

**CDM Post Operations Analysis 29.12.2024**

CDM for Date: 29/12/2024 CDM Name: CDM2\_VABB\_291224 Applicable Airport: VABB Time (UTC): 1700-2000  
Reason: HIGH DEMAND Max. Delay (Mins.): 49 Average Delay (Mins.): 13

CDM ANALYSIS							Flights Operated but Not Captured in CDM
ATFM MEASURES	GDP1/GDP2/GDP3						
DURATION (From – To in UTC)	1700-1800		1800-1900		1900-2000		SHIFTED TO NEXT HOUR (2000-2100)
Predicted demand of Arrival (Skyflow)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	04
	36	0	28	11	19	12	
No. of Arrivals Planned for this Period	25		27		27		
Actual Arrivals (As per SKYFLOW)	25		22		26		
Manual CTOTs (Nos.)							11
Compliance (%)							97
Accuracy (%)							95

**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)
AKJ114U	VECC	1710	1734			1820	AIRLINE OPERATIONAL REASON
IGO624U	VIDP	1530	1622			1613	MISSED BY VIDP ATC

**CTOT NON-COMPLIANCE SUMMARY**

Airport		Airline	
Airport Name	Total Number	Operator Name	Total Number
VECC	1	AKASA AIR	1
VIDP	1	INDIGO	1

**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>	SERVICEABLE WITH OUTGOING CALLS ONLY
<b>Any Other Relevant Issues / Remark:</b>	NIL

TEAM-B

Prepared by

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