



N900DU Preliminary Occurrence Report

Release Date 8th March 2024

Location	Accident number
Lynden Pindling Int'l Airport (MYNN), Nassau, Bahamas	OCC-2024/0011
Destination	Registration
Hartsfield-Jackson Atlanta Int'l Airport (KATL), Georgia, USA	N900DU
Occurrence Date & Time	Serial Number
8 th February 2024 1:31 pm local (1831 UTC)	62779
Flight Conducted	Make/Model
Under Instrument Flight Rules	Boeing 737-900ER

Information:

Narrative:

On 8th February 2024 at approximately 1:31 pm local time (1831 UTC), a Boeing 737-900ER aircraft with United States registration N900DU, operated by Delta Airlines as Delta Flight # 1965 (DAL1965), was given instructions by Nassau air traffic control to cancel its takeoff clearance for runway 14 at the Lynden Pindling International Airport (MYNN), Nassau, Bahamas, due to the execution of two consecutive go arounds for the intersecting runway 10.

The scheduled commercial flight operated under *Title 14 US CFR Part 121* and had a final destination of Hartsfield-Jackson Atlanta International Airport (KATL), Atlanta, Georgia, USA. There was a total of 134 persons on board the aircraft (128 passengers, 6 crew).

Reports received indicate that at approximately 1:29 pm local time (1829 UTC), the pilot in command of a Cessna Citation 680A with United States registration N926QS, while on final approach for landing on runway 10 at MYNN, executed a go around after the local air traffic control officer (tower controller) did not issue a final clearance to land for runway 10 after the pilot advised that he was unable to comply with the tower controller's request to land and hold short of runway 14.

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The next aircraft in sequence for landing runway 10 at MYNN, a Bombardier CRJ200 with Canadian registration C-GDTD, operating as FEX850, subsequently was forced to execute a go around at approximately 1:31 pm (1831 UTC) as the air traffic controller had not issued a landing clearance at the point of the aircraft reaching the missed approach point (as identified by “MAPt” on figures 1 and 2).

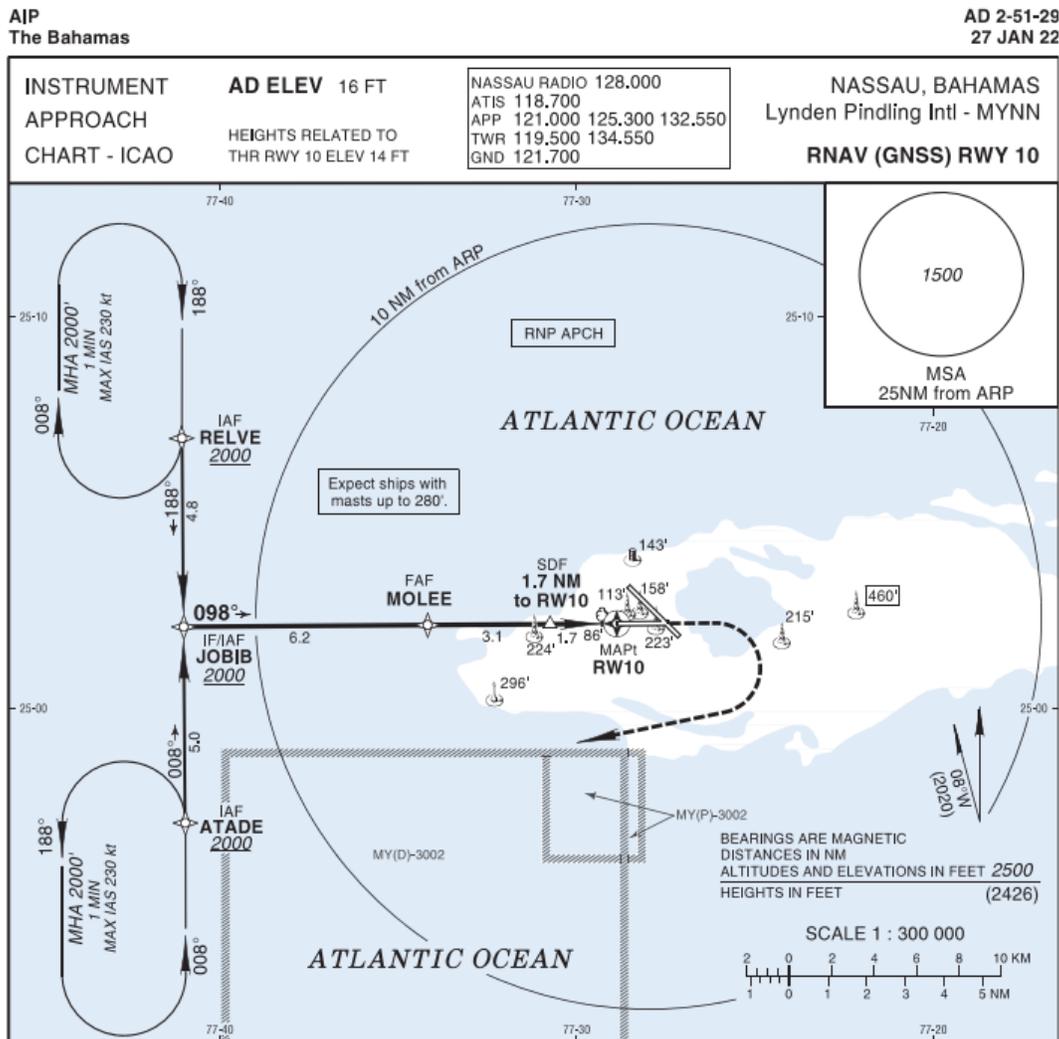


Fig.1 Plan view of Instrument Approach Procedure (RNAV Runway 10) at MYNN showing MAPt

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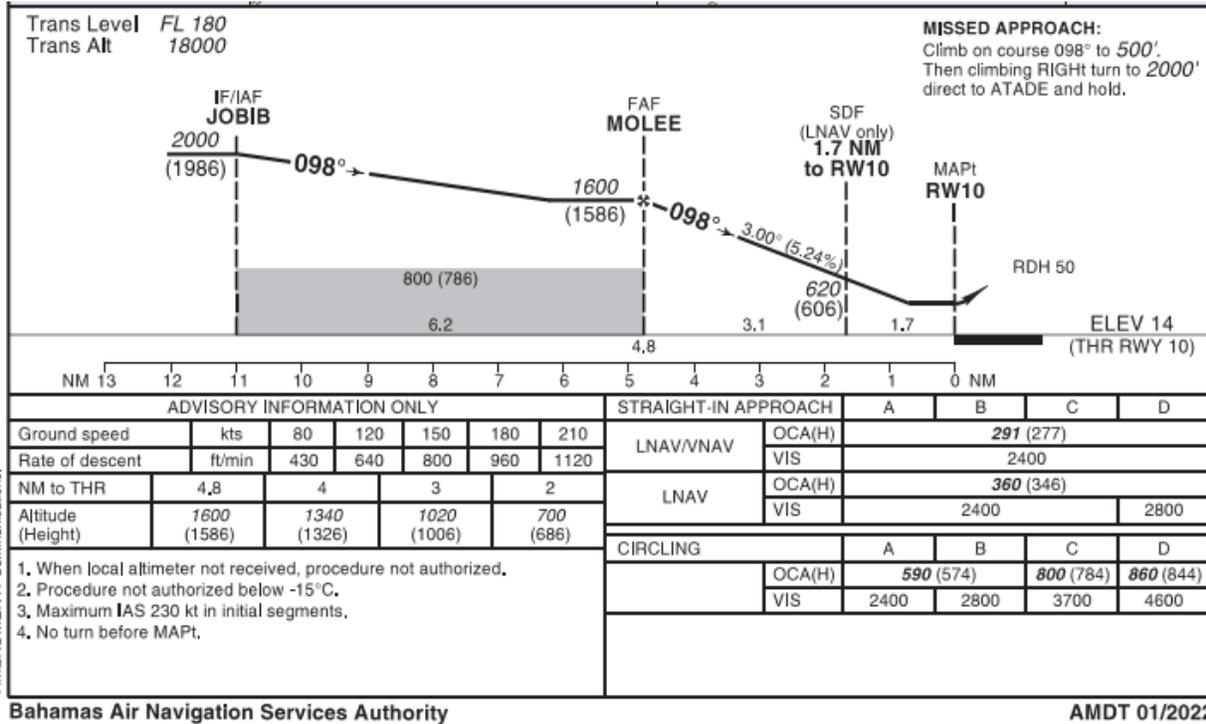


Fig.2 Profile view of Instrument Approach Procedure (RNAV Runway 10) at MYNN showing MAPt

During the period of these consecutive go arounds for runway 10, operations were also being conducted on intersecting runway 14 with departures by a Beechcraft King Air 200 operating as TJJ800 at 1:27 pm (1821 UTC) and by an Embraer E110 operating as PNP978 at 1:30 pm (1830 UTC).

It would appear that the complex operations may have overwhelmed the tower controller, having to also incorporate into sequencing, two additional aircraft as N900DU was instructed to position for a departure from runway 14 while a Beechcraft King Air 200 with United States registration N712CY was established on short final approach for landing runway 14 at a distance of approximately 3 NM from threshold of runway 14.

The tower controller issued N900DU (DAL1965) clearance for an immediate takeoff at approximately 1:31 pm, but quickly had to issue a cancel takeoff clearance instruction just a few seconds later as CRJ200 FEX850 (C-GDTD) was maneuvering through the potential flight path of N900DU as it climbed to altitude. The pilot in command of N900DU, who was the pilot flying, advised that he had already added power to 40% of N1, and after engine stabilization, applied takeoff thrust and the aircraft accelerated up to a speed of approximately 90 knots before he abruptly had to abort takeoff.

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A witness account from a passenger on board the aircraft indicated that the abrupt braking maneuver resulted in several of the overhead bins becoming opened. The pilots were able to bring the aircraft to a stop and exited the runway at taxiway Echo (see figure 3 below).



Fig. 3: MYNN Aerodrome showing N900DU exit point at Taxiway Echo after aborted take-off

The flight crew conducted checks in accordance with manufacturer and operators standard operating procedures and returned to the ramp area for an adequate period of time, to allow for cooling of the brakes before departure. There were no injuries reported in relation to this occurrence.

The flight, although significantly delayed, was ultimately able to continue to its final destination of KATL without further incident.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.



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Aircraft and Owner / Operator Information:

Aircraft Manufacturer	Registration
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Boeing

N900DU

Model / Series	Aircraft Category
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737-900ER

Transport

Registered Owner	Air Carrier
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Delta Airlines Inc.

Operating

Certificate

Yes

Meteorological Information and Flight Plan:

Conditions at Accident site	Condition of Light
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Visual Meteorological
Conditions

Day

Observation facility	Observation Time
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Elevation

16 feet (MYNN)

1800 UTC

Distance from Site	Temp /Dewpoint
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Not Applicable

24°C/22°C

Lowest Cloud Condition	Wind Direction / Speed
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FEW025

08009KT

Lowest Ceiling	Visibility
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>6 statute miles

Altimeter Setting	Type of flight Plan
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30.16 in. HG

Filed

Instrument Flight Rules



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Departure Point

Lynden Pindling Int'l
Airport (MYNN), Nassau,
Bahamas

Destination

Hartsfield-Jackson Int'l
Airport (KATL),
Atlanta, Georgia, USA

Wreckage and Impact Information:

Crew Injuries

Nil

Aircraft Damage

None

Passenger Injuries

Nil

Aircraft Fire

Not Applicable

Ground Injuries

Nil

Aircraft Explosion

Not Applicable

Total Injuries

Nil

Latitude, Longitude



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Administrative Information:

Investigator in Charge

Kendall Dorsett Jr.

Additional Information

Date of Release – 8th March
2024
