

2/24/2026

FOR YOUR INFORMATION

2026-61/3-4

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

2321059

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

Re: CE-680 Main Cabin Door 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 enclosed deidentified report.

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.



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



ACN 2321059

DATE / TIME

Date of Occurrence	202601
Local Time Of Day	0601 to 1200

PLACE

Locale	ZZZ.Airport
State	US
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	Citation Latitude (C680A)
Operating Under FAR Part	91

COMPONENT 1

Aircraft Component	Exterior Pax/Crew Door
--------------------	------------------------

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2321059

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Maintenance
Anomaly	Deviation / Discrepancy - Procedural - MEL / CDL
Detector - Person	Flight Crew
Result - General	Maintenance Action
Result - Flight Crew	Returned To Departure Airport

NARRATIVE 1

On this morning we arrived at the aircraft which was parked in the same place we parked it the night before at the FBO ZZZ. We noticed the main cabin door was already open and upon entering the cabin we were greeted by a detailing crew. Maintenance had been done on the aircraft overnight as observed by waypoint messages and a maintenance database manual left on the aircraft.

We prepared the aircraft and PIC did the exterior preflight. I was SIC on this flight. Bags and passengers were loaded and when I went to close the main cabin door it appeared to [be] abnormal as I didn't get the normal click of the vent door and the amber light did not extinguish. Person A also advised that the "Cabin Door" and "Check Door's" amber Crew Alerting System (CAS) messages were present.

We ran the QRH procedure and did the cabin door override. The main cabin door closed, we observed 6 flags in the sight glass, the amber CAS messages extinguished, I heard the click of the vent door closing and we observed a white "Check Door's" CAS message which means the monitoring system is INOP. This is deferrable and we deferred it per a call to Maintenance and the MEL. We opened and closed the door 1 – 2 more times as we were waiting for a release as the system was down complying with the MEL each time.

We got the release and taxied out for departure. Upon departure I observe the cabin was not pressurizing and differential pressure was not increasing. I noticed this prior to 1500 feet AGL and that the cabin was climbing at the same rate as the aircraft. We agreed that we were not pressurizing and coordinated with ATC for delay vectors and a hold to burn off fuel to return to ZZZ and land underweight as we had been fueled for a previous trip that had changed. Aircraft landed without incident.

We transferred passengers and bags to the new assigned jet. I was the one who finally closed the door on Aircraft X as we put it away before disconnecting the batteries. When I tried to close the door from the outside I observed that the paddle handle would not stow in the closed position. I then observed that the key lock was in the "lock" position which I had never seen before nor knew this could happen. The key in the lock position prevents the paddle from stowing. I am certain that this was the issue from the beginning and that either Maintenance or the cleaners had left their key in the door and when they went to retrieve it from an already open cabin door they turned the key to the lock position before removing their key.

What is alarming to me is that it is possible to have the exterior paddle handle not stowed but still see 6 lock flags inside and be able to complete the door override procedure with no amber "Cabin Door" CAS message even though the handle is not stowed/flush. If we were in fact flying around with the exterior paddle handle partially open it could have ended up a serious issue if the airflow had popped it fully open removing the lock pins from the door jam and having a cabin door open in flight.

Suggestions: Have Textron make the sensor in the paddle handle illuminate the "Cabin Door" amber CAS message if the paddle is not stowed and prevent the override procedure.

SYNOPSIS

CE-680A Captain reported it is possible to have the exterior paddle handle not stowed but still see the lock flags inside and be able to complete the door override procedure with no CAS alerts for the cabin door. With the exterior paddle handle partially open, the airflow could pop it fully open and the lock pins could be removed from the door jam, potentially causing the cabin door to open in flight.