



### CDM Post Operations Analysis 10.09.2024

CDM for Date: 10.09.2024      CDM Name: CDM2\_VIDP\_100924      Applicable Airport: VIDP      Time (UTC): 1500-1900  
 Reason: HIGH DEMAND      Max. Delay (Mins.): 48      Average Delay (Mins.): 13

CDM ANALYSIS										Flights Operated but Not Captured in CDM	
ATFM MEASURES		GDP1/GDP2									
DURATION (From – To in UTC)		1500-1600		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.)	Current	Carryforward (previous hrs.)	00	
		45	08	40	16	37	17	19	17		
<b>No. of Arrivals Planned for this Period</b>		37		39		37		36			
<b>Actual Arrivals (As per SKYFLOW)</b>		40		35		33		36			
<b>Manual CTOTs (Nos.)</b>											<b>51</b>
<b>Compliance (%)</b>											<b>100</b>
<b>Accuracy (%)</b>											<b>93.07</b>

**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	
Traffic Flow:	SMOOTH
Substantial Holdings (>15 Mins.):	NIL
Diversions (If Any):	NIL
Any Unanticipated Events:	NIL
Flight Data Issue:	NIL
Airspace Data Issue:	NIL
PRI Lines (Status):	INTERMITTENT WITH OUTGOING CALLS ONLY
Any Other Relevant Issues / Remark:	NIL

**TEAM-D**

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

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