

Cessna Citation CE-525B – CJ3 & CJ3+

Note Taking Guide

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Aeromania LLC
CE 525B CJ-3 & CJ3+ Note Taking Guide
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You are not ready for the evaluation until you can fill in the blank PRACTICE pages from memory without any errors.

The systems schematics are to be used for taking notes in class.

Memory Items

Engine Failure or Other Emergency/Abnormal During Takeoff

Speed below V₁ – takeoff rejected.

1.	Takeoff	Abort
a.	Brakes	Apply
b.	Throttles	IDLE
c.	Speedbrakes	Extend

Engine Failure or Fire During Takeoff

Speed above V₁ – takeoff continued.

1.	Climb to safe altitude.	
a.	Accelerate to V _R	Rotate
b.	Landing Gear (positive climb)	Up
c.	Airspeed	V₂ Minimum
d.	Flaps (clear of obstacles and V ₂ +10)	0°
e.	Airspeed	V_{ENR}
2.	WING XFLOW ICE PROTECTION Switch	On
3.	Refer to appropriate Message or Emergency/Abnormal procedure.	

Engine FIRE

(L or R Engine FIRE WARNING switch/light illuminated)

1.	Throttle (affected side)	IDLE
● If Light Remains On After 15 Seconds		
2.	Illuminated ENG FIRE Button	Push
□ If Light Remains On After Additional 15 Seconds		
3.	Illuminated BOTTLE ARMED Button	Push

Dual Engine Restart

1.	Throttles (both)	OFF
2.	BATTERY Switch (if descent to FL200 will take longer than 5 min) ..	EMER
3.	Altitude	At or Below FL200
4.	BATTERY Switch	ON
5.	WING/ENG ICE PROTECTION Switches (both)	OFF
6.	Airspeed	230 KIAS Minimum (altitude permitting)
7.	Throttles (both)	IDLE

Electrical Fire or Smoke, Environmental Smoke or Odor, Smoke Removal

- | | | |
|----|------------------------------|---------------------|
| 1. | Oxygen Mask(s)/Goggles | Don and EMER |
| 2. | MIC SELECT Switch(es) | OXY MASK |

CABIN ALT (CABIN ALTITUDE)

- | | | |
|----|--|---|
| 1. | Oxygen Mask(s) | Don and 100% |
| 2. | MIC SELECT Switch(es) | OXY MASK |
| 3. | Emergency Descent | As Required |
| 4. | OXYGEN CONTROL VALVE
Selector | MANUAL DROP, As Required
(ensure passengers are receiving oxygen) |

Emergency Descent

- | | | |
|----|--|------------------|
| 1. | Initiate maximum rate of descent to a safe altitude. | |
| a. | Autopilot | Disengage |
| b. | Throttles | IDLE |
| c. | Speedbrakes | Extend |
| d. | Initial Pitch Attitude | 15° Down |

BATT O'TEMP (Battery Over temperature)

- | | | |
|----|--------------------------------|----------------------|
| 1. | MAIN BATT Amps and Volts | Note |
| 2. | BATTERY Switch | EMER |
| 3. | MAIN BATT Volts and Amps | Note Decrease |

Autopilot Malfunction

- | | | |
|----|---------------------------|-------------|
| 1. | AP/TRIM DISC Button | Push |
|----|---------------------------|-------------|

Electric Elevator Trim Runaway

- | | | |
|----|---|----------------------|
| 1. | AP/TRIM DISC Button | Push and Hold |
| 2. | Throttles | As Required |
| 3. | Speedbrakes | As Required |
| 4. | Manual Elevator Trim | As Required |
| 5. | PITCH TRIM Circuit Breaker (LP-C13R4) | Pull |

Wheel Brake Failure

- | | | |
|----|-------------------------------|---|
| 1. | Brake Pedals | Remove Feet |
| 2. | EMER BRAKE Handle | Pull as Required |
| 3. | Directional Control | Maintain with Nosewheel Steering |

TCAS Resolution Advisory (RA) Alerts

- | | | |
|----|--|------------------|
| 1. | Autopilot | Disengage |
| 2. | Initiate corrective action per PFD guidance. | |

Inadvertent Stall (Stick Shaker, Buffet, and/or Roll-off)

- | | | |
|----|-------------------------------|---------------------------------|
| 1. | AP/TRIM DISC Button | Push |
| 2. | Pitch Attitude | Reduce Approximately 5° |
| 3. | Roll Attitude | Level |
| 4. | Throttles | TO |
| 5. | Airspeed | Increase 5 KIAS, Minimum |

EMERGENCY EVACUATION

- | | | |
|----|---|---|
| 1. | Parking Brake | Set |
| 2. | Throttles (both) | OFF |
| 3. | ENG FIRE Buttons (both) | Push |
| 4. | BOTTLE ARMED Button (if fire suspected) | Push |
| 5. | ELT Switch | ON as Required |
| 6. | BATTERY Switch | OFF |
| 7. | Airplane and Immediate Area | Determine Escape Route
and Direct Evacuation |
| 8. | Move away from airplane. | |

engine fire

Takeoff Briefing

Memorize this briefing:

V1 is ____, V2 is ____, V_{ENR} is ____, we need ____ feet of dry/wet RWY

If you see a need to abort prior to V1, say “ABORT” and we’ll stop straight ahead.

After V1, say “CONTINUE” and tell me what you see. We’ll (remain VFR and land, continue the SID and hold, etc)

Calls will be “Power’s set, airspeed alive, cross-checked at 60, V1-Rotate, Positive Rate – I’ll command GEAR UP, V2+10, I’ll command FLAPS UP, YAW DAMPER ON, and we’ll delay the after takeoff checks until we’re talking to departure.

Stall / Missed Approach

Say the following words out loud and do each step in order for a single engine missed approach, a normal missed approach, or to recover from any stall.

Memorize the following:

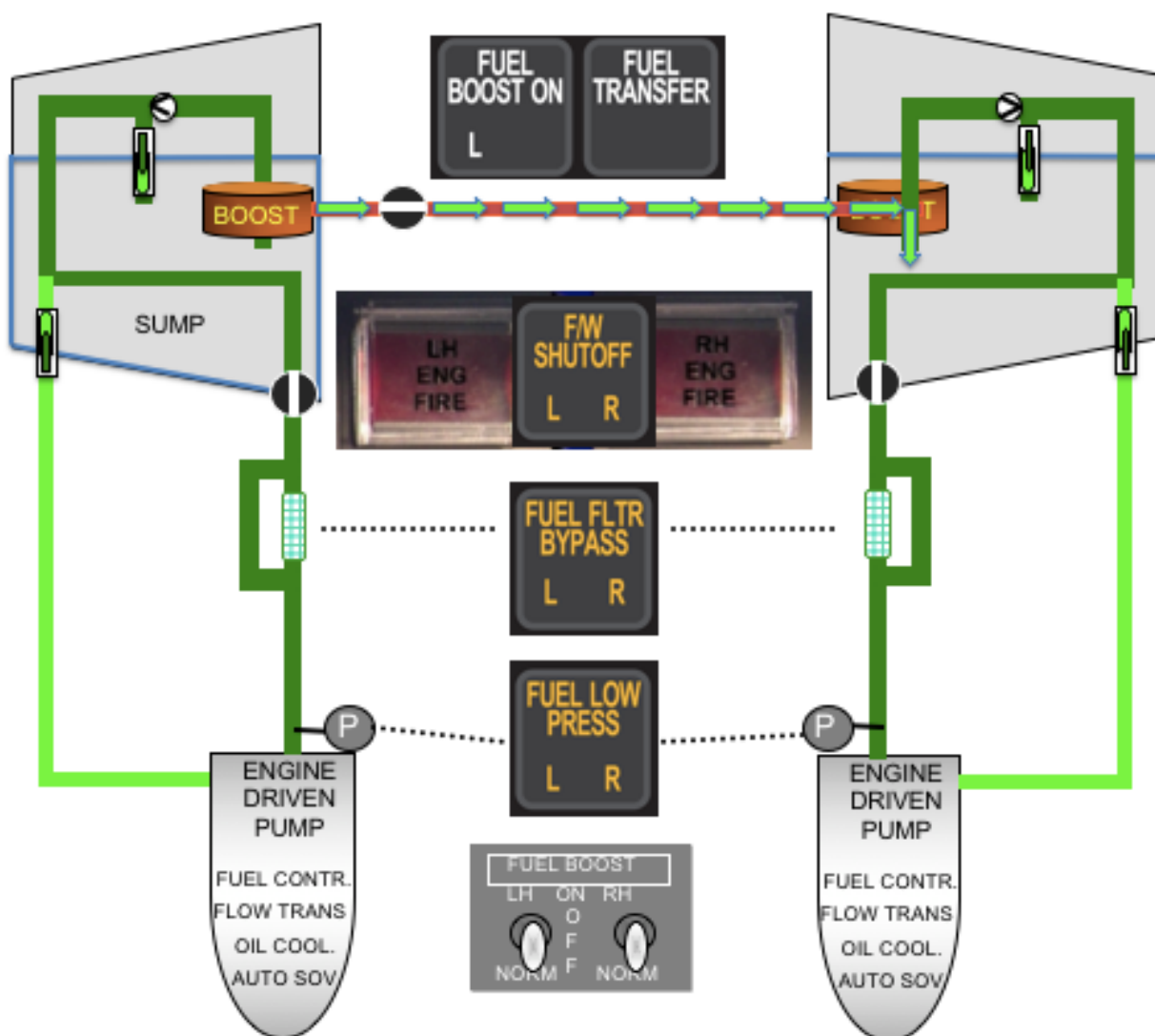
MAX POWER, Flaps – APPROACH

Positive Rate – GEAR UP

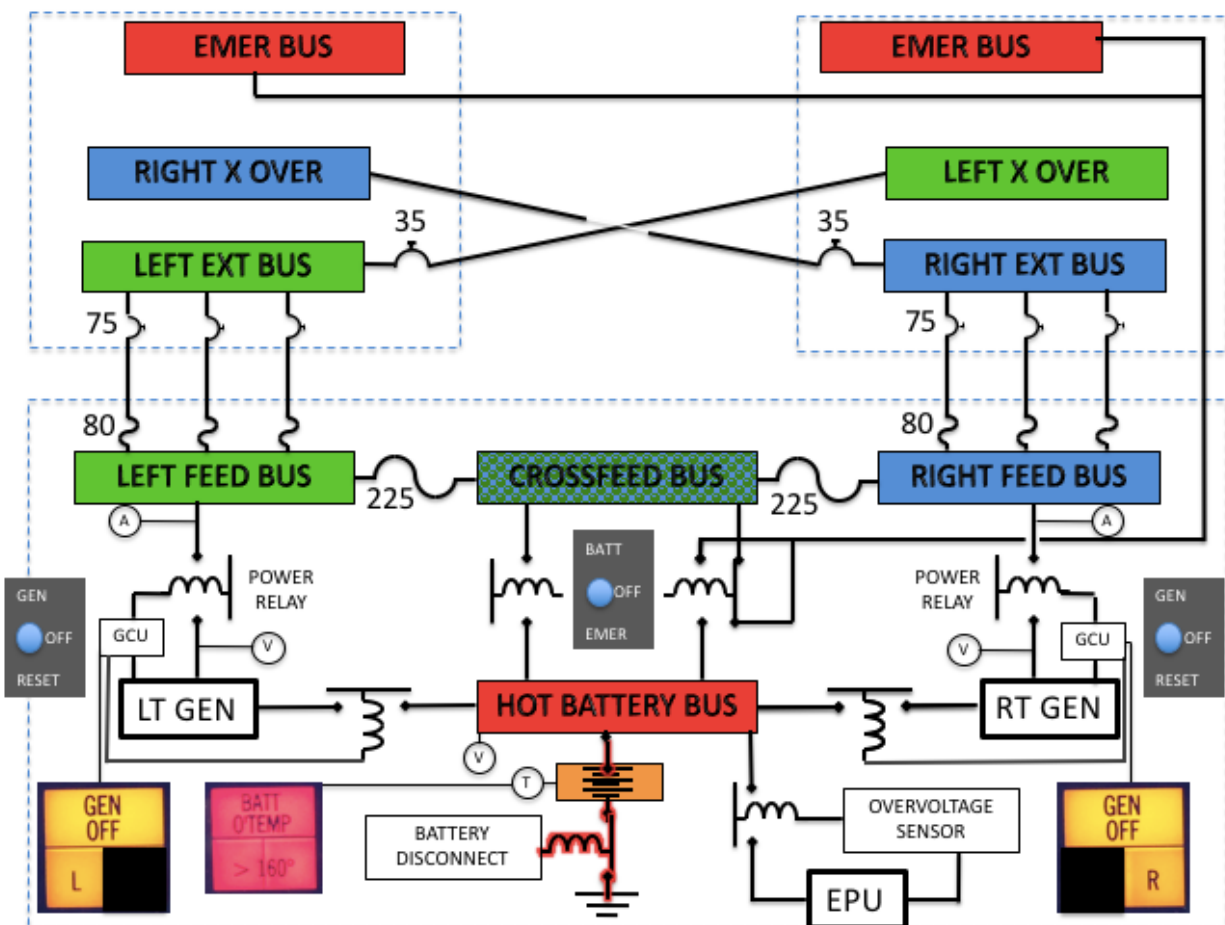
Climb at V2

V2 plus 10 – FLAPS UP

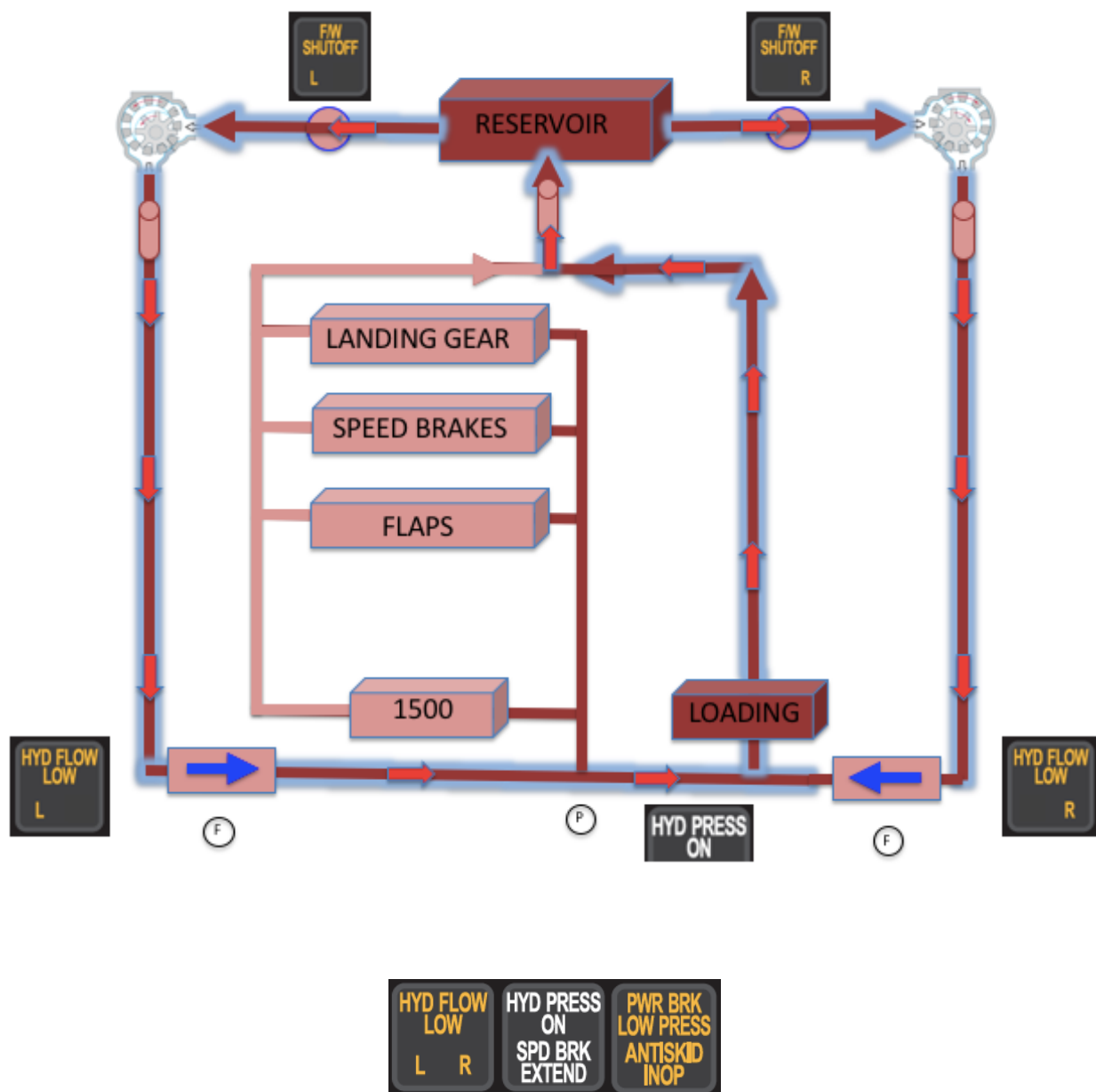
Fuel



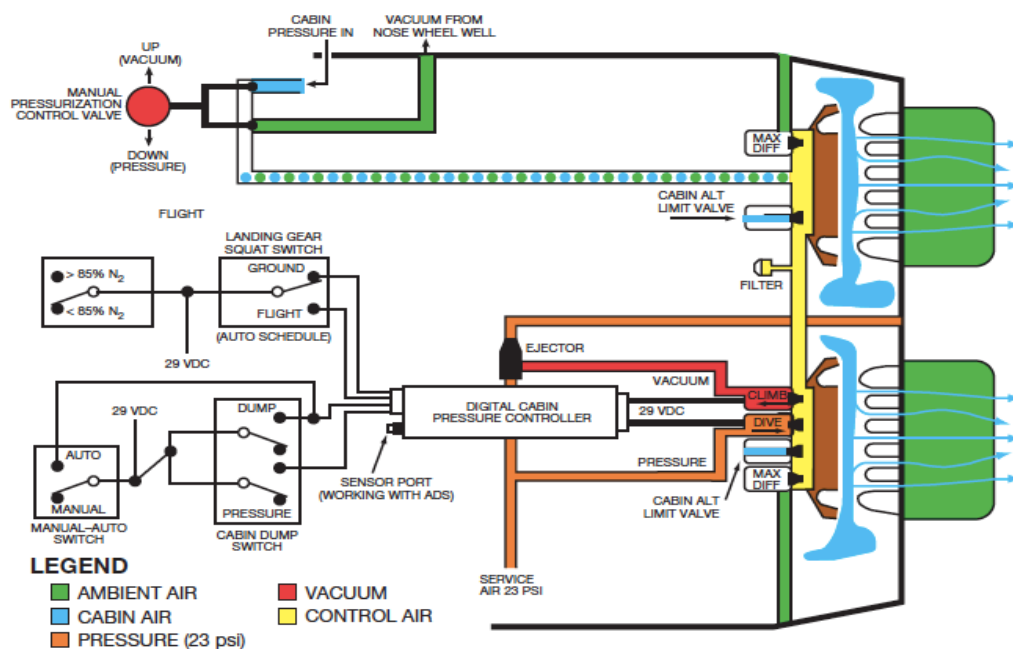
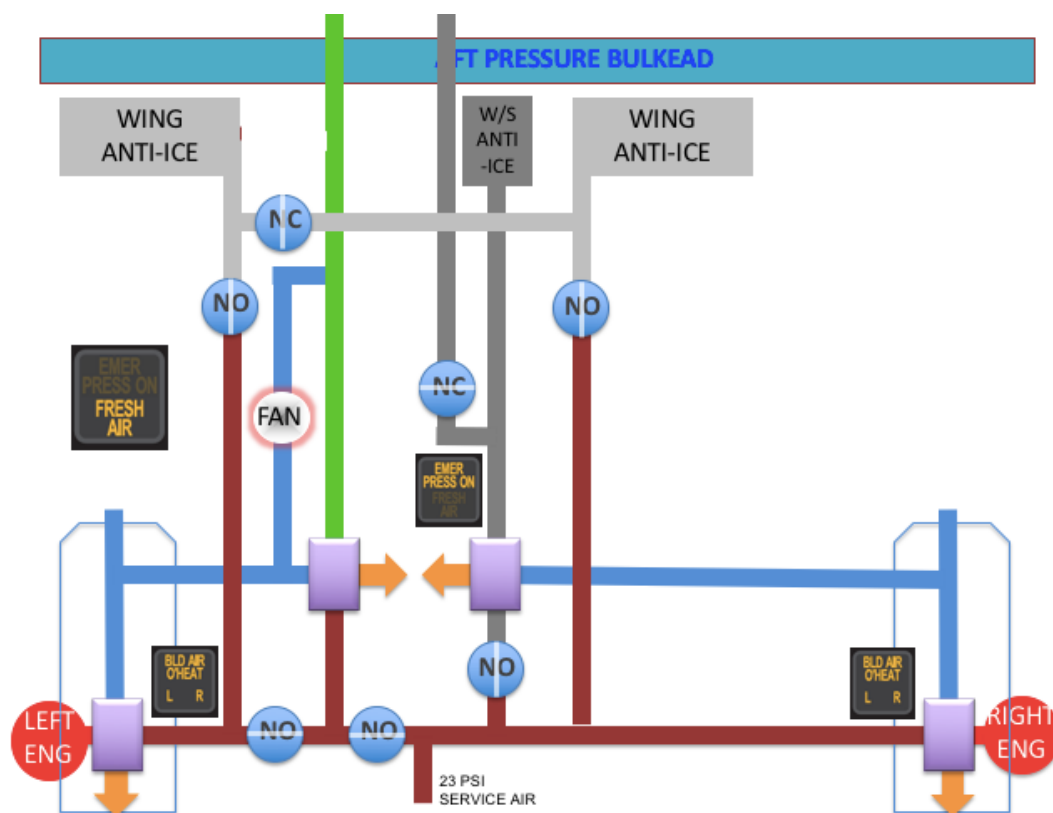
Electrical



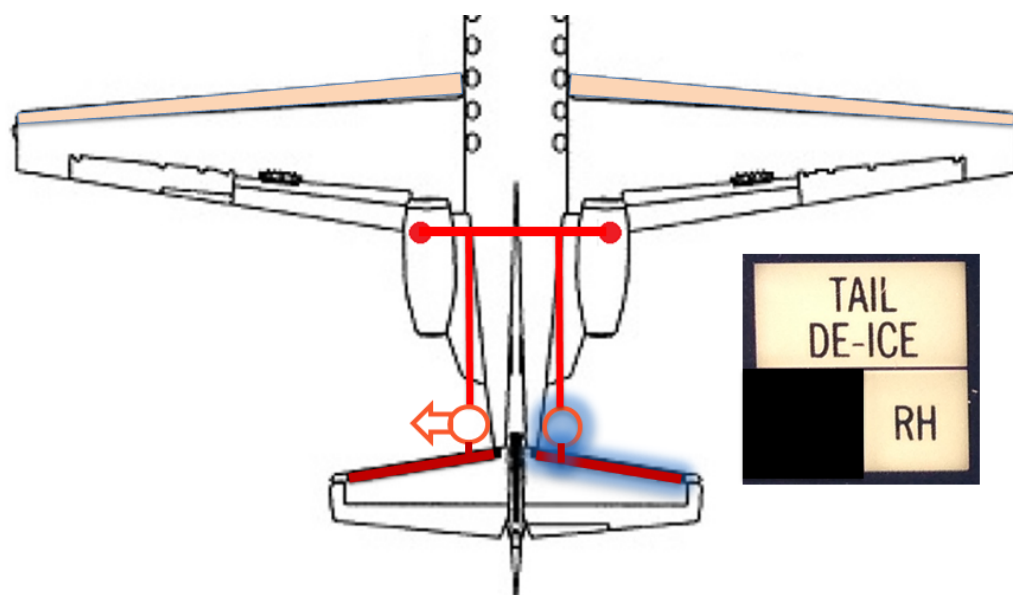
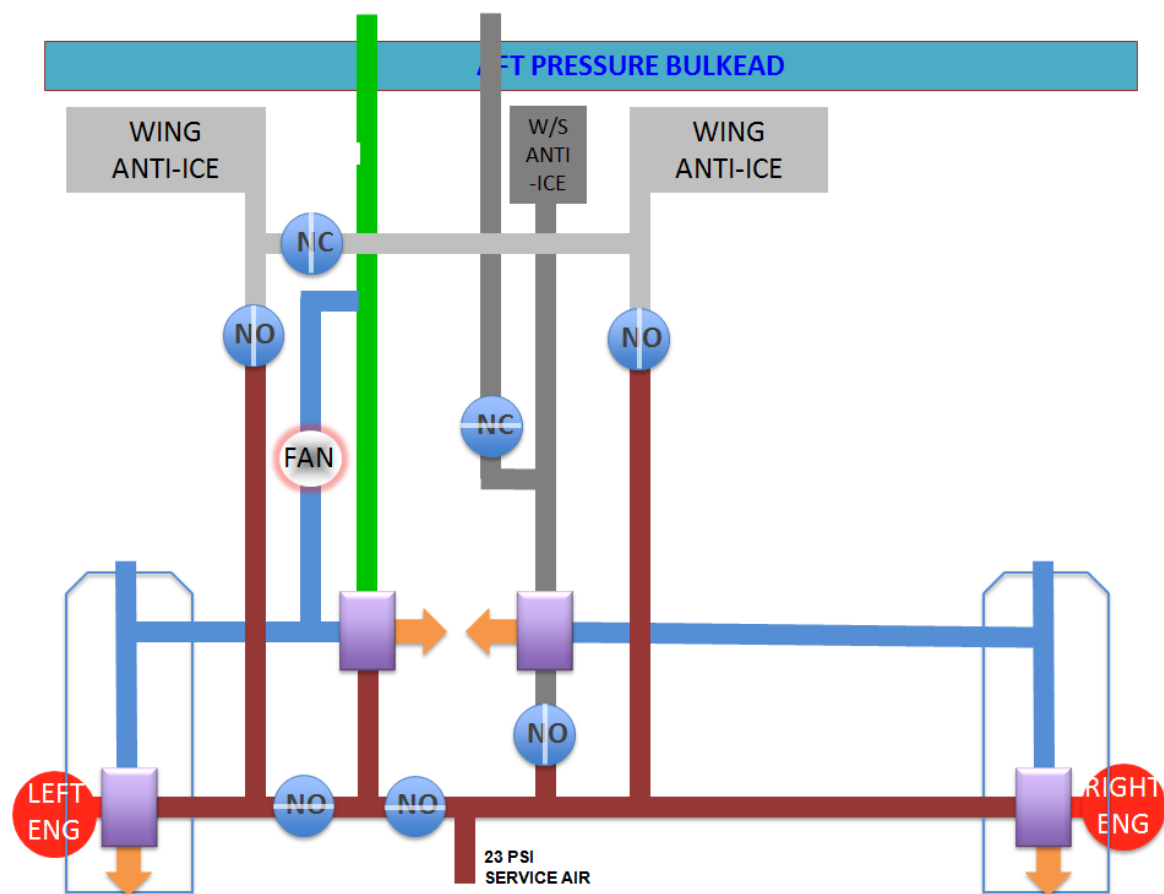
Hydraulics



Environmental



Ice Protection



TAIL DEICE FAIL AIR DUCT O'HEAT	TAIL DEICE PRESS L R	EMER EXIT STBY P/S HTR OFF	ENG ANTHCE L R	ENG T2 HTR FAIL L R	P/S HTR OFF L R	W/S AIR O'HEAT AOA HTR FAIL	WING O'HEAT L R	WING ANTHCE L R
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Practice Memory Items

Engine Failure or Other Emergency/Abnormal During Takeoff

Speed below V1 – takeoff rejected.

1

- a.
- b.
- c.

Engine Failure or Fire During Takeoff

Speed above V1 – takeoff continued.

1

- a.
- b.
- c.
- d.
- e.

2

Engine FIRE

(L or R Engine FIRE WARNING switch/light illuminated)

1

2

3

Dual Engine Restart

1

2

3

4

5

6

7

Electrical Fire or Smoke, Environmental Smoke or Odor, Smoke Removal

1
2

CABIN ALT (CABIN ALTITUDE)

1
2
3
4

Emergency Descent

1
a.
b.
c.
d.

BATT O' TEMP (Battery Over temperature)

1
2
3

Autopilot Malfunction

1

Electric Elevator Trim Runaway

1
2
3
4
5

Wheel Brake Failure

1
2
3

TCAS Resolution Advisory (RA) Alerts

1
2

Inadvertent Stall (Stick Shaker, Buffet, and/or Roll-off)

1
2
3
4
5

EMERGENCY EVACUATION

1
2
3
4
5
6
7
8

Practice Takeoff Briefing

Practice Stall / Missed Approach

CE-525A CJ-3

Weights – in pounds

Ramp	14,070
Takeoff	13,870
Landing	12,750
Zero Fuel	10,510
Baggage, Nose	400
Baggage, Aft Cabin	100
Baggage, Tail	600
BEW, Typical	8,300

Speeds – in knots

VMO to 8,000	260
VMO 8 to FL293	278
MMO	0.737
Va 8500 lbs @ SL	155
14000 lbs @ FL350	250
Turbulent Air	180
Flaps 15 (TO & APR)	200
Flaps 35 (Land)	161
Flaps failed to Ground	140
Gear (ALL)	200
VMCG	89
VMCA (Flaps 0)	88
VMCA (Flaps 15)	81
Ice on airframe	180

Takeoff, Landing, Ground

Max Altitude	10,000
Water or Slush	0.5"
Snow	2"
Max Temp	ISA +39 C
Min Temp	-33 C
Max Tailwind Start	12 kts
Max Crosswind Start	16 kts
Starter 3 Starts in 30 min	
Battery	3 starts/hr
Max Generator Load	
Ground	200 amps
Tire groundspeed	165
Tire pressure Nose	120+/-5
Mains	135+/-5
P/S heat on ground	2 min

Limitations, SN 1-450

Enroute

Max Altitude	FL 450
Max Temp	+54 C
Max Generator Load	
Up to FL410	300 amps
Above FL410	250 amps
Max alt flaps or gear	FL180
Max alt Yaw Damp inop	FL300
Min speed RVSM	150 IAS
Min weight RVSM	8750 #
Min A/P takeoff/GA	350' AGL
Min A/P cruise	1000' AGL
Min A/P precision	160' AGL
Min A/P nonprecision	160'

Powerplant **FJ44-3A**

N1	102.8 %
N2	100 %
N2 Icing	75 %
ITT (Start)	1000 C
ITT Take-Off (5 min)	877 C
ITT Continuous	840 C
Thrust-ISA, TO, 5 min	2820#
Bypass Ratio	2.09 to 1
TBO	4000 hrs

Fuel

Quantity	4710#
LO FUEL LEVEL	185#
LO FUEL PRESS	4.65 psi
Imbalance	200/600#

Environmental

Max Design Cabin Alt.	8000'
CAB ALT	10,000' or 14,500'
Altitude Limiters	14,500'
	(+/-500)
Masks Auto-Drop	14,000'
	(+/-500)
Max Cabin Differential	9.0

CE-525A CJ-3+

Weights – in pounds

Ramp	14,070
Takeoff	13,870
Landing	12,750
Zero Fuel	10,510
Baggage, Nose	400
Baggage, Aft Cabin	100
Baggage, Tail	600
BEW, Typical	8,300

Speeds – in knots

VMO to 8,000	260
VMO 8 to FL293	278
MMO	0.737
Va 8500 lbs @ SL	155
14000 lbs @ FL350	250
Turbulent Air	180
Flaps 15 (TO & APR)	200
Flaps 35 (Land)	161
Flaps failed to Ground	140
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VMCG	89
VMCA (Flaps 0)	88
VMCA (Flaps 15)	81
Ice on airframe	180

Takeoff, Landing, Ground

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Water or Slush	0.5"
Snow	2"
Max Temp	ISA +39 C
Min Temp	-33 C
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Max Crosswind Start	10 kts
Starter 3 Starts in 30 min	
Battery	3 starts/hr
Max Generator Load	
Ground	200 amps
Tire groundspeed	165
Tire pressure Nose	120+/-5
Mains	135+/-5
P/S heat on ground	2 min

Limitations, SN 451 on

Enroute

Max Altitude	FL 450
Max Temp	+54 C
Max Generator Load	
Up to FL410	300 amps
Above FL410	250 amps
Max alt flaps or gear	FL180
Max alt Yaw Damp inop	FL300
Min speed RVSM	150 IAS
Min weight RVSM	8750 #
Min A/P takeoff	350' AGL
Min A/P takeoff	350' AGL
Min A/P cruise	1000' AGL
Min A/P precision	180' AGL
Min A/P non-precision	350'

Powerplant **FJ44-3A**

N1	102.8 %
N2	100 %
N2 Icing	75 %
ITT (Start)	1000 C
ITT Take-Off (5 min)	877 C
ITT Continuous	840 C
Thrust-ISA, TO, 5 min	2820#
Bypass Ratio	2.09 to 1
TBO	4000 hrs

Fuel

Quantity	4710#
LO FUEL LEVEL	185#
LO FUEL PRESS	4.65 psi
Imbalance	200/600#

Environmental

Max Design Cabin Alt.	8000'
CAB ALT	10,000' or 14,500'
Altitude Limiters	14,500'
	(+/-500)
Masks Auto-Drop	14,000'
	(+/-500)
Max Cabin Differential	9.0