

CDM Post Operations Analysis 21.12.2025CDM for Date: 21/12/2025CDM Name: CDM2\_VIDP\_211225

Applicable Airport:

VIDPTime (UTC): 1500-1800Reason: HIGH DEMAND AND EASTERLY  
MODEMax. Delay (Mins.): 27Average Delay (Mins.): 09

	CDM ANALYSIS							Flights Operated but Not Captured in CDM				
ATFM MEASURES	GDP1/GDP2											
DURATION (From – To in UTC)	1500-1600		1600-1700		1700-1800		Shifted to Next Hour (1800- 1900)	IGO5007(VEPT-VIDP)				
Predicted demand of Arrival (Skyflow)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	13					
	31	10	47	09	37	15						
No. of Arrivals Planned for this Period	32		41		39							
Actual Arrivals (As per SKYFLOW)	34		28		35							
Manual CTOTs (Nos.)								59				
Compliance (%)								100				
Accuracy (%)								100				

**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**

<b>Traffic Flow:</b>	SLIGHT CONGESTION
<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-A**

Prepared by

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