



**CDM Post Operations Analysis 25.10.2024**

CDM for Date: 25/10/2024 CDM Name: CDM1\_VABB\_251024 Applicable Airport: VABB Time (UTC): 1600 -2000  
 Reason: HIGH DEMAND Max. Delay (Mins.): 56 Average Delay (Mins.): 14

| CDM ANALYSIS                            |                |                             |           |                             |           |                             |           |                             |                                  | Flights Operated but Not Captured in CDM |
|-----------------------------------------|----------------|-----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|-----------------------------|----------------------------------|------------------------------------------|
| ATFM MEASURES                           | GDP1/GDP2/GDP3 |                             |           |                             |           |                             |           |                             |                                  |                                          |
| DURATION (From – To in UTC)             | 1600-1700      |                             | 1700-1800 |                             | 1800-1900 |                             | 1900-2000 |                             | Shifted to next hour (2000-2100) | AIC585(VOMM-VABB)<br>VTI977(VIDP-VABB)   |
| Predicted demand of Arrival (Skyflow)   | Current        | Carryforward (previous hrs) | Current   | Carryforward (previous hrs) | Current   | Carryforward (previous hrs) | Current   | Carryforward (previous hrs) | 0                                |                                          |
|                                         | 27             | 8                           | 26        | 11                          | 23        | 13                          | 13        | 12                          |                                  |                                          |
| No. of Arrivals Planned for this Period | 24             |                             | 24        |                             | 24        |                             | 25        |                             |                                  |                                          |
| Actual Arrivals (As per SKYFLOW)        | 23             |                             | 26        |                             | 23        |                             | 27        |                             |                                  |                                          |
| Manual CTOTs (Nos.)                     |                |                             |           |                             |           |                             |           |                             |                                  | 15                                       |
| Compliance (%)                          |                |                             |           |                             |           |                             |           |                             |                                  | 98                                       |
| Accuracy (%)                            |                |                             |           |                             |           |                             |           |                             |                                  | 98                                       |

**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) |
| AIC814                                | VIDP | 1700 | 1743 |              |                     | 1730        | MISCOORDINATION BTW VIDP FMP & TWR              |
|                                       |      |      |      |              |                     |             |                                                 |



| CTOT NON-COMPLIANCE SUMMARY |              |               |              |
|-----------------------------|--------------|---------------|--------------|
| Airport                     |              | Airline       |              |
| Airport Name                | Total Number | Operator Name | Total Number |
| VIDP                        | 01           | AIR INDIA     | 01           |
|                             |              |               |              |
|                             |              |               |              |
|                             |              |               |              |
|                             |              |               |              |
|                             |              |               |              |
|                             |              |               |              |

| CDM OBSERVATIONS / FEEDBACK                 |               |
|---------------------------------------------|---------------|
| <b>Traffic Flow:</b>                        | SMOOTH        |
| <b>Substantial Holdings (&gt;15 Mins.):</b> | NO            |
| <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>                  | UNSERVICEABLE |
| <b>Any Other Relevant Issues / Remark:</b>  | NIL           |

TEAM- C

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

SHAILENDER KR GAUTAM, MGR(ATM-ATFM)

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