



### CDM Post Operations Analysis 21.12.2024

CDM for Date: 21/12/2024 CDM Name: CDM3\_VABB\_211224 Applicable Airport: VABB Time (UTC): 1800-2030  
 Reason: DUE HIGH DEMAND Max. Delay (Mins.): 57 Average Delay (Mins.): 12

CDM ANALYSIS							Flights Operated but Not Captured in CDM
ATFM MEASURES	GDP1/GDP2/GDP3						
DURATION (From – To in UTC)	1800-1900		1900-2000		2000-2030		SHIFTED TO NEXT HOUR (2030-2100)
<b>Predicted demand of Arrival (Skyflow)</b>	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	04
	33	03	22	11	10	07	
<b>No. of Arrivals Planned for this Period</b>	25		26		13		
<b>Actual Arrivals (As per SKYFLOW)</b>	20		25		15		
<b>Manual CTOTs (Nos.)</b>							<b>14</b>
<b>Compliance (%)</b>							<b>97</b>
<b>Accuracy (%)</b>							<b>100</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)
AKJ114U	VECC	1710	1750			1810	VECC FMP MISSED THE CTOT



CTOT NON-COMPLIANCE SUMMARY			
Airport		Airline	
Airport Name	Total Number	Operator Name	Total Number
VECC	01	AKASA	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-B

Prepared by

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