

# ALERT BULLETIN

AB 2024:15/3-9

5/16/2024

2093089

TO: Textron Aviation (Cessna), FAA (AFS-100)

INFO: FAA (AVP-1, AVP-200, AFS-260, AFS-800, AFS-200, AIR-360, AIR-780, MKC-AEG, ANM-100), AMFA, AOPA, ASAP, ATSG, GAMA, IAM, IBT, ICASS, NBAA, NTSB, PAMA, TWU

FROM: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

SUBJ: Cessna CE-680A Pitch Trim anomaly

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

ASRS received a report from a CE-680A Captain describing a flight control pitch malfunction shortly after takeoff. Reporter stated that just after flap retraction the PRI TRIM FAIL and AP FAIL CAS messages illuminated, and the pilot flying stated they were experiencing pitch issues. It reportedly took both pilots on the controls to reduce the pitch-up effect. The flight crew brought the aircraft under control and safely returned to departure airport.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2093089

### DATE / TIME

Date of Occurrence	202403
Local Time Of Day	1201 to 1800

### PLACE

Locale	ZZZ.Airport
State	US

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	ZZZ
Make Model Name	Citation Latitude (C680A)
Operating Under FAR Part	91

### COMPONENT 1

Aircraft Component	Horizontal Stabilizer Trim
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### PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2093089

### EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Inflight Event / Encounter - Loss Of Aircraft Control
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - Flight Crew	Returned To Departure Airport

### NARRATIVE 1

We departed ZZZ normally, with passengers. Person A acted as pilot flying and Person B as pilot monitoring. Shortly after takeoff flap retraction altitude, the PRI STAB TRIM FAIL and AP FAIL CAS messages illuminated and pilot flying stated that he was having problems with the trim. Shortly thereafter the airplane pitched up in a runaway trim condition, and it took both of us on the controls to reduce the pitch-up acceleration. Sometime during this time the TRIM SW FAULT L EICAS illuminated. At this time, Person B took over as pilot flying, Person A [requested priority handling] to ATC and stated we would be returning to land. The airplane became more controllable at this time and Person A ran the TRIM SW FAULT L abnormal checklist, Person B briefed the passengers on the PA, and we landed normally on [Runway] XXL at ZZZ.

### SYNOPSIS

CE-680A Captain reported a flight control pitch trim malfunction occurred shortly after takeoff flap retraction altitude, and led to the aircraft pitched up in a runaway trim condition. The flight crew regained control of the aircraft and returned to the departure airport.