



### CDM Post Operations Analysis 30.12.2024

CDM for Date: 30/12/2024 CDM Name: CDM4\_VABB\_301224 Applicable Airport: VABB Time (UTC): 1700-2000  
 Reason: HIGH DEMAND Max. Delay (Mins.): 65 Average Delay (Mins.): 18

CDM ANALYSIS							Flights Operated but Not Captured in CDM
ATFM MEASURES	GDP1/GDP2/GDP3						
DURATION (From – To in UTC)	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)	09
	41	00	23	16	21	14	
No. of Arrivals Planned for this Period	25		25		26		
Actual Arrivals (As per SKYFLOW)	27		28		21		
Manual CTOTs (Nos.)							09
Compliance (%)							100
Accuracy (%)							98

**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 Congestion
<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.)