aviation Administration (FAA) accident investigators, aviation safety inspectors (ASIs), and engineers (ASEs) not to send the FAA Accident/Incident Report, Form 8020-23 to the Registry, but only the specific information as specified in appendix A. It also clarifies that the FAA does not require the aircraft owner of a destroyed or scrapped aircraft to surrender the ID plate of the aircraft.

A handwritten signature in black ink, appearing to read "Tina M. Amereihn".

Tina M. Amereihn
Associate Administrator for Aviation Safety,
AVS-1



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SUBJ: Destroyed and Scrapped Aircraft

1. Purpose of This Order. This order provides guidance to Federal Aviation Administration (FAA) employees responsible for assisting aircraft owners in complying with the requirements of title 14, Code of Federal Regulations (14 CFR) 45.13, *Identification data*, and 47.41, *Duration and return of Certificate*. This order specifies what constitutes a destroyed or scrapped aircraft and establishes procedures for evaluating aircraft wreckage and classifying an aircraft as destroyed or scrapped. It also clarifies current guidance regarding the disposition of aircraft identification plates, aircraft de-registration, and compliance with aircraft recordkeeping requirements. It also 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.

2. Audience. All FAA aircraft accident investigators, aviation safety engineer (ASEs), aviation safety inspector (ASIs), and personnel in the Aircraft Registration Branch (AFB-710).

3. Where Can I Find This Order. You can find this order on the MyFAA website at https://www.faa.gov/regulations_policies/orders_notices and on the Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

4. What This Order Cancels. This order cancels FAA Order 8100.19, *Destroyed and Scrapped Aircraft*, dated October 15, 2018.

5. Explanation of Policy Changes. This revision clarifies current instructions regarding the completion of an investigation in which an aircraft is determined to be destroyed and the disposition of the aircraft identification plates. It instructs FAA accident investigators and ASEs not to send the FAA Form 8020-23, *FAA Accident/Incident Report* to AFB-710, but only the specific information as specified in appendix A. It also clarifies that the FAA does not require the aircraft owner of a destroyed or scrapped aircraft to surrender the identification plate of the aircraft.

6. Regulatory Requirements for Aircraft Registration Part 47.

a. Section 47.41 addresses the duration and return of a Certificates of Aircraft Registration, except for cases where the certificate has been revoked, canceled, or expired, or the ownership is transferred. Section 47.41(a) prescribes that each FAA Form AC 8050-3, *Certificate of Aircraft Registration (Postal)*, 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 United States 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 United States during a period specified in § 47.9(b); or
- (7) The trustee, in whose name the aircraft is registered, loses United States citizenship; loses status as resident alien; or in any manner ceases to act as trustee and is not immediately replaced by another who meets the requirements of § 47.7(c).

Note: Per § 47.41(a), there are seven specific conditions where the Certificate of Aircraft Registration would become ineffective. This order only focuses on condition (2) where “the aircraft is totally destroyed or scrapped.”

b. Section 47.41(b)(3) requires the holder of a Certificate of Aircraft Registration to return that certificate with the reverse side completed to AFB-710 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).

7. Regulatory Requirements for Aircraft Identification Plate Part 45.

a. Requirement for an identification plate. Per § 45.11(a), an aircraft covered under § 21.182 must have a fireproof identification plate that contains the information required by § 45.13(a). That information includes the builder’s name, the model designation, the builder’s serial number, the type certificate (TC) number if applicable, the production certificate (PC) 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.

c. Prohibited actions related to identification plates.

(1) Section 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 14 CFR part 43, *Maintenance, Preventive Maintenance, Rebuilding, And Alteration*. This prohibition is designed to ensure a particular aircraft is properly identified and not changed during its service life.

(2) Section 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.

8. Concerns about Destroyed and Scrapped Aircraft.

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. Section 47.41(a)(2) states 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 Certificate of Registration to AFB-710 within 21 days or provide a statement to the FAA, if the registration certificate is not available in accordance with § 47.41(b). A review of records for aircraft classified as destroyed or scrapped has indicated that several owners may not have returned these certificates to the AFB-710 as required. Therefore, information may not be accurate or up-to-date and aircraft registration and airworthiness certificates are erroneously listed as being effective.

c. Removing an aircraft identification plate from a destroyed or scrapped aircraft. Section 45.13(e) states 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. The FAA is concerned that the aircraft owners/operators may attempt to:

(1) 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.

(2) 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.

(3) Sell 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, *Airworthiness Certification of Aircraft*.)

d. 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 PC 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.

e. 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.

f. Overseeing repair and process data. For aircraft declared destroyed or scrapped, the owner must contact the Flight Standards District Office (FSDO) to request a repair approval. The FSDO must carefully review details of repair data to ensure that it produces a structurally and operationally safe aircraft. The FSDO may contact the AIR certification branch responsible for the type design and request assistance in the data review. The repair data must include the history and source of all life-limited replacement articles, parts, and accessories. ASIs must closely evaluate repair processes to ensure that actual repairs are being performed in accordance with approved or acceptable repair data, as appropriate.

g. 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 ASI 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.

h. FAA approved repairs. The FAA realizes that many legitimate maintenance personnel who are properly certificated can repair extensively damaged aircraft. These individuals or companies utilize proper procedures, data, and parts in the repair processes.

i. All major repair data. For type certificated aircraft, all major repair data must be approved by FAA ASEs, ASIs, designated airworthiness representative (DAR), 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. Airworthiness 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.

9. 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 AIR certification branch may assist in the determination per paragraph 16f. of this order.

b. Cancellation of registration. Section 47.41(a)(2) states 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 § 21.181. Upon notification from the registered owner that an aircraft has been scrapped or destroyed, AFB-710 will cancel the aircraft's registration.

c. Effectiveness of the registration certificate. When AFB-710 receives notice from the National Transportation Safety Board (NTSB), FAA ASIs, or from any other credible source showing that an aircraft is destroyed, AFB-710 will notify the certificate holder of its requirement to comply with § 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, AFB-710 will verify that the aircraft was not previously determined to have been destroyed. If AFB-710 records show the aircraft has previously been reported to be destroyed or scrapped, they will send the applicant a letter denying the application for registration. In addition, AFB-710 will 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. Disposition of identification plates. Section 45.11 states the manufacturer of an aircraft covered by § 21.182 must attach a fireproof identification plate to each aircraft. This identification plate is a means to identify a particular aircraft throughout its lifespan. After an aircraft has been destroyed or scrapped, the identification plate can no longer be used as a means of identifying that particular aircraft for the purpose of registration or airworthiness certification. An owner is not legally required to return an identification plate to the FAA and may either retain or destroy it. However, if an identification plate is sent to the FAA, the FAA will destroy it. Physically destroying or permanently defacing the identification plate ensures it will not be misused in the future.

f. Repairs of aircraft declared destroyed or scrapped. If requested by the owner of an aircraft that has been declared destroyed or scrapped, the FSDO 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 to review and approve (see detailed instructions in paragraph 14 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.

10. 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 which 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, *Notification and reporting of aircraft accidents, incidents and overdue aircraft, and preservation of aircraft wreckage, mail, cargo, and record.*)

d. *Destroyed* means all an aircraft's primary structure is damaged to the extent that it would be impracticable to return the aircraft to an airworthy condition by repair.

e. *Scrapped* means an aircraft has been discarded and disposed of in a manner that it cannot be repaired to an airworthy condition.

11. Determination of a Destroyed or Scrapped Aircraft. Section 47.41(b)(2) does not specify who makes the determination that an aircraft is destroyed or scrapped. However, whether an aircraft is destroyed or scrapped is a function of the actual condition of the aircraft. Typically, a knowledgeable party makes such a determination with the concurrence of the registered owner. The determination by an FAA or NTSB accident investigator that an aircraft is “destroyed” is based on that individual’s knowledge, expertise, and judgment. A determination that an aircraft is destroyed may be refuted by evidence submitted by an owner that the aircraft is repairable.

12. Repairable 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 should 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 need to be replaced. Replacement of some major components of an aircraft would be considered a repair, but replacement of all the primary structures of the aircraft is not a repair but a replacement of an aircraft. If the identification plate from the original, destroyed aircraft were placed on such an aircraft, this action would be prohibited by § 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 its primary structures were beyond repair and hence destroyed.

13. Destroyed Aircraft. An aircraft is determined to be destroyed when all primary structures of an airplane or glider, including the fuselage, all wings, and empennage are beyond repair or the fuselage and tail boom of a rotorcraft are beyond repair.

14. 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 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 its primary structures need replacement.

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

15. NTSB's Role in Aircraft Accident Investigations. Title 49, United States Code (U.S.C) § 1132 states the NTSB has authority to investigate all accidents involving civil aircraft. Upon notification of an aircraft accident, the NTSB forms a group with representatives from the FAA, other governmental agencies, and organizations and assigns an NTSB investigator-in-charge (IIC). The IIC records the condition of the aircraft wreckage in a preliminary or factual accident investigation report. The NTSB requests that local FAA ASIs document the accident site on most non-fatal general aviation aircraft accidents.

16. FAA's Role and Responsibilities.

a. Accident investigation. In an accident investigation, the FAA Office of Accident Investigation and Prevention (AVP-100) assigns an IIC to perform an FAA accident investigation in accordance with FAA Order 8020.11, *Aircraft Accident and Incident Notification, Investigation, and Reporting*. The FAA is automatically granted party status to all NTSB investigations.¹ The FAA accident IIC collaborates with the NTSB's IIC to investigate the accident, evaluate the overall condition of the aircraft wreckage, and determine the extent of aircraft damage. 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 assistance of an AIR ASE to make that determination.

b. Physically evaluate the wreckage. After physically evaluating the wreckage, the IIC should fill out FAA Form 8020-23. If the condition of the aircraft fits the criteria set forth in paragraph 13 of this order the IIC should consider the aircraft destroyed. If the condition of the aircraft wreckage fits the definition of substantial damage outlined in paragraph 10c, then the IIC

¹ 49 U.S.C. § 1132(c). Although the statutory language mentions the Secretary of Transportation, the Administrator executes the Secretary's "duties and powers" in aviation accident investigations.

should consider the damage substantial. Any damage less than substantial is considered minor damage.

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

(2) 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.

(3) If the aircraft is determined to be destroyed, the FAA accident IIC notifies AFB-710 of the destroyed aircraft by sending information specified in appendix A of this order to:

(a) If by Postal Service:

FAA Aircraft Registration Branch,
Technical Section AFB-710,
PO Box 25724
Oklahoma City, OK 73125

(b) If by courier mail:

FAA Aircraft Registration Branch, AFB-710
Registry Building Room 118
6425 South Denning
Oklahoma City, OK 73169-6937

(c) If by email, send a copy of completed appendix A to [:9-AMC-AFS750-Aircraft@faa.gov](mailto:9-AMC-AFS750-Aircraft@faa.gov), Attn: Technical Department Ensure that all requested information is provided.

(4) Refer to FAA Order 8020.11, as revised, for specific instructions on the disposition of aircraft identification plates.

(5) If the owner has not returned FAA Form AC 8050-3 to AFB-710, remind the owner to do so to comply with § 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 § 47.41(a).

c. AFB-710: Retains information about destroyed and scrapped aircraft in the aircraft files. NTSB and FAA accident investigators use AFB-710 to monitor the status of all aircraft declared destroyed or scrapped. Upon notification from the registered owner that an aircraft was destroyed or scrapped AFB-710:

(1) De-registers the aircraft.

(2) 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 the FSDO.

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

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

(5) If the identification plate is sent to AFB-710 instead of the local FAA office AFB-710 will dispose of the plate.

(6) For an FAA Form AC 8050-1, *Aircraft Registration Application*, follow the steps in the table below: If AFB-710 shows that, the aircraft was declared destroyed or scrapped.

and the Aircraft Registration Application...	then...
<i>does not</i> have a FSDO repair approval attached,	<ul style="list-style-type: none"> • <i>do not register</i> the aircraft. • send a letter of denial to the applicant.
has a FSDO approved repair attached.	<ul style="list-style-type: none"> • <i>Register</i> the aircraft.

d. Application for airworthiness certificate. Upon receipt of FAA Form 8130-6, *Application for U.S. Airworthiness Certificate*, for a used aircraft, an FAA ASI, or DAR must check with AFB-710 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 AFB-710 as destroyed or scrapped.

e. Proposed repairs. 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 the primary structures of a damaged aircraft is not considered a repair of the aircraft.

(3) Coordinate with the appropriate AIR certification branch 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 AFB-710.

(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. Engineering assistance. In some cases, a FSDO will need engineering assistance from an AIR certification branch to determine if an aircraft can be repaired to an airworthy condition. When the FSDO requests support in evaluating repairs to restore an aircraft classified as destroyed or scrapped, the AIR certification branch will assess the submitted repair data.

(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 AIR ASE finds that the data to support a repair is adequate to substantiate the repair design, the AIR ASE will notify the FSDO and the applicant.

Appendix A. Notifying AFB-710 of a Destroyed and Scrapped Aircraft

Notify AFB-710 of a destroyed or scrapped aircraft by sending the following information electronically or via postal mail:

Name of Notifier:
Date of Notification:
Aircraft Registration Number:
Aircraft Make:
Aircraft Model:
Aircraft Serial Number:
Reference FAA Accident/Incident Report Number:
Reference NTSB Report Number (if applicable):
Date of Event:

Note: Do not send FAA Form 8020-23 to AFB-710.

Appendix B. Administrative Information

1. Distribution. This order is distributed to all AIR personnel, the Flight Standards Service, AFB-710; and the Aircraft Accident Investigation and Prevention Branch (AVP-100).

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

3. Forms. This order identifies forms used for reporting FAA accidents/incidents and aircraft registration applications. These forms are available online at <https://www.faa.gov/forms/index.cfm/go/document.list/>.

4. Related Publications. Orders referenced in this directive list only the basic order number. It is the responsibility of the user to establish that the latest revision/amendments are being used.

a. Title 14, Code of Federal Regulations (14 CFR).

- Section 45.11, *Marking of Products*.
- Section 45.13, *Identification data*.
- Section 47.41, *Duration and return of Certificate*.

b. Title 49, Code of Federal Regulations (49 CFR).

49 CFR part 830, *Notification and reporting of aircraft accidents, incidents and overdue aircraft, and preservation of aircraft wreckage, mail, cargo, and record*.

c. Title 49, United States Code (49 U.S.C.).

49 U.S.C. 1132, *Civil aircraft accident investigations*.

d. FAA Orders.

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

5. Suggestions for Improvements. Your suggestions are welcome. FAA Form 1320-19, *Directive Feedback Information*, is in appendix C of this order for your convenience. Please forward all comments on deficiencies, clarifications, or improvements regarding the contents of this order to the AIR Directives Management Officer at 9-AWA-AVS-AIR-DMO@faa.gov.

6. Records Management. Refer to the current General Records Schedule or FAA Records Retention and Disposition Schedule or contact your respective service office records coordinator or file custodian for guidance regarding retention/disposition of records.

Appendix C. 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: _____

To: Directive Management Officer. _____

(Please mark all appropriate line items)

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

Recommend paragraph _____ on page _____ be changed as follows:
(attach separate sheet if necessary)

In a future change to this order, please include coverage on 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: _____