3/4/2026 **FOR YOUR INFORMATION** 2026-74/3-6

2322511

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

Re: CE-680A Electrical System Issues

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 2322511	
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	
ATC / Advisory - Tower	ZZZ
Make Model Name	Citation Latitude (C680A)
Operating Under FAR Part	91
COMPONENT 1	
Aircraft Component	DC Battery
COMPONENT 2	
Aircraft Component	AC Generator/Alternator
COMPONENT 3	
Aircraft Component	Trailing Edge Flap
COMPONENT 4	
Aircraft Component	PFD/ND
PERSON 1	
Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2322511
EVENTS	
Anomaly	Aircraft Equipment Problem - Critical
Detector - Automation	Aircraft Other Automation
Result - General	Flight Cancelled / Delayed
Result - Flight Crew	Diverted
Result - Flight Crew	Landed in Emergency Condition
Result - Flight Crew	Overcame Equipment Problem
NARRATIVE 1	

Our original flight was intended to depart ZZZ for ZZZ1. This was estimated to be a 4 hour and 30 minute flight and required a significant amount of fuel, bringing our planned takeoff weight to exceed our landing weight. This would require about an hours worth of fuel burn if we had to return after takeoff.

On the takeoff roll, we received a Battery Low Crew Alerting System (CAS) message just short of 80 kt. Just before V1 we received an L GEN OFF CAS message. We continued the climb as normal and cleaned up the aircraft. Once at a safe altitude, I as pilot flying took over the radios as well and the PIC ran the appropriate QRH. This checklist led us to turn off the L Gen and go to secondary trim. The autopilot was now unusable so I was now hand-flying. The condition appeared stable.

Over the next 10 to 15 minutes, we requested priority handling, and coordinated with ATC and our company to determine the best diversion airport and we settled on ZZZ2 due to a very long runway, services, and excellent VFR weather conditions. Overweight landing was considered. We proceeded to ZZZ2, avoiding cloud layers along the way because we did not want to try and use anti-ice with the electrical issue.

We added the first notch of flaps on an 18 NM base leg. This is when the system failures began. The flaps stopped short of the 1 position and we received a FLAPS FAIL CAS message. We ran the QRH and reset the flap switch. The flaps came into position properly. Once under 200 KIAS we then selected flaps 2. We again received the FLAPS FAIL CAS message with the flaps not quite at "2." We ran the flaps fail approach QRC and got our new landing numbers.

Approaching final, gear down was selected. We then began losing critical indications. Gear indications were gone, engine indications were either missing or frozen, navigation capability on both Primary Flight Displays (PFDs) was lost, the L PFD failed completely and went black, we lost our intercom and the Captain's radio became INOP. Dozens of CAS messages displayed, the R PFD moving map appeared frozen but airspeed still matched the standby unit. System loss appeared progressive and continued until short final.

The weather was VFR, the airport was in sight, and I was able to talk to Tower who cleared us to land. Service vehicles were standing by. Tower was also able to look at our gear with binoculars and said all 3 appeared to be down. We landed and rolled out without incident, using only brakes. Once clear of the runway we ran an after landing and shutdown checklist. Personnel stood by while passengers and crew deplaned safely.

Suggestions: This is the second time in the Latitude that I have witnessed what seems to be electronic glitching involving erratic and seemingly unrelated CAS messages, failures, and indication anomalies. I would suggest that the issue be discussed with Cessna/Textron to come up with possible solutions to mitigate what seemed like a cascading failure, even after the problem generator was taken offline. It might also be good to train or discuss these scenarios more in recurrent training. I believe that emphasis on the use of the standby unit is very important in a situation such as this. I plan to become very proficient at using it so I can confidently use it to fly an approach in IMC if necessary.

SYNOPSIS

C680A Latitude First Officer reported receiving multiple electrical system alerts on takeoff and initial climb. The flight crew safely diverted to an alternate airport.