



AERONUVO
The Aircraft Appraisal and Valuation Company
43300-116 Southern Walk Plaza
MB 607
Broadlands, Virginia 20148

Toll Free: 844.341.2376
Fax: 844.341.2376
Email: aeronuvo@outlook.com
Web: aeronuvo.com

National Aircraft Appraisers Association (NAAA) Aircraft Airframe 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.

AIRFRAME (Excluding Paint)

#10 Rating: Structural exterior surfaces are absolutely flawless. External surfaces (aluminum, epoxy, wood and fabric) are wrinkle, crease and blemish free. All rivet, stitch or glue lines are straight and even. Rivets are pulled evenly. There are no abnormalities and the aircraft is in flawless, brand new condition with no damage history. (Note: This description applies only to new aircraft (less than two years old.)

#9 Rating: Exterior surfaces are almost flawless and would meet the #10 criteria except for 1 or 2 minor exceptions. Example - some rivet's may be pulled unevenly or some minor nicks around the belly of the aircraft from prop slinging pebbles. The aircraft has had no skin or structural repairs and no damage history. Aircraft total time for year, make and model would be considered low time. (Note: Except in extraordinary situations, this description applies to nearly new--less than 10 years old--aircraft that have been hangared since new.)

#8 Rating: Within 20 feet the aircraft would meet the #9 criteria. On close inspection there may be minor deformations on the underside of aircraft surfaces and minor abrasion on leading edge surfaces. Around cowling fasteners, inspection plates and door entry latch etc., there may be evidence of minor

wear and/or abnormalities. Aircraft has no history of corrosion and if damage history exists the damage would have been minor in nature and the repaired damage is undetectable. The only evidence of previous damage is a log entry and FAA Form 337. The aircraft may have moderate total time in service for year, make and model. (Note: This description applies most often to aircraft that are less than 15 years old and have nearly been always hangared.)

#7 Rating: Airframe shows very well with a few areas of minor dents or deformations. Airframe is corrosion free, however it may have had minor surface corrosion which has been cleaned and corrosion treated and painted. Cowling fasteners may show wear, along with inspection panels, door and cargo door entry areas. Any repairs to airframe were accomplished in a manner that are undetectable and the only physical evidence of repairs are log entries and FAA Form 337's. Any damage history would not have involved major structural components of the airframe (wing spar etc.). Any hail damage would have been repaired in a manner which is undetectable and to manufacturers recommend procedures.

#6 Rating: Any previous damage to the airframe has been repaired to manufacturers specifications. The areas involved would be damage free and not raise any suspicion upon inspection that the area has previously been damaged. Corrosion history is not extensive and affected surfaces have been repaired and treated. Leading edge surfaces and high use areas such as cowling fasteners, aircraft entry, inspection panels etc. show evidence of wear. Minor cracks in aluminum have been stop drilled and repaired, and the repairs appear to have been successful. Any deformations are of a nature which are not a major distraction to the appearance of the aircraft. The aircraft may have moderate to relatively high total time but with a history of regular maintenance documented by logs.

#5 Rating: One out of three aircraft fall into this category. The airframe is structurally sound. Leading edges may show evidence of abrasion wear. Surfaces under the wings, fuselage and gear may show some evidence of nicks and abnormalities from prop-slung pebbles etc. Minor surface corrosion may be evident on external surfaces which can easily be repaired by stripping, chemically treating and repainting the affected areas. The flat surfaces may show minor hail damage which would not be noticeable within 20 feet of the aircraft. Aircraft may have sustained damage, but has been repaired in a manner which is consistent with factory recommendations and procedures. Airframe may have one or two small cracks which need to be stop drilled. Overall there may be some minor hangar rash type of discrepancies on the airframe which do not need to be repaired and do not affect the safety or flight performance of the aircraft. The overall appearance of the airframe is good.

#4 Rating: The airframe possesses the above discrepancies but to a larger extent. Generally, the airframe is sound, but the overall appearance is poor.

#3 Rating: The airframe is in poor condition and would require maintenance before the aircraft could pass an Annual Inspection. The aircraft has deteriorated to a point that continued service would be unwise.

#2 Rating: The aircraft requires very extensive repairs to become airworthy and the extent of repairs is such that the cost may exceed the value of the aircraft.

#1 Rating: The aircraft's only value is salvage.

-END-