



### CDM Post Operations Analysis 26.11.2024

CDM for Date: 26/11/2024 CDM Name: CDM3\_VABB\_261124 Applicable Airport: VABB Time (UTC): 1700-2100  
 Reason: HIGH DEMAND Max. Delay (Mins.): 89 Average Delay (Mins.): 20

CDM ANALYSIS									Flights Operated but Not Captured in CDM	
ATFM MEASURES		GDP1, GDP2, GDP3, GDP4								
DURATION (From – To in UTC)		1700-1800		1800-1900		1900-2000		2000-2100		
Predicted demand of Arrival (Skyflow)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	<b>SHIFTED TO NEXT HOUR (2100-2200)</b>	
		39	00	23	18	20	18	13	14	
No. of Arrivals Planned for this Period		21		23		24		27		
Actual Arrivals (As per SKYFLOW)		23		24		27		25		
Manual CTOTs (Nos.)										<b>17</b>
Compliance (%)										<b>100</b>
Accuracy (%)										<b>93</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	
<b>Traffic Flow:</b>	SLIGHT HOLDING
<b>Substantial Holdings (&gt;15 Mins.):</b>	NO
<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>	UNSERVICEABLE.
<b>Any Other Relevant Issues / Remark:</b>	NIL

**TEAM-C**

Prepared by

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