



### CDM Post Operations Analysis 16.10.2024

CDM for Date: 16.10.2024      CDM Name: CDM1\_VABB\_161024      Applicable Airport: VABB      Time (UTC): 1400-1700  
 Reason: HIGH DEMAND      Max. Delay (Mins.): 42      Average Delay (Mins.): 10

CDM ANALYSIS							Flights Operated but Not Captured in CDM
ATFM MEASURES	GDP1, GDP2						
DURATION (From – To in UTC)	1400-1500		1500-1600		1600-1700		Shifted to next hour (1700-1800)
Predicted demand of Arrival (Skyflow)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	12
		33	0	22	10	29	
No. of Arrivals Planned for this Period	23		24		25		
Actual Arrivals (As per SKYFLOW)	19		21		24		
Manual CTOTs (Nos.)							<b>29</b>
Compliance (%)							<b>100</b>
Accuracy (%)							<b>93</b>

**NOTE:** Accuracy of the CDM is the hourly callsign wise comparison between the predicted flights during preparation of CDM with flights actually operated. It is measured in percentage (%)

DETAILS OF CTOT NON-COMPLIANT FLIGHTS							
Call sign	ADEP	EOBT	CTOT	Revised EOBT	Revised manual CTOT	System ATOT	Reason for Non- Compliance (as reported by ATC)



CTOT NON-COMPLIANCE SUMMARY			
Airport		Airline	
Airport Name	Total Number	Operator Name	Total Number

CDM OBSERVATIONS / FEEDBACK	
<b>Traffic Flow:</b>	SMOOTH
<b>Substantial Holdings (&gt;15 Mins.):</b>	NIL
<b>Diversions (If Any):</b>	NIL
<b>Any Unanticipated Events:</b>	NIL
<b>Flight Data Issue:</b>	NIL
<b>Airspace Data Issue:</b>	NIL
<b>PRI Lines (Status):</b>	SERVICEABLE WITH OUTGOING CALLS ONLY.
<b>Any Other Relevant Issues / Remark:</b>	NIL

**TEAM-D**

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Prepared by (Officer's Sign., Name & Designation)

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Operations Shift Supervisor (Sign., Name & Desig.)