



### CDM Post Operations Analysis 30.10.2024

CDM for Date: 30/10/2024      CDM Name: CDM1\_VABB\_301024      Applicable Airport: VABB      Time (UTC): 1400 -1700  
Reason: HIGH DEMAND      Max. Delay (Mins.): 37      Average Delay (Mins.): 06

	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)	02	
	26	07	22	08	22	05	AIC574 (VOMM-VABB)	
No. of Arrivals Planned for this Period	25		25		25			
Actual Arrivals (As per SKYFLOW)	23		22		24			
Manual CTOTs (Nos.)								14
Compliance (%)							100	
Accuracy (%)							93	

**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 CONGESTION
<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>	UNSERVICEABLE
<b>Any Other Relevant Issues / Remark:</b>	NIL

TEAM-B

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

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