



Pilots' Abbreviated Checklist

Model 525B CITATION CJ3

Emergency/Abnormal Procedures
525B-0001 AND ON



THIS CHECKLIST IS CURRENT WITH MODEL 525B CITATION CJ3 (525B-0001 AND ON) FAA APPROVED U.S. AIRPLANE FLIGHT MANUAL REVISION 7, DATED 29 APRIL 2013. (PART NUMBER 525BFM-07)

APPROVED BY

FAA APPROVED UNDER 14 CFR PART 21 SUBPART J
Cessna Aircraft Co.
Delegation Option Authorization DOA-230884-CE

Signature of Conrad Lead DOA Administrator

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REVISION 7

13 OCTOBER 2004

APRIL 2013

ANNUNCIATORS

ELECTRICAL

ELECTRICAL FIRE OR SMOKE	N1
BATT FAULT/BATT FAIL (BATTERY OVERTEMPERATURE)	O1
GEN OFF L AND R (GENERATOR INOPERATIVE - DUAL)	P1
GEN OFF L OR R (GENERATOR INOPERATIVE - SINGLE)	P2
AFT J-BOX CB (OPEN AFT J-BOX START CONTROL CIRCUIT BREAKER)	Q1
AFT J-BOX LMT (OPEN AFT J-BOX 225 AMP CURRENT LIMITER)	Q2

PRESSURIZATION/ENVIRONMENTAL

OVERPRESSURIZATION (8.9 PSID)	J3
EMER PRESS ON (EMERGENCY PRESSURIZATION ON)	J4
CABIN PRESSURIZATION CONTROLLER FAILURE	K1
CABIN ALT (CABIN DECOMPRESSION, CABIN ALTITUDE ABOVE NORMAL LIMITS)	K2
EMERGENCY DESCENT	K3
ENVIRONMENTAL SYSTEM SMOKE OR ODOR	L1
SMOKE REMOVAL	L2
BLD AIR O'HEAT L OR R (BLEED AIR OVERHEAT)	M1
FRESH AIR (FRESH AIR SELECTED)	M2
AIR DUCT O'HEAT (ENVIRONMENTAL SYSTEM AIR DUCT OVERHEAT)	M3
ENVIRONMENTAL SYSTEM CABIN OVERHEAT	M4
DOOR SEAL (CABIN DOOR PRIMARY PRESSURE SEAL FAILURE)	AA1
USE OF SUPPLEMENTAL OXYGEN (UNPRESSURIZED)	AA3

HYDRAULICS/BRAKES

LANDING GEAR WILL NOT EXTEND	H1
LANDING GEAR WILL NOT RETRACT (GEAR UNLOCK LIGHT REMAINS ON)	H2
HYD FLOW LOW L AND/OR R (LOW HYDRAULIC FLOW)	H3
HYD PRESS ON (HYDRAULIC PRESSURE ON, SYSTEM REMAINS PRESSURIZED AFTER CYCLE IS COMPLETED)	I1
WHEEL BRAKE FAILURE	I2
PWR BRK LOW PRESS AND ANTISKID INOP (POWER BRAKE SYSTEM FAILURE)	I3
ANTISKID INOP (ANTISKID SYSTEM FAILURE)	J1

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HYD PRESS ON (HYDRAULIC PRESSURE ON, SYSTEM REMAINS PRESSURIZED AFTER CYCLE IS COMPLETED)

HYD PRESS ON

Indicates the hydraulic system is pressurized. The white HYD PRESS ON advisory light will illuminate normally when the speed brakes, landing gear or flaps are in transit. If the HYD PRESS ON light remains illuminated after a cycle of one of these systems is complete or illuminates continuously at any other time, action must be taken to preclude damage to the hydraulic system. If this failure occurs on the ground, dispatch is prohibited.

1. Last System Used ----- **RECYCLE**
(speed brakes, landing gear and/or flaps)

HYD PRESS ON LIGHT REMAINS ILLUMINATED

2. SPEED BRAKE, GEAR CONTROL and FLAP CONTROL Circuit Breakers (L Panel) ----- **PULL**
(Note if the systems depressurizes when circuit breaker is pulled)

☐ **IF HYDRAULIC SYSTEM REMAINS PRESSURIZED**

3. HYD CONTROL Circuit Breaker (L Panel) ----- **PULL**
4. Circuit Breakers (L Panel) ----- **RESET**
5. Land as soon as possible. Refer to HYD FLOW LOW L AND/OR R; Tab H3.

CAUTION

With high thrust settings, the hydraulic system can operate for approximately 10 minutes before overheating. With low thrust settings, the hydraulic system may be pressurized for up to 30 minutes without overheating.

PROCEDURE COMPLETED

☐ **IF HYDRAULIC SYSTEM DEPRESSURIZES**

4. Altitude ----- **DESCEND TO 41,000 FEET OR BELOW**
5. Land as soon as practical. Reset pulled circuit breakers prior to landing.

CAUTION

With high thrust settings, the hydraulic system can operate for approximately 10 minutes before overheating. With low thrust settings, the hydraulic system may be pressurized for up to 30 minutes without overheating.

PROCEDURE COMPLETED

☐ **IF HYDRAULIC SYSTEM DEPRESSURIZES**

3. Circuit Breakers (L Panel) ----- **RESET**
(Leave circuit breaker that caused system to depressurize PULLED)

☐ **IF SPEED BRAKE CIRCUIT BREAKER REMAINED PULLED**

4. Altitude ----- **DESCEND TO 41,000 FEET OR BELOW**
5. Land as soon as practical.

PROCEDURE COMPLETED

(Continued Next Page)

O IF SPEED BRAKE CIRCUIT BREAKER NOT PULLED

4. Land as soon as practical. Reset pulled circuit breakers prior to landing.

CAUTION

With high thrust settings, the hydraulic system can operate for approximately 10 minutes before overheating. With low thrust settings, the hydraulic system may be pressurized for up to 30 minutes without overheating.

PROCEDURE COMPLETED

● IF HYDRAULIC SYSTEM RETURNS TO NORMAL

PROCEDURE COMPLETED

2 ■ WHEEL BRAKE FAILURE

1. Brake Pedals ----- REMOVE FEET FROM BRAKE PEDALS
2. Emergency Brake Handle ----- PULL AS REQUIRED

CAUTION

Antiskid system does not function during emergency braking. Excessive pressure on the emergency brake handle can cause both wheel brakes to lock, resulting in blowout of both tires. After landing, clear the runway and stop. Do not attempt to taxi onto ramp using emergency brakes. Landing distance will increase by a factor of 1.7.

PROCEDURE COMPLETED

3 ■ PWR BRK LOW PRESS AND ANTISKID INOP (POWER BRAKE SYSTEM FAILURE)

**PWR BRK
LOW PRESS**

**ANTISKID
INOP**

1. SKID CONTROL and
BRAKE SYSTEM Circuit Breakers (L Panel) ----- RESET

● IF LIGHT REMAINS ILLUMINATED

2. Plan to use the emergency brake system for landing.
3. Landing Distance ----- MULTIPLY BY 1.7
4. Brake Pedals ----- REMOVE FEET FROM BRAKE PEDALS
5. Emergency Brake Handle ----- PULL AS REQUIRED

CAUTION

Antiskid system does not function during emergency braking. Excessive pressure on emergency brake handle can cause both wheel brakes to lock, resulting in blowout of both tires. After landing, clear the runway and stop. Do not attempt to taxi onto ramp using emergency brakes.

PROCEDURE COMPLETED

● IF LIGHT EXTINGUISHES

PROCEDURE COMPLETED

1 ■ ANTISKID INOP (ANTISKID SYSTEM FAILURE)**ANTISKID
INOP**

1. ANTISKID Switch ON
2. SKID CONTROL and BRAKE SYSTEM
Circuit Breakers (L Panel) RESET

● IF LIGHT REMAINS ILLUMINATED

3. ANTISKID Switch OFF
4. Landing Distance MULTIPLY BY 1.5

CAUTION

Differential power braking is available. However, since the antiskid is inoperative, excessive pressure on the brake pedals may cause wheel brakes to lock, resulting in tire blowout.

5. Be prepared to use the emergency brake system.

PROCEDURE COMPLETED

● IF LIGHT EXTINGUISHES

PROCEDURE COMPLETED

2 ■ SPD BRK EXTEND (SPEED BRAKES EXTENDED)**SPD BRK
EXTEND**

Indicates the speed brakes are in the fully extended position.

3 ■ OVERPRESSURIZATION

1. PRESS SYSTEM SELECT Switch MANUAL
2. PRESS SYSTEM SELECT MANUAL Lever UP
(to decrease pressure and raise cabin altitude)

● IF STILL OVERPRESSURIZED

3. AIR SOURCE SELECT Knob L OR R;
(control cabin pressure with the throttle
corresponding to the selected source)

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O IF SPEED BRAKE CIRCUIT BREAKER NOT PULLED

4. Land as soon as practical. Reset pulled circuit breakers prior to landing.

CAUTION

With high thrust settings, the hydraulic system can operate for approximately 10 minutes before overheating. With low thrust settings, the hydraulic system may be pressurized for up to 30 minutes without overheating.

PROCEDURE COMPLETED

● IF HYDRAULIC SYSTEM RETURNS TO NORMAL

PROCEDURE COMPLETED

2 ■ WHEEL BRAKE FAILURE

1. Brake Pedals ----- REMOVE FEET FROM BRAKE PEDALS
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PROCEDURE COMPLETED

3 ■ PWR BRK LOW PRESS AND ANTISKID INOP (POWER BRAKE SYSTEM FAILURE)

**PWR BRK
LOW PRESS
ANTISKID
INOP**

1. SKID CONTROL and BRAKE SYSTEM Circuit Breakers (L Panel) ----- RESET
- IF LIGHT REMAINS ILLUMINATED
2. Plan to use the emergency brake system for landing.
 3. Landing Distance ----- MULTIPLY BY 1.7
 4. Brake Pedals ----- REMOVE FEET FROM BRAKE PEDALS
 5. Emergency Brake Handle ----- PULL AS REQUIRED

CAUTION

Antiskid system does not function during emergency braking. Excessive pressure on emergency brake handle can cause both wheel brakes to lock, resulting in blowout of both tires. After landing, clear the runway and stop. Do not attempt to taxi onto ramp using emergency brakes.

PROCEDURE COMPLETED

● IF LIGHT EXTINGUISHES

PROCEDURE COMPLETED

PROCEDURE COMPLETED

- IF HYDRAULIC SYSTEM RETURNS TO NORMAL
PROCEDURE COMPLETED

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- IF LIGHT EXTINGUISHES
PROCEDURE COMPLETED

1 ■ ANTISKID INOP (ANTISKID SYSTEM FAILURE)**ANTISKID
INOP**

1. ANTISKID Switch ON
 2. SKID CONTROL and BRAKE SYSTEM
Circuit Breakers (L Panel) RESET
- **IF LIGHT REMAINS ILLUMINATED**
3. ANTISKID Switch OFF
 4. Landing Distance MULTIPLY BY 1.5

CAUTION

Differential power braking is available. However, since the antiskid is inoperative, excessive pressure on the brake pedals may cause wheel brakes to lock, resulting in tire blowout.

5. Be prepared to use the emergency brake system.

PROCEDURE COMPLETED

- **IF LIGHT EXTINGUISHES**
PROCEDURE COMPLETED

2 ■ SPD BRK EXTEND (SPEED BRAKES EXTENDED)**SPD BRK
EXTEND**

Indicates the speed brakes are in the fully extended position.

3 ■ OVERPRESSURIZATION

1. PRESS SYSTEM SELECT Switch MANUAL
 2. PRESS SYSTEM SELECT MANUAL Lever UP
(to decrease pressure and raise cabin altitude)
- **IF STILL OVERPRESSURIZED**
3. AIR SOURCE SELECT Knob L OR R;
(control cabin pressure with the throttle
corresponding to the selected source)

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1 ■ ANTISKID INOP (ANTISKID SYSTEM FAILURE)**ANTISKID
INOP**

1. ANTISKID Switch ON
2. SKID CONTROL and BRAKE SYSTEM
Circuit Breakers (L Panel) RESET

● IF LIGHT REMAINS ILLUMINATED

3. ANTISKID Switch OFF
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CAUTION

Differential power braking is available. However, since the antiskid is inoperative, excessive pressure on the brake pedals may cause wheel brakes to lock, resulting in tire blowout.

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PROCEDURE COMPLETED

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PROCEDURE COMPLETED

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