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National Aircraft Appraisers Association (NAAA) Aircraft Damage History Grading Standards

In order to standardize the grading of aircraft, The National Aircraft Appraisers Association (NAAA) has established the following standards for both its members and the public to use when judging any aircraft. For continuity, NAAA asks that all aircraft owners use these same standards when describing their aircraft.

Historical data from tens of thousands of NAAA appraisals over the past 35 years have shown that, in any category (airframe, paint, and interior), about one-third of all aircraft can be described as rating a "5" ("Average"), with one third rating between "6" and "10" and the other third rating between "1" and "4".

BE HONEST! Inflating the condition of an aircraft can result in problems with the aircraft qualifying for financing at the resulting inflated purchase price. If the lender requests that an NAAA appraisal be conducted, as over 5,000 banks routinely do, and the appraiser's computed value differs significantly from the owner's asking price, the sale could fail.

To convert numerical ratings to phonetic ratings, use this list:

- #10 = Excellent
- #9 = Extra Fine
- #8 = Very Good
- #7 = Good
- #6 = High Average
- #5 = Average
- #4 = Low Average
- #3 = Below Average
- #2 = Bad Condition
- #1=Unserviceable/Salvage Value Only

DAMAGE HISTORY CLASSIFICATION

NO DAMAGE HISTORY: The aircraft has not had any damage whatsoever, whether in the air or on the ground. (Rare in older aircraft.)

SUPERFICIAL DAMAGE HISTORY: Slight dings generally associated with hangar rash etc. which have been repaired via replacing damaged areas with new/used serviceable components (Wing-tip caps, wheel pants, plastic etc.). (Common in most aircraft.)

MINOR DAMAGE HISTORY: Ostensibly minor damage or heavy wear to leading edges of wing, wing-tip, cowling etc. which have been repaired in a manner consistent with manufacturers recommended procedures. No major structural components were involved. (Common in many aircraft.)

MODERATE DAMAGE HISTORY: Extensive damage to components not affecting major structural components.

MAJOR DAMAGE HISTORY: Major structural component damage but replaced with new/used serviceable components and repaired in accordance with manufacturers recommended procedures, (i.e. wing spar, fire-wall & engine mounts etc.).

EXTENSIVE MAJOR DAMAGE HISTORY: Major structural components have been extensively damaged but repaired in accordance with manufacturers recommended procedures.

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