



CDM Post Operations Analysis 27.02.2025

CDM for Date: 27/02/2025 **CDM Name:** CDM1_VIDP_270225 **Applicable Airport:** VIDP **Time (UTC):** 1200 - 1500
Reason: HIGH DEMAND AND EASTERLY MODE **Max. Delay (Mins.):** 36 **Average Delay (Mins.):** 6

CDM ANALYSIS										Flights Operated but Not Captured in CDM
ATFM MEASURES	GDP1/ GDP2/GDP3								Shifted to next hour (1500-1600)	
DURATION (From – To in UTC)	1200-1300		1300-1400		1400-1500					
Predicted demand of Arrival (Skyflow)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)			5	
	34	10	27	17	36	7				
No. of Arrivals Planned for this Period	27		37		38					
Actual Arrivals (As per SKYFLOW)	36		35		35					
Manual CTOTs (Nos.)										28
Compliance (%)										97
Accuracy (%)										87

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)
AIC1408	VEPT	1035	1040			1023	MISCOORDINATION

**CTOT NON-COMPLIANCE SUMMARY**

Airport		Airline	
Airport Name	Total Number	Operator Name	Total Number
VEPT	1	AIR INDIA	1

CDM OBSERVATIONS / FEEDBACK

Traffic Flow:	SUBSTANTIAL HOLDING PRIOR TO THE START AND DURING THE FIRST HOUR (1200-1300 UTC) OF ATFM MEASURES
Substantial Holdings (>15 Mins.):	DURING 1200-1300 UTC
Diversions (If Any):	NIL
Any Unanticipated Events:	NIL
Flight Data Issue:	NIL
Airspace Data Issue:	NIL
PRI Lines (Status):	UNSERVICEABLE
Any Other Relevant Issues / Remark:	NIL

TEAM-B

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

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