



**CDM Post Operations Analysis 27.12.2024**

CDM for Date: 27/12/2024 CDM Name: CDM1\_VIDP\_271224 Applicable Airport: VIDP Time (UTC): 1200-1500  
 Reason: BAD WEATHER AND HIGH DEMAND Max. Delay (Mins.): 40 Average Delay (Mins.): 04

CDM ANALYSIS							Flights Operated but Not Captured in CDM
ATFM MEASURES	GDP1/GDP2/GDP3						
DURATION (From – To in UTC)	1200-1300		1300-1400		1400-1500		SHIFTED TO NEXT HOUR (1500-1600)
Predicted demand of Arrival (Skyflow)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	05
		38	12	24	13	40	
No. of Arrivals Planned for this Period	37		36		36		
Actual Arrivals (As per SKYFLOW)	33		43		29		
Manual CTOTs (Nos.)							46
Compliance (%)							99
Accuracy (%)							81

**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)
LLR832	VICG	1400	1410	1430		1445	DUE WEATHER



CTOT NON-COMPLIANCE SUMMARY			
Airport		Airline	
Airport Name	Total Number	Operator Name	Total Number
VICG	1	ALLIANCE AIR	1

CDM OBSERVATIONS / FEEDBACK	
<b>Traffic Flow:</b>	SMOOTH
<b>Substantial Holdings (&gt;15 Mins.):</b>	YES
<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

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