



### CDM Post Operations Analysis 11.01.2025

CDM for Date: 11/01/2025 CDM Name: CDM3\_VABB\_110125 Applicable Airport: VABB Time (UTC): 1500-1900  
 Reason: HIGH DEMAMD Max. Delay (Mins.): 54 Average Delay (Mins.): 14

CDM ANALYSIS										Flights Operated but Not Captured in CDM
ATFM MEASURES	GDP1/GDP2/GDP3/GDP4									
DURATION (From – To in UTC)	1500-1600		1600-1700		1700-1800		1800-1900		SHIFTED TO NEXT HOUR (1900-2000)	VTJST (VIDP-VABB) VTAKV (VAJM-VABB) VTJMR (VAJM-VABB)
Predicted demand of Arrival (Skyflow)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	15	
	27	5	29	08	25	13	28	13		
No. of Arrivals Planned for this Period	24		24		25		26			
Actual Arrivals (As per SKYFLOW)	24		20		23		27			
Manual CTOTs (Nos.)										23
Compliance (%)										100
Accuracy (%)										95.12

**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>	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-A

Prepared by

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