



### CDM Post Operations Analysis 17.01.2025

CDM for Date: 17/01/2025 CDM Name: CDM3\_VABB\_170125 Applicable Airport: VABB Time (UTC): 1600-2000  
 Reason: DUE HIGH DEMAMD Max. Delay (Mins.): 38 Average Delay (Mins.): 09

	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		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)	Current	Carryforward (previous hrs)	04	
	26	04	32	05	25	11	21	10		
No. of Arrivals Planned for this Period	25		26		26		27			
Actual Arrivals (As per SKYFLOW)	24		25		28		20			
Manual CTOTs (Nos.)										25
Compliance (%)										99
Accuracy (%)										94

**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	1733			1725	MISCOORDINATION AT STATION.

**CTOT NON-COMPLIANCE SUMMARY**

Airport		Airline	
Airport Name	Total Number	Operator Name	Total Number
VECC	01	AKASA AIR	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>	SERVICEABLE WITH OUTGOING CALLS ONLY
<b>Any Other Relevant Issues / Remark:</b>	NIL

**TEAM-C**

Prepared by

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