

**CDM Post Operations Analysis 29.12.2024**

CDM for Date: 29/12/2024 CDM Name: CDM1\_VABB\_291224 Applicable Airport: VABB Time (UTC): 1400-1700  
Reason: HIGH DEMAND Max. Delay (Mins.): 46 Average Delay (Mins.): 12

CDM ANALYSIS							Flights Operated but Not Captured in CDM
ATFM MEASURES	GDP1/GDP2/GDP3						
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
	29	04	27	09	24	12	
No. of Arrivals Planned for this Period	24		24		24		
Actual Arrivals (As per SKYFLOW)	22		24		21		
Manual CTOTs (Nos.)							20
Compliance (%)							100
Accuracy (%)							97

**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>	SLIGHT HOLDING
<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-B

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Prepared by

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