



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Broomfield, CO	<b>Accident Number:</b>	CEN20LA083
<b>Date &amp; Time:</b>	02/12/2020, 2115 MST	<b>Registration:</b>	N677P
<b>Aircraft:</b>	Piaggio P180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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On February 12, 2020, about 2115 mountain standard time, a Piaggio P180, N677P, went off the left side of runway 30R after landing at Rocky Mountain Metropolitan Airport (BJC), Broomfield, Colorado. The private pilot and his three passengers were not injured. The airplane was substantially damaged. The airplane was registered to JMC Air, LLC, Dillsburgh, Pennsylvania, and operated by the pilot under Title 14 *Code of Federal Regulations* Part 91 as a business flight. Night instrument meteorological conditions prevailed, and an instrument flight rules flight plan had been filed. The flight originated from Bob Hope Airport (BUR), Burbank, California, at 1745 Pacific standard time, and was destined for BJC.

According to the pilot's statement, the control tower advised that there was packed snow on the runway and moderate braking was reported. The approach was made at 130 knots (Vref +10). He observed the runway lights at 6,800 ft and touched down smoothly about 112 knots. When the nose wheel touched down, the airplane yawed to the left. Right rudder was applied, but the airplane continued to drift left of centerline. Both propellers were in beta range, and he placed the right propeller into reverse in an attempt to move the nose to the right. Brakes were also applied but to no avail. The airplane slid on the surface and departed the left side of the runway and skidded through the snow. The airplane spun in the snow and the right wing tip and canard contacted the ground. Post-accident examination revealed both nose gear tires were deflated and the right main tire was low on air. The right aileron was also damaged. The pilot did not report any pre-accident mechanical malfunction or anomaly with the airplane that may have contributed to the accident.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	02/22/2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	01/22/2020
<b>Flight Time:</b>	1829 hours (Total, all aircraft), 38 hours (Total, this make and model), 1704 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piaggio	<b>Registration:</b>	N677P
<b>Model/Series:</b>	P180 AVANTI	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1992	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1019
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	03/19/2019, Annual	<b>Certified Max Gross Wt.:</b>	12100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	5256 Hours as of last inspection	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	PT6A SER
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	800 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night
Observation Facility, Elevation:	BJC, 5673 ft msl	Distance from Accident Site:	
Observation Time:	2128 MST	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	1 Miles
Lowest Ceiling:	Overcast / 600 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	-5° C / -6° C
Precipitation and Obscuration:			
Departure Point:	Burbank, CA (BUR)	Type of Flight Plan Filed:	IFR
Destination:	Broomfield, CO (BJC)	Type of Clearance:	IFR
Departure Time:	1745 PST	Type of Airspace:	Class C

## Airport Information

Airport:	Rocky Mountain Metropolitan (BJC)	Runway Surface Type:	Concrete
Airport Elevation:	5673 ft	Runway Surface Condition:	Snow; Wet
Runway Used:	30R	IFR Approach:	ILS
Runway Length/Width:	9000 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	39.931111, -105.120000 (est)

## Administrative Information

Investigator In Charge (IIC):	Arnold W Scott
Additional Participating Persons:	Scott Farron; FAA Flight Standards District Office; Denver, CO
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100945">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100945</a>