



### CDM Post Operations Analysis 04.01.2025

CDM for Date: 04/01/2025 CDM Name: CDM4\_VABB\_040125 Applicable Airport: VABB Time (UTC): 1600-2000  
 Reason: DUE HIGH DEMAMD Max. Delay (Mins.): 57 Average Delay (Mins.): 10

CDM ANALYSIS										Flights Operated but Not Captured in CDM
ATFM MEASURES		GDP1/GDP2/GDP3/GDP4								
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)	06	
		28	02	29	06	23	11	22		09
No. of Arrivals Planned for this Period		24		24		25		25		
Actual Arrivals (As per SKYFLOW)		20		25		27		23		
Manual CTOTs (Nos.)										22
Compliance (%)										97
Accuracy (%)										99

**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)
IGO431	VIJU	1355	1424			1359	CTOT NOT RECEIVED FROM VIDP FMP

**CTOT NON-COMPLIANCE SUMMARY**

Airport		Airline	
Airport Name	Total Number	Operator Name	Total Number
VIJU	01	INDIGO	01

**CDM OBSERVATIONS / FEEDBACK**

<b>Traffic Flow:</b>	SMOOTH
<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>	SERVICEABLE WITH OUTGOING CALLS ONLY
<b>Any Other Relevant Issues / Remark:</b>	NIL

TEAM-D

Prepared by

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