

**CDM Post Operations Analysis 22.10.2024**

CDM for Date: 22/10/2024 CDM Name: CDM2\_VABB\_221024 Applicable Airport: VABB Time (UTC): 1600 - 1900  
Reason: DUE HIGH DEMAND Max. Delay (Mins.): 52 Average Delay (Mins.): 13

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		Shifted to next hour (1900-2000)
Predicted demand of Arrival (Skyflow)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	07
		26	04	33	05	19	
No. of Arrivals Planned for this Period	25		25		25		
Actual Arrivals (As per SKYFLOW)	24		23		22		
Manual CTOTs (Nos.)							11
Compliance (%)							98
Accuracy (%)							96

**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)
IGO6016	VIDP	1430	1514			1539	REASON NOT PROVIDED

Airport		Airline	
Airport Name	Total Number	Operator Name	Total Number
VIDP	01	INDIGO	01

**CDM OBSERVATIONS / FEEDBACK**

<b>Traffic Flow:</b>	SMOOTH
<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**

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

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