



CDM Post Operations Analysis 11.05.2026

CDM for Date: 11/05/2026 CDM Name: CDM2_VIDP_110526 Applicable Airport: VIDP Time (UTC): 1100-1500
 Reason: DUE HIGH DEMAND & EASTERLY MODE Max. Delay (Mins.): 28 Average Delay (Mins.): 05

CDM ANALYSIS										Flights Operated but Not Captured in CDM	
ATFM MEASURES		GDP1/GDP2								SHIFTED TO NEXT HOUR (1500-1600)	
(From – To in UTC)		1100-1200		1200-1300		1300-1400		1400-1500			
Predicted demand of Arrival (Skyflow)		Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)	Current	Carryforward (previous hrs)		
		51	00	34	14	35	09	33	05	00	
No. of Arrivals Planned for this Period		37		39		39		38			
Actual Arrivals (As per SKYFLOW)		39		36		35		40			
Manual CTOTs (Nos.)										53	
Compliance (%)										100	
Accuracy (%)										96	

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 (%). International flight schedules movement/s, which has/have been assessed as not operating has/have not been included.

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

Traffic Flow:	SMOOTH
Substantial Holdings (>15 Mins.):	NIL
Diversions (If Any):	NIL
Any Unanticipated Events:	NIL
Flight Data Issue:	NIL
Airspace Data Issue:	NIL
PRI Lines (Status):	SERVICEABLE (OUTGOING CALLS ONLY)
Any Other Relevant Issues / Remark:	NIL

TEAM-D

Prepared by

KINNI, DGM (ATM-ATFM)

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