

AIRCRAFT MODEL		AIRCRAFT NUMBER		UNIT				DATE														
<h1 style="margin: 0;">NO FLY</h1> <p style="margin: 5px 0;">ENGINE STARTS/ CYCLES</p> <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr><td style="width: 20px; text-align: center;">1</td><td style="width: 20px; text-align: center;">2</td><td style="width: 20px; text-align: center;">3</td><td style="width: 20px; text-align: center;">4</td></tr> <tr><td style="height: 20px;"></td><td></td><td></td><td></td></tr> </table>					1	2	3	4					<b>AIRCRAFT CONDITION</b>  				HRS		TENTHS		MPC/LOG ENTRIES COMPLETE	
					1	2	3	4														
					NMCM						AIRCRAFT											
NMCS						ENGINES																
NMCB						ACCESS																
1. <input type="checkbox"/> X IF GROUNDED		TIME		DATE		MAINTENANCE RELEASE IF GROUNDED				TIME		DATE										
DISCREPANCY						+		CORRECTIVE ACTION				MECH SIGNATURE										
												RATE		MAN HRS*								
												QA RELEASE										
NAME												TOOL BOX #										
2. <input type="checkbox"/> X IF GROUNDED		TIME		DATE		MAINTENANCE RELEASE IF GROUNDED				TIME		DATE										
DISCREPANCY						+		CORRECTIVE ACTION				MECH SIGNATURE										
												RATE		MAN HRS*								
												QA RELEASE										
NAME												TOOL BOX #										
3. <input type="checkbox"/> X IF GROUNDED		TIME		DATE		MAINTENANCE RELEASE IF GROUNDED				TIME		DATE										
DISCREPANCY						+		CORRECTIVE ACTION				MECH SIGNATURE										
												RATE		MAN HRS*								
												QA RELEASE										
NAME												TOOL BOX #										
4. <input type="checkbox"/> X IF GROUNDED		TIME		DATE		MAINTENANCE RELEASE IF GROUNDED				TIME		DATE										
DISCREPANCY						+		CORRECTIVE ACTION				MECH SIGNATURE										
												RATE		MAN HRS*								
												QA RELEASE										
NAME												TOOL BOX #										
ENGINE/PROP OIL ADDED				LUBE OIL ADDED				HYDRAULIC FLUID ADDED				TOTAL AIRCRAFT TIME										
	1	2	3	4	MGB			PRI	AUX	UTL	BOOST											
ENGINE					IGB																	
PROP					TGB							TOTAL										

## INSTRUCTIONS FOR FILLING OUT CG-4377B

- (1,2,3,4) AIRCRAFT MODEL, AIRCRAFT NUMBER, UNIT, DATE: Self Explanatory.
- (5) CYCLES/STARTS: Log the total Cycles/Starts accumulated on each sheet.
- (6) AIRCRAFT CONDITION: Circle the appropriate ARROW from left to right. When the aircraft is released for flight from a grounded condition, the releasing authority will circle the UP ARROW and initial next to the circle.
- (7) NMCM/NMCS/NMCB: This area can be used to log total NMCM/NMCS/NMCB for each CG-4377B.
- (8) MPC/LOG ENTRIES COMPLETE: This area can be used to track total ACMS hours for each category.
- (9) "X" if GROUNDED: Mark an "X" in this block if the discrepancy is considered grounding.
- (10, 11) TIME/DATE: Write the time and date that the discrepancy is written. This applies to all grounding and non grounding discrepancies.
- (12) DISCREPANCY: Print the discrepancy in concise simple terms that fully explains the problem.
- (13) NAME: Print the name of the person writing the discrepancy.
- (14) MAINTENANCE RELEASE IF GROUNDED: Engineering Officer or his/her designated representative's signature who is authorized to release an aircraft for flight after grounding discrepancy has been signed off as complete.
- (15) "+": Print "PP" (Parts Pending) or "CF" (Carried Forward) only. This block must be completed if maintenance will be delayed more than 24 hours. Anytime Block 15 is completed, the discrepancy must be transferred to CG-5181. If "PP" is used, a document number must be logged on the CG-5181 within 3 days. All "CG's" and "PP's" must be initialed by a maintenance officer prior to release for flight. Once this block is utilized, the discrepancy must be reentered. The first line in block (12) shall be "Form CG-5181" on the CG-4377B. Grounding discrepancies cannot be Carried Forward (CF) or Parts Pending (PP).
- (16) CORRECTIVE ACTION: Use plain language to fully describe all of the maintenance performed. List all references used to correct the discrepancy. No discrepancy can be transferred to the Maintenance Discrepancy Report (MDR) without approval from the Engineering Officer or his/her representative.
- (17) TOOL BOX #: Used to log the tool box number that was utilized for the correction of the discrepancy
- (18, 19, 20, 21) TIME, DATE, MECH SIGNATURE, RATE: The mechanic must fill in each of these blocks after the discrepancy has been corrected.
- (22) MAN HOURS: Print "ACMS" for discrepancies that utilize an ACMS MPC card. All other time entries shall utilize the hour and tenth hour format (i.e. 4.2).
- (23) QA RELEASE: Any grounding discrepancy or maintenance procedure that requires a Quality Assurance Inspection must have a signature in this block.
- (24) ENGINE/PROP OIL ADDED: Self explanatory.
- (25) LUBE OIL ADDED: Self Explanatory.
- (26) HYD FLUID ADDED: Self Explanatory.
- (27) TOTAL A/C TIME: Self Explanatory.
- (28) PG \_\_\_: This block is used to track consecutive NO FLYS. The pages should be tracked by the date in block (4). The consecutive numbers will end when a CG-4377 Part III is inserted into the log book after a flight.