

DEPARTMENT OF HOMELAND SECURITY  
U.S. COAST GUARD

**NO FLY**

AIRCRAFT MODEL					AIRCRAFT NUMBER					UNIT					DATE																																						
<b>ENGINE STARTS/ CYCLES</b>  <table border="1" style="width: 100%; text-align: center;"> <tr> <td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr> <td> </td><td> </td><td> </td><td> </td></tr> </table>					1	2	3	4					<b>AIRCRAFT CONDITION</b>  					<table border="1" style="width: 100%;"> <tr> <td style="width: 15%;">HOURS</td> <td style="width: 15%;">TENTHS</td> <td colspan="2" style="width: 70%;">MPC/LOG ENTRIES COMPLETE</td> </tr> </table>					HOURS	TENTHS	MPC/LOG ENTRIES COMPLETE																												
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NMCS		ENGINES																																																			
NMCB		ACCESS																																																			
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## **INSTRUCTIONS**

### FOR FILLING OUT CG-4377B

- 1-4. AIRCRAFT MODEL, AIRCRAFT NUMBER, UNIT, DATE: Self Explanatory.
5. ENGINE STARTS/CYCLES: Log the total Starts/Cycles 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 below 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**: Check box if the discrepancy is considered grounding.
- 10-11. TIME/DATE: Enter the time and date that the discrepancy is written. This applies to all grounding and non grounding discrepancies.
12. DISCREPANCY: Enter the discrepancy in concise simple terms that fully explains the problem.
13. NAME: Enter 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 completed.
15. **+**: Enter "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 #: Use to log the tool box number that was utilized for the correction of the discrepancy.
- 18-21. TIME, DATE, MECH SIGNATURE, RATE: The mechanic must fill in each of these blocks after the discrepancy has been corrected.
22. MAN HOURS: Enter "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. HYDRAULIC FLUID ADDED: Self Explanatory.
27. TOTAL AIRCRAFT TIME: Self Explanatory.
28. Page \_\_\_\_: 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.

