

FOREWORD

In the interest of defining the impact of air transport in the economic development of Cameroon in general, and in the perspective of achieving the performance objectives of our sector of activity, the CCAA produces annually a Statistical Bulletin elaborated after exploitation of data collected at the airports of Cameroon.

The 2022 edition is a set of statistical data that will allow a wide audience to easily understand the evolution of the air transport sector and its relevance, both at the domestic and international levels, in terms of aircraft movements, flow of departing and arriving passengers, mass of cargo and postal freight, the performance of commercial and non-commercial airlines by city pairs and by airport, recorded under Cameroonian skies during the year designated above.

Like the previous editions, this one is in line with our permanent objectives of reporting on the performance of air transport in Cameroon. It covers the period from 2019 to 2022, with an emphasis on the recovery from the effects of the Corona virus COVID-19 pandemic on air transport.

In view of the analyzes carried out, it is perceived that after two (02) years of disruption and stagnation, due to the harmful effects of the COVID-19 pandemic, which caused a dramatic drop in the total number of passengers of about 62% in 2020 compared to 2019, Cameroonian air transport is once again experiencing a sustained recovery. This positive trend is verified both with regard to domestic and international flights. On the domestic side, it is specifically driven by the intensification of the activities of the national airline, Camair-Co, the emergence of a new national carrier (ZEJET). This evolution is further boosted by the entry into the Cameroonian air market of new regional and international airlines operating regular commercial flights and the resilience of the economic situation of the country which remains promising for the development of air traffic.

Indeed, the socio-economic environment was marked in 2022 by inflationary tendencies exacerbated by the Russo-Ukrainian conflict, the main repercussions of which on the national economy are the disruption of global supply chains, the surge in oil prices, the worsening of the trade deficit due to higher import prices and the appreciation of the dollar. In this rather

unfavorable environment, companies in the airline sector have demonstrated resilience. This suggests that the short and medium term outlook still remains encouraging for the aviation sector, supported by GDP growth, the rehabilitation of airport infrastructure and the certification of our airports.

In view of the foregoing, we have hope that our cumulative efforts will continue to boost the recovery and sustainable growth of air transport in Cameroon.

Above all, I would like to express my gratitude to all the stakeholders who, through the information provided, made this publication possible. My encouragement also goes to the agents who collect information on the airport platforms on daily basis, as well as those of the General Directorate who, through dedication to hard work, made this publication possible.

My wish is that this bulletin will be useful to all the administrations that will make use of it and that it contributes to the achievement of our growth objectives.

THE DIRECTOR GENERAL,

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Conscious of the fact that this publication is the result of multiple contributions, the authors would like to thank all those who made this publication possible thanks to their criticism and valuable advice.

This 2022 edition of the CCAA Statistical Bulletin is available on its website.

For any information concerning its content, please contact the Air Transport Division of the CCAA via the email address dta.team@ccaa.aero .

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METHODOLOGY

Developed from commercial and non-commercial traffic information collected at Cameroon airports provided by air carriers, the Statistical Bulletin of the Cameroon Civil Aviation Authority (CCAA) is a set of essential statistical data for the knowledge and understanding of air transport in Cameroon.

The data collected in this work concerns general information relating to international and national traffic, freight, passengers as well as aircraft movements recorded under Cameroonian skies during the years 2021 and 2022. The tables are produced by processing information contained in traffic forms from airports.

The traffic is taken into account based on the flight number of the commercial or non-commercial operator. Aircraft movements are recorded on the basis of counting aircraft landings and take-offs at each airport. International flights with stopovers between two national airports (Douala and Yaoundé-Nsimalen for example, and vice versa) during the journey are considered as national movements and only the last stage beyond the territorial borders is counted as an international movement.

Airport traffic is assessed in direct passengers (embarked and disembarked) or in total passengers (including transit passengers counted only once).

Thus, the probability of having an implicit element of double counting of passenger and freight flows for domestic flights is only possible when the total sum of traffic from all airports is considered, which is the case with national flights.

In order to guarantee the consistency and completeness of the data in this document, it has been harmonized with that provided by other players in the sector, in particular the airport operator ADC SA and the air navigation service provider, ASECNA.

DEFINITIONS

Aircraft: Any device that can sustain itself in the atmosphere through reactions in the air other than the reactions of the air on the surface of the earth.

Service: Connection provided by a flight (a single flight can provide several services when it has multi-stopovers).

Stopover: Aerodrome served from a source aerodrome (origin for an arrival, destination for a departure).

Flight Stage: Journey of an aircraft between takeoff and the first landing that follows.

Aircraft movement: Any take-off or landing at an airport. The total number of movements corresponds to the number of departures and arrivals.

Network / Route Segment: Group of lines belonging to the same geographical sector.

Passengers (or pax): Passengers on commercial and non-commercial flights.

Direct (Terminal) passengers: Passengers departing from or arriving at an aerodrome, excluding those on transit.

Passengers in transit: With regard to an aerodrome and on the same flight number, passengers originating from a previous stopover and bound for a later stopover. The passenger will reach his final destination with the same plane and the same flight number (they are counted only once, at landing).

Total passengers: Direct passengers + transit passengers counted only once.

National traffic: Traffic (movements, passengers, freight and mail) carried out between two airports located in the national territory.

International Traffic: Traffic (movements, passengers, cargo and mail) performed between a designated domestic airport and an airport in another country/territory.

Flight: Course of one or more consecutive legs identified by the same flight number and the same date.

Commercial flight: In the context of this collection, it stands for public transport flight operated for remuneration (not taken into account positioning, circular flights, training flights or government flights).

Commercial air transport refers to the provision of scheduled or non-scheduled services of passengers, freight or mail for remuneration.

Scheduled commercial flight: Scheduled flights are those which get their schedule approved by the aviation regulator (CCAA) in advance prior to the period of operation which may run for months. They are open to the public and are operated for remuneration.

Non regular commercial flight: Non-scheduled air services are commercial air services that don't have the characteristics of scheduled air services, including charter flights and taxi flights.

Non-commercial flight: Air services of passengers, freight or mail operated for non-profit making, generally not open to the public, such military and humanitarian flights.

KEY FACTS

Table 1: Distribution of traffic per airport according to flight type in 2022

Airports	Nature of Flight	Aircraft Movements	Passengers	Passengers in Transit	Freight (Tons)	Pax + transit
Bafoussam	Regular Commercial	308	6 658	39	-	6 697
	Non Regular Commercial	80	1 618	10	-	1 628
	Non Commercial	299	320	45	-	365
	Total	687	8 596	94	-	8 690
Bamenda	Regular Commercial	-	-	-	-	-
	Non Regular Commercial	-	-	-	-	-
	Non Commercial	833	3 372	-	-	3 372
	Total	833	3 372	-	-	3 372
Douala	Regular Commercial	15 650	825 200	182 066	13 923,60	1 007 266
	Non Regular Commercial	1 537	12 270	743	1 866,48	13 013
	Non Commercial	2 458	2 437	29	-	2 466
	Total	19 645	839 907	182 838	15 790,08	1 022 745
Garoua	Regular Commercial	1 079	59 624	972	290,5	60 596
	Non Regular Commercial	172	6 884	724	30	7 608
	Non Commercial	-	-	-	-	-
	Total	1 251	66 508	1 696	320,6	68 204
Maroua-Salak	Regular Commercial	735	37 464	255	3,59	37 719
	Non Regular Commercial	276	1 995	349	-	2 344
	Non Commercial	481	2 705	940	0	3 645
	Total	1 492	42 164	1 544	4	43 708
Ngaoundéré	Regular Commercial	629	22 255	274	0,13	22 529
	Non Regular Commercial	26	112	-	-	112
	Non Commercial	171	759	68	4,50	827
	Total	826	23 126	342	4,63	23 468
Yaoundé-Nsimalen	Regular Commercial	9 041	492 239	168 177	4 593,81	660 416
	Non Regular Commercial	1 047	20 115	3 306	210,70	23 421
	Non Commercial	228	2 174	793	-	2 967
	Total	10 316	514 528	172 276	4 804,51	686 804
General = All Airports	Regular Commercial	27 442	1 443 440	351 783	18 811,67	1 795 223
	Non Regular Commercial	3 138	42 994	5 132	2 107,27	48 126
	Non Commercial	4 470	11 767	1 875	4,50	13 642
Total	35 050	1 498 201	358 790	20 923,44	1 856 991	

Source: CCAA, 2022.

During the period 2016-2021, air traffic gradually improved in Cameroon, attaining its peak in 2018 before witnessing an unprecedented drastic chute in 2020 due to the effects of the COVID-19 pandemic with signs of a mild recovery in 2021. This process of recovery greatly intensified in 2022 attaining an evolution rate of **38,35%** above the level of the previous year.

In fact, the number of passengers increased from **1,374,179** in 2016 to **1,911,114** in 2018 before dropping drastically to **735 528** in 2020, representing a fall of **-60,68%** compared to 2019 due the global health crisis. The sharp decline in air traffic due to the impact of the Covid-19 pandemic and the resulting border closures and travel restrictions brought severe financial and liquidity pressure on

the aviation sector thereby undermining its future economic viability. It is worth reminding that the international civil aviation industry was severely affected during the year 2020 by the pandemic that hit the sector hard, starting in March 2020. The pandemic represents the "biggest shock the airline industry has ever experienced" with a 66% drop in traffic in 2020, according to International Air Transport Association (IATA).

Back in Cameroon, the process of recovery started gradually in 2021, with a mild recovery that permitted to attain the total number of **1 369 045** passengers, showing a growth of 86,13% compared to 2020 but falling short of the pre-pandemic level of 2019 by **-26,82%**. This positive trend intensified during the year 2022 when passengers traffic witnessed an exponential growth rate of **38,35%** above the figures of the previous year 2021. International passengers rose to **1 063 385**, while domestic passengers reached **435 056** and passengers in transit topped up to **358 790**. That shows an average annual evolution of around **-0.31%** for period 2019 to 2022.

The continuous positive evolution of air traffic witnessed between 2021 and 2022 was triggered by rising vaccination rates, the gradual relaxation of travel restrictions in a number of popular tourist destinations across the world. This increase is reflected, among other things, by a positive evolution in the number of terminal passengers, which rose respectively from 274 473 in 2020 to **527 225** in **2021** and finally to **724 265** for debarking passengers and from 288 844 in 2020 through **555 892** in **2021** to **774 175** for passengers embarked at departure of flights. The total number of terminal and transit passengers increased from **579 588** in 2020 to **1 369 045** in 2021 and to **1 857 231** passengers in 2022.

In a similar trend, the traffic of aircraft movements progressed from 19 969 movements in 2020 to **27 850** in 2021 to finally attain **35 050** movements in 2022, both landings and takeoffs, indicating an annual growth rate of **25.85%** between 2021 and 2022, year-on-year. Nevertheless, the traffic of aircraft movements has not yet matched the pre-pandemic level of 2019, still falling short by **-09,47%** in 2022, comparatively.

On a contrary perspective, the traffic of freight and mail transported to/from Cameroon, which had prospered during the pandemic dropped down by **16,66%** in 2022 compared to the previous year, thereby decreasing from **25 106** tons in 2021 to **20 923** tons in 2022. This showed a drop of **-14,07%** from the pre-pandemic level in 2019. According to ACI, the decline in air cargo volume worldwide, compared to 2021, is greatly attributed to "ongoing geopolitical tensions and disruptions to global trade and supply chains".

An analysis of airport traffic performances for the various airports, reveals that the Douala International Airport remains the most solicited for international flights and cargo, while that of Yaoundé-Nsimalen is the most used for national flights and records the highest load factors.

Table 2 : Distribution of traffic according to route segment per airport in 2022

Airport	Route Segment	Aircraft movements	Passengers	Passengers in Transit	Total Passengers	Freight Tons
BFX	National	687	8 596	94	8 690	-
	Cemac	-	-	-	-	-
	International	-	-	-	-	-
	TOTAL	687	8 596	94	8 690	-
BPC	National	833	3 372	-	3 372	-
	Cemac	-	-	-	-	-
	International	-	-	-	-	-
	TOTAL	833	3 372	-	3 372	-
DLA	National	8 367	145 558	25 481	171 039	59,67
	Cemac	4 891	135 037	51 269	186 306	384,65
	International	6 387	559 312	106 088	665 400	15 345,76
	TOTAL	19 645	839 907	182 838	1 022 745	15 790,08
GOU	National	1 142	59 754	982	60 736	320,63
	Cemac	16	2	-	2	-
	International	93	6 752	714	7 466	-
	TOTAL	1 251	66 508	1 696	68 204	320,63
MVR	National	1 297	40 951	1 325	42 276	3,59
	Cemac	184	960	186	1 146	-
	International	11	253	33	286	-
	TOTAL	1 492	42 164	1 544	43 708	3,59
NGE	National	797	22 790	319	23 109	4,63
	Cemac	25	194	15	209	-
	International	4	142	8	150	-
	TOTAL	826	23 126	342	23 468	4,63
NSI	National	6 278	153 795	109 087	262 882	2,92
	Cemac	1 125	12 980	15 975	28 955	19,23
	International	2 913	347 753	47 214	394 967	4 782,36
	TOTAL	10 316	514 528	172 276	686 804	4 804,51
TOTAL G	National	19 401	434 816	137 288	572 104	391,44
	Cemac	6 241	149 173	67 445	216 618	403,88
	International	9 408	914 212	154 057	1 068 269	20 128,12
	TOTAL	35 050	1 498 201	358 790	1 856 991	20 923,44

Source: CCAA, 2022.

I) AIR TRAFFIC PERFORMANCE IN CAMEROON IN 2022

According to the Airports Council International (ACI), the global organization representing airports, global passenger traffic increased by 53.5% year-on-year to nearly seven billion in 2022, aircraft movements rose by 20.4%, while cargo, which had prospered during the pandemic, dropped down by 6.7%, based on preliminary figures. Generally, air traffic recovered to 73.8% of the 2019 level.

Similarly, the traffic of aircraft movements, persons and goods transported by air in Cameroon during the year 2022 showed that the airline sector is greatly recovering from the effects of COVID-19 pandemic, recording a significant growth beyond the mild recovery experienced in 2021. This continuous growth and recovery was sustained by the relaxation and total cancellation of travel restrictions and lockdowns measures that were adopted by many countries to limit the spread of the corona virus, couple with the conducive economic environment that prevailed in Cameroon in 2022, marked by continuous GDP growth, the rehabilitation of airport infrastructure and reinforcement of security measures of our airports.

The progressive trend observed in air traffic during the year 2022 can best be perceived through an analysis of the evolution of the various components: aircraft movements, passengers transported and cargo volume recorded for both national and international flights.

1. Aircraft movements

Table 3 : Traffic of aircraft movements in 2022

Airports	Nature of Flight	Aircraft Movements
Bafoussam	Regular Commercial	308
	Non Regular Commercial	80
	Non Commercial	299
	Total	687
Bamenda	Regular Commercial	-
	Non Regular Commercial	-
	Non Commercial	833
	Total	833
Douala	Regular Commercial	15 650
	Non Regular Commercial	1 537
	Non Commercial	2 458
	Total	19 645
Garoua	Regular Commercial	1 079

	Non Regular Commercial	172
	Non Commercial	-
	Total	1 251
Maroua-Salak	Regular Commercial	735
	Non Regular Commercial	276
	Non Commercial	481
	Total	1 492
Ngaoundéré	Regular Commercial	629
	Non Regular Commercial	26
	Non Commercial	171
	Total	826
Yaoundé-Nsimalen	Regular Commercial	9 041
	Non Regular Commercial	1 047
	Non Commercial	228
	Total	10 316
General = All Airports	Regular Commercial	27 442
	Non Regular Commercial	3 138
	Non Commercial	4 470
	Total	35 050

During the year 2022 aircraft movements witnessed a tremendous growth rate of **25.85%** year-on-year compared to the previous year 2021, increasing from a total of 27 850 movements, both landings and takeoffs, up to **35 050**. For flights movements beyond the borders of Cameroon, the progression stood at **37.01%**, rising from 11 422 movements in 2021 to 15 649 in 2022. The same positive trend was observed for **regular commercial flights** that increased by **18.14%** compared to the previous year, thereby rising by **3.56%** beyond the pre-pandemic level. However, further analysis show that in spite of this progress, total aircraft movements maintained a regression of **-11.45%** compared to the year 2019, being pulled down by the decreased in non-regular commercial and non commercial flights.

1.1 Aircraft movements per type of flight

In 2022, the traffic of aircraft movements was largely dominated by scheduled commercial flights, which recorded **27 442** movements (**78.29%**), followed respectively by non-commercial and non-scheduled commercial flights, each accounting for **4 470** and **3 138** movements. During the period 2019-2022, aircraft movements for scheduled commercial flights progressed by 3.56%, rising from **26 499** movements in 2019 to **27 442** in 2022. Non regular commercial and non commercial flights accounted for 8.95% and 12.75% respectively, of total movements recorded in 2022.

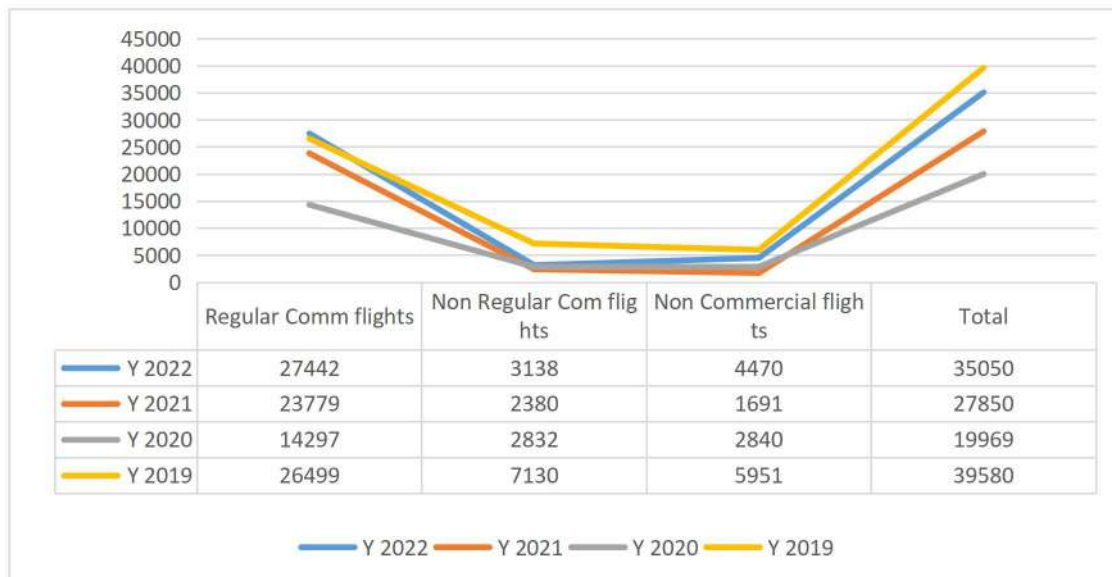
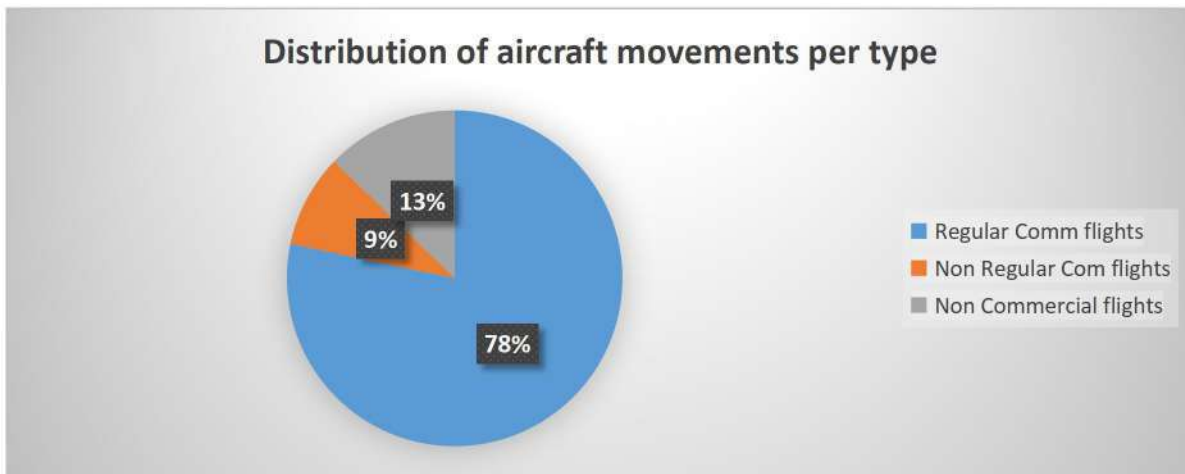
According to data from ASECNA, about **28 970** overflights were recorded in Cameroon in **2022**, up from 23,358 in 2021, broken down as 27 369 overflights

recorded at Douala, 1 230 at Garoua and 371 at Yaound-Nsimalen international airports respectively.

Table 4: Evolution of aircraft movements per flight type from 2019 – 2022

Type of flight	Aircraft movements				Variation		%Share in 2022
	Y 2022	Y 2021	Y 2020	Y 2019	2022/21	2022/19	
Regular Commercial	27442	23229	14297	26499	18,14%	3,56%	78,29%
Non Regular Commercial	3138	2378	2832	7130	31,96%	-55,99%	8,95%
Non Commercial	4470	2243	2840	5951	99,29%	-24,89%	12,75%
Total	35050	27850	19969	39580	25,85%	-11,45%	100,00%

Source: CCAA, 2022.



1.2 Distribution of aircraft movements according route segment

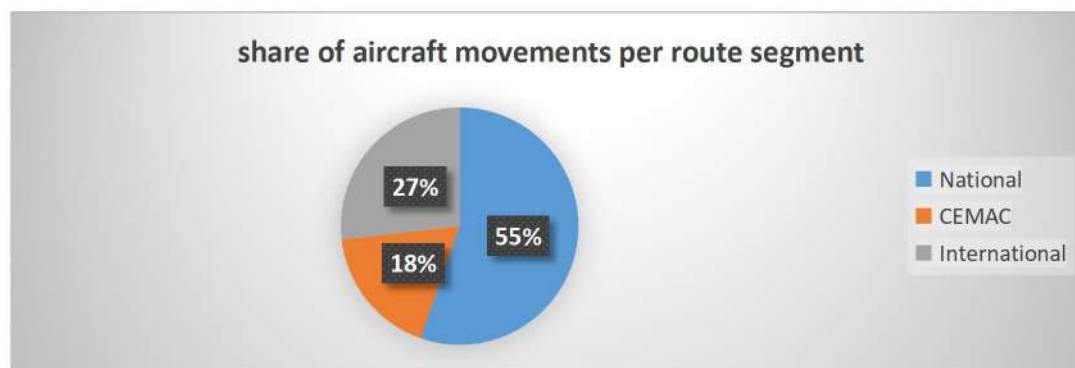
According to traffic distribution per route segment, the domestic network covered above 59% of the total flights recorded in 2022 with 19 401 movements out of the 35 050, followed by the international route segment beyond the CEMAC region with 9 408 movements, approximately 27%, while flights within the CEMAC sub region amounted to 6 241 movements, covering 18% of total flights to/from Cameroon. The preponderance of the domestic route segment is compounded by the fact that the flight stages of international flights between two internal airports without traffic rights, are counted as national flights and only their final stages across the borders are considered as International/CEMAC movements.

Table 5: Evolution of aircraft movements route segment 2019 – 2022.

Route segment	Aircraft movements				Variation		%Share in 2022
	Y 2022	Y 2021	Y 2020	Y 2019	2022/21	2022/19	
National	19 401	16 428	11 832	21 153	18,10%	-9,03%	55,35%
CEMAC	6 241	3 834	2 977	7 771	62,78%	-24,52%	17,81%
International	9 408	7 588	5 160	10 656	23,99%	-13,27%	26,84%
TOTAL	35 050	27 850	19 969	39 580	25,85%	-12,92%	100,00%

Source: CCAA, 2022.

Chart 3: Breakdown of aircraft movements according to route segment in 2022



Source: CCAA, 2022.

1.3 Distribution of aircraft movements per airport

As in the previous years, it is evident that most of the traffic of aircraft movements is being realized at the Douala International Airport that continues to maintain dominance as the most frequented airport in Cameroon. Located at the economic and commercial capital of the country and serving as a major hub in the central African sub region, the Douala International Airport covered **56.05%** of total flights in 2022, up from 47.05% in 2021, followed by Younde-Nsimalen international airport with **29.43%** down from 31.93% in 2021. The international airports of Garoua and Maroua-Salak

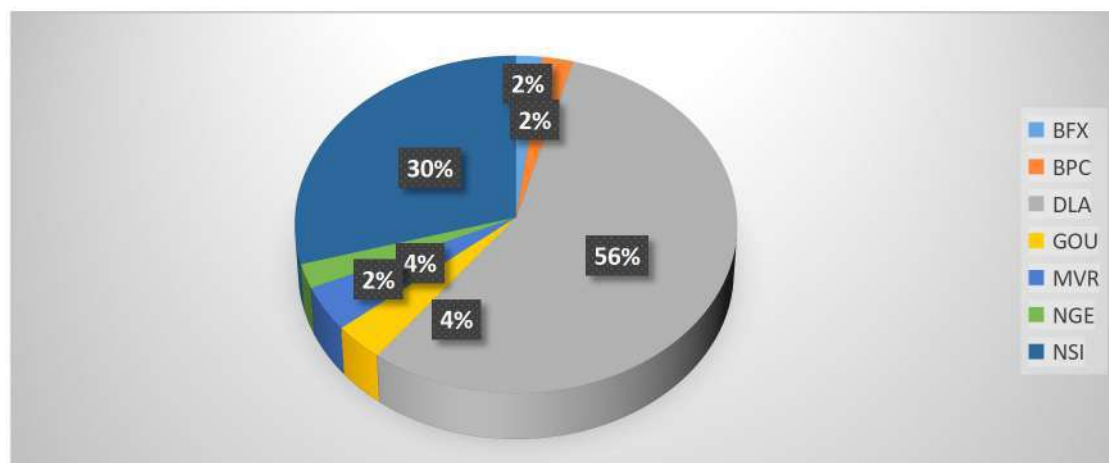
covered 3.57% and 4.26% of aircraft movements respectively, while the secondary airports of Bamenda, Ngaoundere and Bafoussam-Bamoungoum covered just 2.38%, 2.36% and 1.96% respectively. The predominance of the Douala airport is remarkably manifested for the share of both domestic (43.13%) and international flights (72.07%) covered. The downward trend observed for flight movements via the Yaounde-Nsimalen international airport could partially be attributed to suspension of activities to this airport by Kenya Airways.

Table 6: Distribution of aircraft movements per airport in 2022

Airport	Aircraft Movements			Percentage share of traffic		
	National	International	Total	Nat	Int	Total
Bafoussam	687	0	687	3,54%	0,00%	1,96%
Bamenda	833	0	833	4,29%	0,00%	2,38%
Douala	8 367	11 278	19 645	43,13%	72,07%	56,05%
Garoua	1 142	109	1 251	5,89%	0,70%	3,57%
Maroua	1 297	195	1 492	6,69%	1,25%	4,26%
Ngaoundere	797	29	826	4,11%	0,19%	2,36%
Nsimalen	6 278	4 038	10 316	32,36%	25,80%	29,43%
Total	19 401	15 649	35 050	100,00%	100,00%	100,00%

Source: CCAA, 2022.

Chart 4: Breakdown of aircraft movements per airport in 2022



2. Passenger Traffic

During the year **2022** the traffic of persons rose by **35.64%** year-on-year, recording a total of **1 856 991** passengers distributed as follows:

- **434 816** passengers on the domestic network, up from 317 029 in 2021 (**37.15%**);
- **1 063 385** passengers on the international routes up from **766 088** in 2021 (**38.81%**);

- **358 790** passengers in transit, up from **285 928** in 2021, (**25.48%**)

The traffic of terminal Passengers recorded an exponential growth of **38.32%** year-on-year, rising to a total of **1 498 201** passengers embarked and debarked in 2022, up from **1 083 117** transported the previous year. This progressive tendency is highly sustained by the remarkable evolution of passengers carried via regular commercial flights which covered **96.34%** of total terminal passengers in 2022, recording a growth rate of **35.97%** compared to the previous year 2021 and rising by **1.09%** above pre-COVID-19 (2019) level. However, despite the significant growth, total passenger traffic remained below the pre-COVID-19 pandemic level by **-0.96%**.

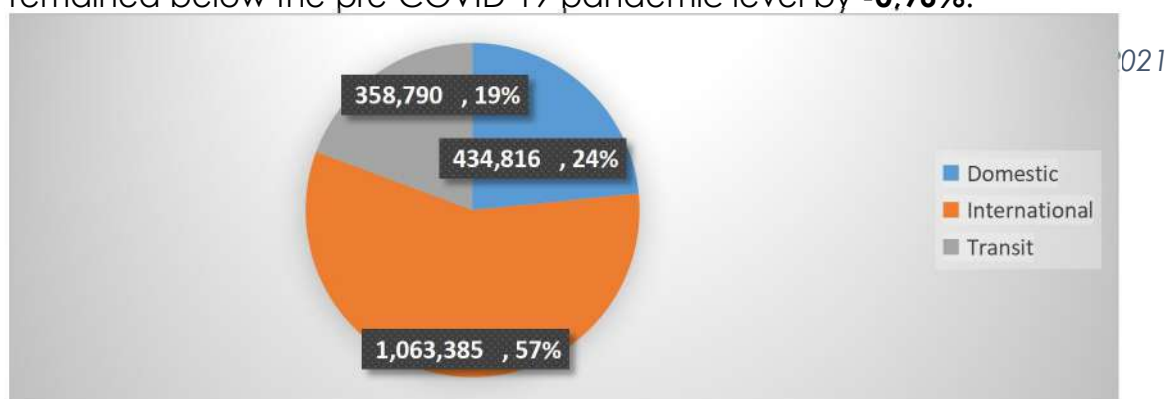


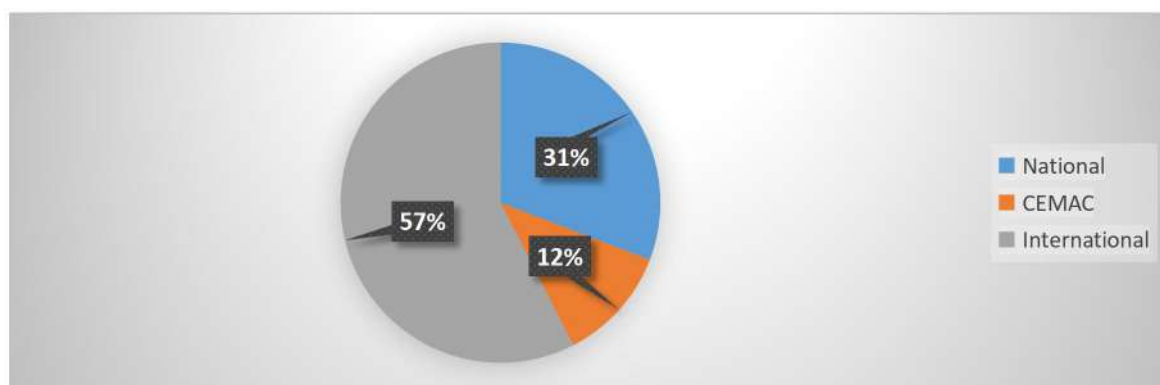
Table 7: Passenger traffic in 2022

Airports	Nature of Flight	Passengers	Passengers in Transit	Pax + transit
Bafoussam	Regular Commercial	6 658	39	6 697
	Non Regular Commercial	1 618	10	1 628
	Non Commercial	320	45	365
	Total	8 596	94	8 690
Bamenda	Regular Commercial	-	-	-
	Non Regular Commercial	-	-	-
	Non Commercial	3 372	-	3 372
	Total	3 372	-	3 372
Douala	Regular Commercial	825 200	182 066	1 007 266
	Non Regular Commercial	12 270	743	13 013
	Non Commercial	2 437	29	2 466
	Total	839 907	182 838	1 022 745
Garoua	Regular Commercial	59 624	972	60 596
	Non Regular Commercial	6 884	724	7 608
	Non Commercial	-	-	-
	Total	66 508	1 696	68 204
Maroua-Salak	Regular Commercial	37 464	255	37 719
	Non Regular Commercial	1 995	349	2 344
	Non Commercial	2 705	940	3 645
	Total	42 164	1 544	43 708
Ngaoundéré	Regular Commercial	22 255	274	22 529
	Non Regular Commercial	112	-	112

	Non Commercial	759	68	827
	Total	23 126	342	23 468
Yaoundé- Nsimalen	Regular Commercial	492 239	168 177	660 416
	Non Regular Commercial	20 115	3 306	23 421
	Non Commercial	2 174	793	2 967
	Total	514 528	172 276	686 804
General = All Airports	Regular Commercial	1 443 440	351 783	1 795 223
	Non Regular Commercial	42 994	5 132	48 126
	Non Commercial	11 767	1 875	13 642
Total		1 498 201	358 790	1 856 991

Source : CCAA, 2022.

Chart 6: Distribution of the number of passengers according to route network in 2022



According to the route network, the International route segment beyond CEMAC recorded the greatest share of the total number of passengers to and from Cameroon in 2022 with 1 068 269 passengers (**57.53%**), followed by the domestic route segment with 572 104 passengers (**30.81%**). The route segment covering the CEMAC sub region recorded the least number of passengers in 2022 with 216 618 passengers (**11.66%**).

In terms of terminal passengers, a total of **724 158** persons were recorded at the landing of aircraft as disembarked passengers, while **774 043** passengers were embarked at the departure of aircraft across the various airports in Cameroon. As earlier indicated above, there were **358 790** passengers in transit.

3. Freight and mail traffic

Freight and mail traffic amounted to **20 923.44 tons** in 2022, distributed as **20 128 tons (96.20%)** for international traffic beyond CEMAC, **404 tons (1.93%)** transported on the CEMAC sub regional network and **391 tons (1.87%)** on the domestic route segment. This flow is largely dominated by those originating

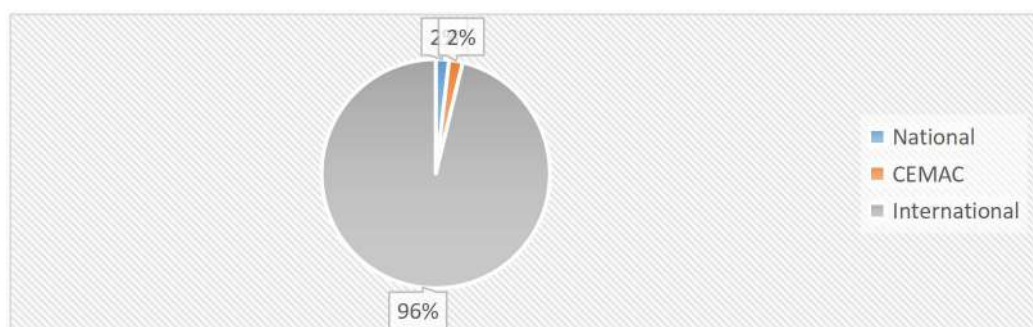
from the international road segment beyond the Central African Economic and Monetary Community (CEMAC).

Table 8: Traffic of Freight and mail in 2022

Airports	Nature of Flight	Feight (Tons)
Bafoussam	Regular Commercial	-
	Non Regular Commercial	-
	Non Commercial	-
	Total	-
Bamenda	Regular Commercial	-
	Non Regular Commercial	-
	Non Commercial	-
	Total	-
Douala	Regular Commercial	13 923,60
	Non Regular Commercial	1 866,48
	Non Commercial	-
	Total	15 790,08
Garoua	Regular Commercial	290,5
	Non Regular Commercial	-
	Non Commercial	-
	Total	290,5
Maroua-Salak	Regular Commercial	3,59
	Non Regular Commercial	-
	Non Commercial	0
	Total	4
Ngaoundéré	Regular Commercial	0,13
	Non Regular Commercial	-
	Non Commercial	4,50
	Total	4,63
Yaoundé-Nsimalen	Regular Commercial	4593,81
	Non Regular Commercial	210,70
	Non Commercial	-
	Total	4 804,51
General = All Airports	Regular Commercial	18 812
	Non Regular Commercial	2 107
	Non Commercial	5
Total		20 923,44

Source : CCAA, 2022.

Chart 7: Distribution of Freight and Mail per road Segment in 2022 (tons)



After rising to the peak of 25 106 tons in 2022, freight traffic witnessed a significant drop by -16.66% year-on-year, compared to the previous year probably due to the effects on global trade of rising tensions in most part of the world.

II) EVOLUTION OF AIR TRANSPORT DURING THE PERIOD 2019-2022

After witnessing a stable growth from 2011 to 2019, air traffic witnessed an unprecedented drastic chute between 2019 and 2020 as a result of the outbreak of the corona virus pandemic, COVID-19 and the restrictive measures adopted across the globe to curb the propagation of the virus. The analysis of the evolution of the data from the sector over the period **2019-2022**, in terms of the evolution of the movements of aircraft, passenger flows and cargo tons transported indicates that air traffic performance has witnessed sustained recovery from the devastating effects of the health crisis over time.

A. Evolution of aircraft movements from 2019 - 2022

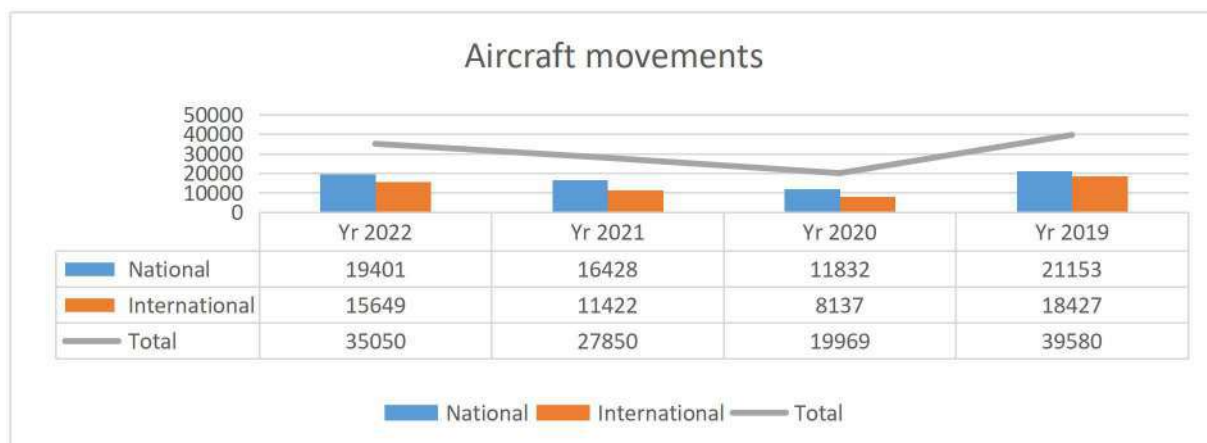
Between 2019 and 2022, aircraft movements recorded an average annual regression rate of **-15.06%**, from **39 580** movements in 2019 to **27 850** movements in 2021, both landings and take-offs. This was mainly due to the deceleration of **-49.89%** observed between 2019 and 2020 due to the outbreak of the international health crisis of the corona virus. However, aircraft movements witnessed a mild recovery in 2021, recording a growth rate of **39.47%** compared to the previous year, rising from **19 969** movements in 2020 to 27 850 movements in 2021. This positive trend intensified during the year 2022 rising by **25.85%** compared to the previous year, though falling short of the level of 2019 by **-12.92%**.

1. Evolution of aircraft movements according to route segment

Aircraft movements dropped drastically from 21 153 movements in 2019 to 11 832 movements in 2020 for national flights while international flights (beyond the national territory) fell from 18 427 movements to 8 137 aircraft movements. With the mild recovery in 2021 both domestic and international

flights rose to 16 428 and 11 422 movements respectively. This positive trend continued in 2022 with both national and international route segments recording 19 401 and 15 649 movements respectively. Nevertheless, the progression has not permitted to attain the pre-COVID-19 levels of movements recorded both networks.

Chart 8: Evolution of aircraft movements for national and international (including CEMAC) flights between 2019 and 2022

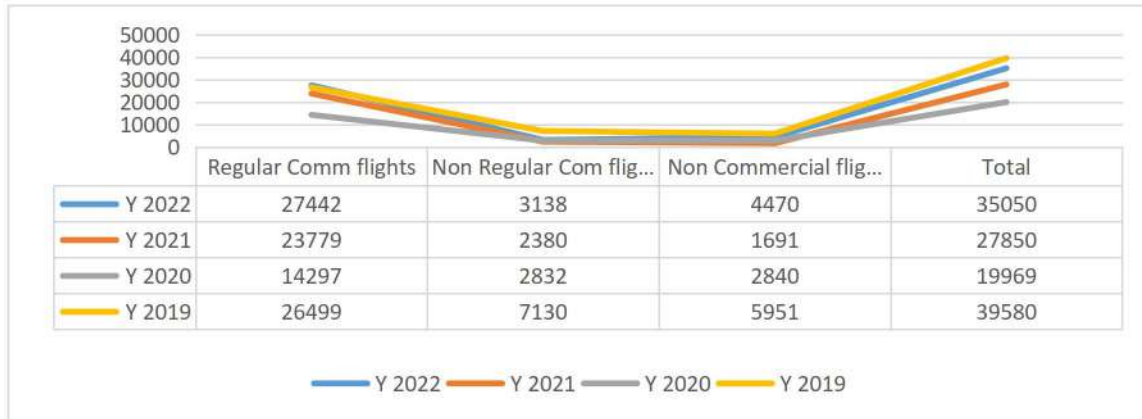


Source : CCAA, 2022.

2. Evolution of aircraft movements per type of flight

After the deceleration observed in movements of all types of flights in Cameroon over the period **2019-2021**, regular commercial flights recorded a growth rate of **03.56%** in 2022, compared to 2019. The movements of non-scheduled commercial flights and non-commercial flights maintained an annual average drop of **-18.66%** and **-06.22%**, respectively, over the period 2019 - 2022. While the growth in regular commercial flight movements could be attributed to the intensification of activities by regularly airlines during the post pandemic era, the arrival of new operators such Air peace and the organization in 2022 of the crowd pulling AFCON TotalEnergies football competition in Cameroon, the persistent regression in non regular and non commercial flights could be due to the nature of such flights, notably the gradual reduction in military and humanitarian flights as the security situation in certain regions of the country keeps improving.

Chart 9: Evolution of aircraft movements per type of flight between 2019 and 2022



B. Evolution of passenger traffic

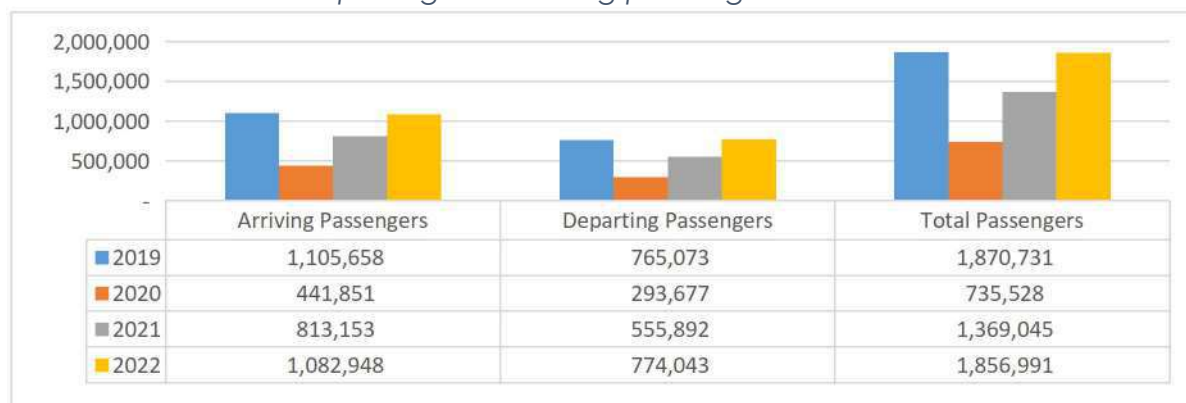
Passenger traffic experienced an unprecedented regression between 2019 and 2020 due to the effects of the COVID-19 pandemic. The poorer traffic performance over the **2019-2020** period compared to the previous years resulted in a decrease in the growth rate of the number of people who took the plane as a means of transportation. However, passenger flows witnessed a mild recovery in 2021 compared to the previous year. This process of recovery intensified in 2022, during with passenger traffic rose by **35.64%** year-on-year, compared to the previous year, increasing to **1 856 991** up from **1 369 045** in 2021. The evolution of passenger flows in Cameroon over the period **2019-2022** can best be perceived from an analysis of the nature of passengers, the movement of aircraft, types of flights, segments of road as well as from the traffic of airline companies.

1. Evolution of Passenger traffic at arrival and departure

During **2022**, passenger traffic registered a general increase of **35.64%** over the previous year. While debarking passengers grew by **33.18%**, up from 813 153 to 1 082 948 passengers, embarking passengers rose by **39.24%**, reaching 774 043 passengers in 2022 up from 555 892 in 2021. Most strikingly, departing passengers grew beyond the 2019 level by **1.17%**. This increase, although considerable, does not permit to attain the pre-covid-19 total passenger number, falling short of that level by **-0.73%**. This translates into an average annual variation rate of **-0.24%** for the period 2019-2022. However, the exponential evolution between 2021 and 2022 indicates that the post pandemic recovery which began in 2021, fostered by the continuing

relaxation in travel restrictions in various parts of the world became sustainable in 2022.

Chart 10: Evolution of departing and arriving passenger traffic from 2019 to 2022



Source: CCAA, 2022.

An in-depth analysis of the positive trend witnessed in the number of people using the airplane as a means of transport reveals that it is equally due to the significant contribution of the number of passengers in transit, which covered 19.32% of total passenger traffic in 2022.

Table 9: Passenger traffic at departure and arrival between 2019 and 2022

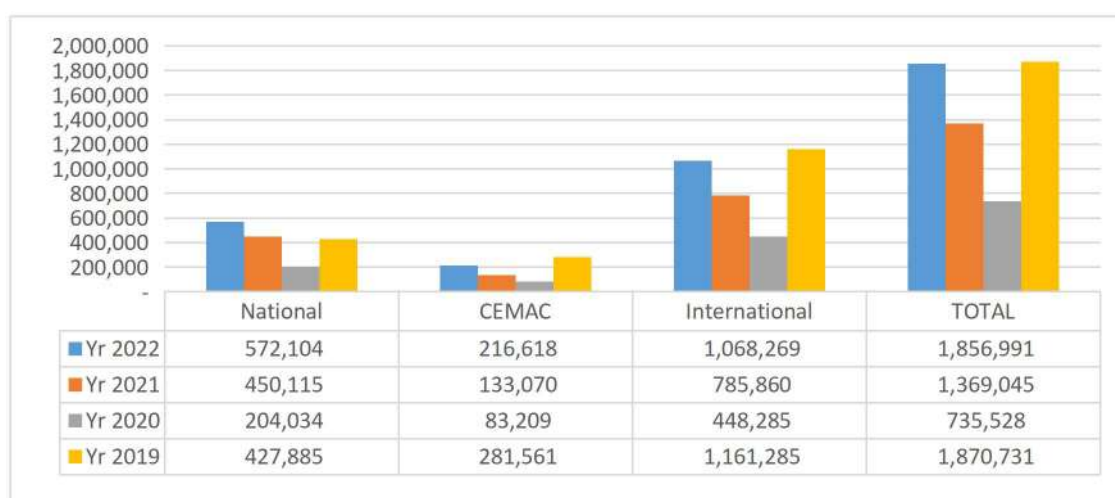
Year	Nature of passenger	Landings	Take-off	Total
2019	Direct	747 662	765 073	1 512 735
	In transit	357 996	-	357 996
	Total	1 105 658	765 073	1 870 731
2020	Direct	285 911	293 677	579 588
	In transit	155 940	-	155 940
	Total	441 851	293 677	735 528
2021	Direct	527 225	555 892	1 083 117
	In transit	285 928	-	285 928
	Total	813 153	555 892	1 369 045
2022	Direct	724 158	774 043	1 498 201
	In transit	358 790	-	358 790
	Total	1 082 948	774 043	1 856 991

Source: CCAA, 2022.

2. Passenger traffic by route segment

From **2019** to **2022**, the number of total passengers transported on the domestic network increased by **25.21%**, rising from 427 885 total passengers in 2019 to reach 572 104 passengers in 2022. This indicates an average annual growth rate of **6.30%** over the said period. However, this positive growth was largely offset by the sharp drop of **-29.98%** and **-08.71%** recorded in the number of people traveling by aircraft to/from the CEMAC countries and to/from the international routes beyond CEMAC, respectively. This means that total international passenger traffic dropped by **10.95%** in 2022, compared to 2019, implying an average annual growth rate of **-2.74%** over the said period. However, the positive growth rate of passenger traffic (35.64%) between 2021 and 2022 was observed for all three route groups, Domestic (27.10%), CEMAC (62.79%) and International beyond CEMAC (35.94%).

Chart 11: Evolution of passenger traffic by route segment between 2019 and 2022



Source : CCAA, 2022.

It is worth noting that the growth in the number of air passengers observed on the national route segment over the study period is mainly due to the increase in the number of passengers in transit across the said route network.

Table 10: Passenger Traffic by Route Segment Between 2019 and 2022

Year	Nature of Passenger	National	CEMAC	International	Total
2019	Direct	398 098	239 616	875 021	1 512 735
	In transit	29 787	41 945	286 264	357 996
	Total	427 885	281 561	1 161 285	1 870 731

2020	Direct	146 345	70 653	362 590	579 588
	In transit	57 689	12 556	85 695	155 940
	Total	204 034	83 209	448 285	735 528
2021	Direct	317 029	103 055	663 033	1 083 117
	In transit	133 086	30 015	122 827	285 928
	Total	450 115	133 070	785 860	1 369 045
2022	Direct	434 816	149 173	914 212	1 498 201
	In transit	137 288	67 445	154 057	358 790
	Total	572 104	216 618	1 068 269	1 856 991

Source : CCAA, 2022.

3. Passenger traffic per airline

During **2022**, a number of **18** scheduled commercial airlines transporting passengers operated to/from the Cameroon destination. While all these carriers operated to the Douala international airport, only **10** of them operated to/from the Yaounde-Nsimalen international airport in 2022, including Kenya Airways that abandoned services to Nsimalen in March 2022 due to the negative impacts of COVID-19.

Contrary to the previous years, when international air transport activity was largely dominated by European companies serving the Cameroonian destination, regional airlines continue to strengthen their grip, with Ethiopian Airlines covering up to **16.35%** of the market share, slightly ahead of Brussels Airlines with **15.63%**. Air France maintained the lead with **20.21%** of market share for direct international passengers to and from Cameroon.

Remarkably, Ethiopian Airlines did not only confirm dominance over regional airlines, but succeeded to surpass Brussels Airlines and Turkish Airlines (**8.85%**) in terms of yearly market share for regular international passenger traffic. Asky Airlines (**8.71%**), Rwandair (**6.53%**) and Air Cote d'Ivoire (**5.54%**) occupied 5th, 6th and 7th positions respectively in terms of share of international passenger traffic transported to/from Cameroon. Meanwhile, the national carrier Camair-Co whose strategy was based on intensifying its activities on the domestic network and CEMAC routes only recorded about **1.6%** of direct international passenger traffic in 2022.

Table 11: International passenger traffic transported by airline via Douala and Yaoundé-Nsimalen international airports in 2022

Airlines	Passengers transported per year				Evolution in 2022		Mkt share in 2022
	Yr 2022	Yr 2021	Yr 2020	Yr 2019	2022/21	2022/19	
AFRIJET	31 986	108	622	27 854	29516,7%	14,8%	3,08%
Air Côte D'ivoire	57 536	48 703	25 728	91 817	18,1%	-37,3%	5,54%
Air France	209 744	164 334	95 648	288 522	27,6%	-27,3%	20,21%
Air Peace	8 688	0	0	0	100,0%	100,0%	0,84%

ASKY	90 373	68 786	38 184	134 206	31,4%	-32,7%	8,71%
Brussels Airlines	162 159	127 181	68 853	244 249	27,5%	-33,6%	15,63%
CEIBA International	4 659	2 124	5 488	31 336	119,4%	-85,1%	0,45%
CRONOS Airlines	8 220	4 849	6 882	12 942	69,5%	-36,5%	0,79%
Egyptair	28 256	17 625	4 803	3 498	60,3%	707,8%	2,72%
Ethiopian	169 707	117 442	61 666	198 565	44,5%	-14,5%	16,35%
Camair-Co	16 367	1 468	1 544	12 092	1014,9%	35,4%	1,58%
Air Senegal	32 242	16 950	1 308	0	90,2%	100,0%	3,11%
Kenya Airlines	16 551	25 474	17 763	86 139	-35,0%	-80,8%	1,59%
Royal Air Maroc	38 310	8 292	13 457	71 486	362,0%	-46,4%	3,69%
Rwandair	67 809	51 770	30 760	92 070	31,0%	-26,4%	6,53%
Tchadia	0	9 219	8 824	15 489	-100,0%	-100,0%	0,00%
Trans Air Congo	3 238	5 126	1 806	8 641	-36,8%	-62,5%	0,31%
Turkish	91 878	66 085	31 515	97 647	39,0%	-5,9%	8,85%
Total général	1 037 723	735 536	414 851	1 416 553	41,1%	-26,7%	100,00%

Source : CCAA, 2022.

C. Evolution of freight and mail traffic

The traffic of freight and mail witnessed an unstable growth pattern over the period **2019-2022**, beginning with a sharp decline of **22.51%** year-on-year between 2019 and 2020, falling from **24 350 tons** in 2019 to **18 869 tons** in 2020 due to the effects of the corona virus pandemic. However, the volume of freight and mail transported via Cameroon airports increased tremendously in **2021** reaching **25 106 tons**. This upward trend showed a growth rate of **33.05%** compared to the previous year and an increase of **3.10%** above the 2019 pre-pandemic level. This was largely attributed to the fact following the restriction of passenger flights to curb the propagation of the pandemic, freighter operators seized the opportunity by increasing their offer to address the shortfall in capacity to ensure the transportation of essential medical and food supplies around the world. Shipments containing personal protection equipment, test kits, masks and perishables were being transported by both scheduled and non-scheduled freighter operators to Cameroon.

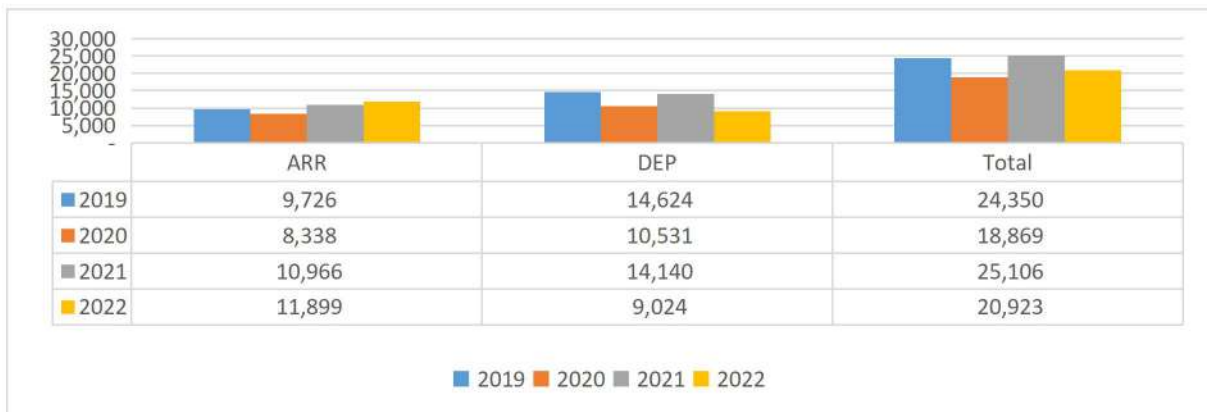
However, this sporadic growth did not last longer than a year as cargo volumes dropped again by **16.66%** in 2022 compared to the previous year, decreasing to **20 923 tons** down from the 25 106 tons carried in 2021. This represents an average annual regression of **-4.09%** between 2019 and 2022. The decline in cargo volume was a global phenomenon which according to the ACI is attributed mainly to the "ongoing geopolitical tensions and disruptions to global trade and supply chains", notably the effects of the Russo-Ukrainian crisis. These variations in the level of freight and mail traffic can be well

analysed by approaching it from the direction of aircraft movement, the types of flight and the route segment.

1. Freight and mail traffic according to arrival and departure of planes

Freight and mail traffic to/ from Cameroon on arrival and departure recorded an inverse trend between **2019-2022**. Indeed, while the quantity of freight and mail arriving from Cameroon has experienced a positive evolution of about **5.59%** average annual growth rate, rising from **9 726 tons** in 2019 through 10 966 tons in 2021 up to **11 899 tons** in 2022, the volume of freight and mail departing from Cameroon experienced an average annual regression rate of **-9.57%**, dropping from 14 624 tons in 2019 to **14140** tons in 2021 down to **9 024 tons** in 2022. This portrays the foreign trade situation of Cameroon that remains an importing country.

Chart 12: Evolution of freight and mail traffic at departure and arrival from 2019 to 2022



Source: CCAA, 2022.

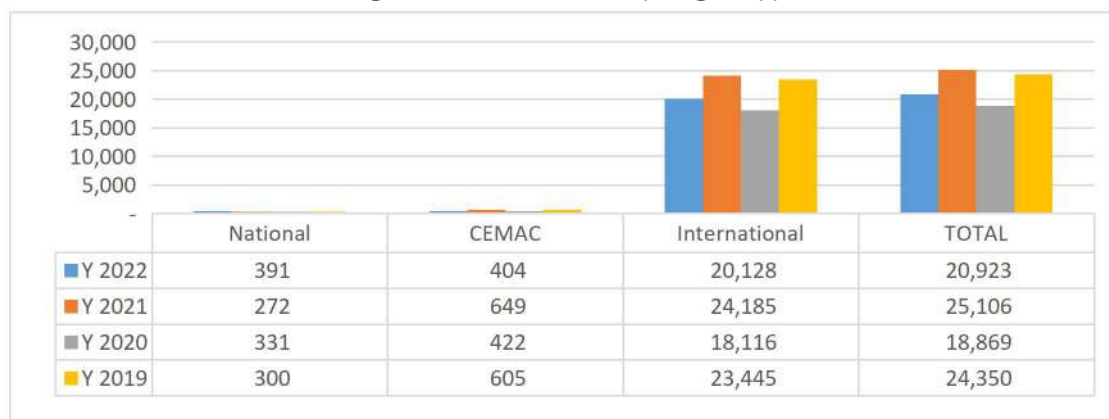
The growth pattern observed in the volume of freight unloaded reflects the reality that Cameroon imports more than it exports.

2. Freight and mail traffic by type of flight

Freight and mail traffic transported via regular commercial flights to / from Cameroon continues to evolve positively over the years. A greater portion of freight and mail traffic (**89.91%** in 2022) is carried by scheduled commercial flights, internationally, in the hold of passenger aircraft ("belly freight") as well via "full cargo" aircraft. In 2022, most of the cargo volume was transported by regular airlines, for example, Air France carried about 32.22% of market share, followed Ethiopian Airlines (23.55%) ahead of Brussels Airlines (23.26%). The lone regular cargo freighter, Allied Air (DHL) carried about 11.35% of total

freight traffic of **20 923.44 tons**. The proportion of freight and mail traffic covered by non-scheduled flights stood at **10.07%** of total cargo traffic in 2022 while that carried via non commercial flight remained insignificant (0.02%).

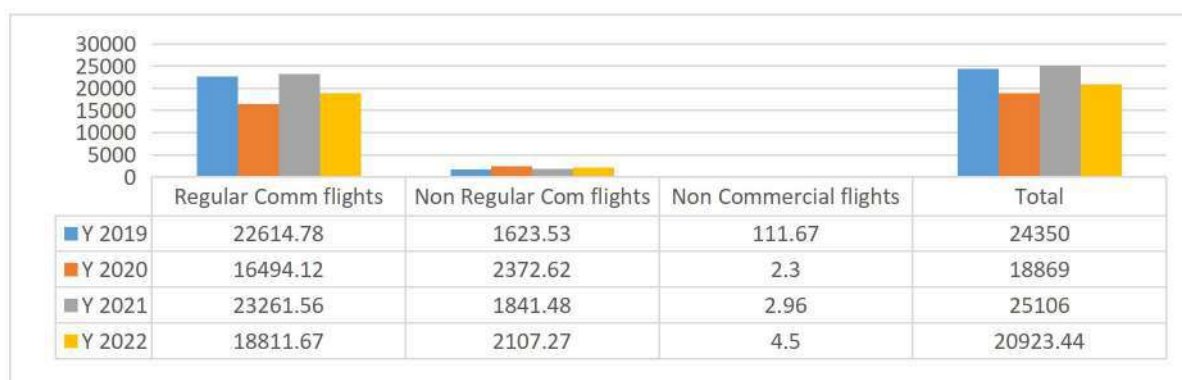
Chart 13: Evolution of Freight and Mail tons by Flight type between 2019 and 2022



3. Freight and mail traffic by road segment

The downward trend observed in freight and mail traffic to/from Cameroon over the period **2019-2022** is justified by the mixed performance of the freight and mail traffic of the each of the three route segments that compose it. The greater portion of freight traffic (**96.20%**) is transported on the international route segments beyond. Freight Traffic via the CEMAC and domestic routes remains insignificantly low, just about 1.93% and 1.87% of total traffic respectively.

Chart 14: Evolution of freight and mail traffic by road segment between 2019 and 2022



Source : CCAA, 2022.

III) PERFORMANCE OF CAMEROONIAN AIRPORTS

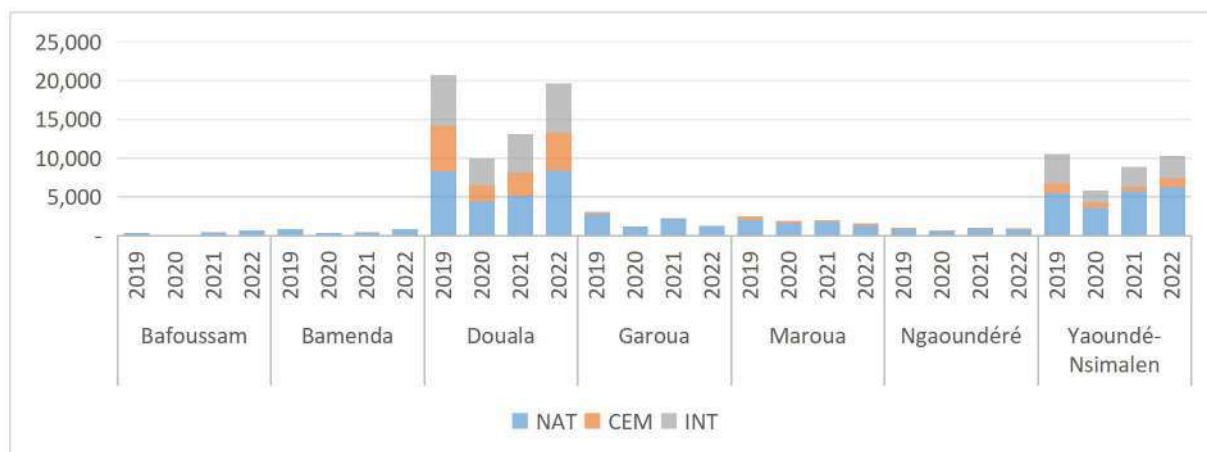
Activities at the various airports in Cameroon over the period 2019 and 2022 were greatly influenced by the advent of the international health crisis of Covid-19 which led to the interruption of commercial air traffic and suspension of flights by the various airlines flying to Cameroon. In spite of this unfavorable environment, the airport sector has demonstrated resilience while encouraging users through improvement in the quality of services offered and the rehabilitation of airport infrastructure in pursuit for certification according to international standards. A clearer view of the performance of Cameroon's airports will be analysed in terms of the traffic of aircraft movements, passenger flows, and cargo and mail traffic realised at each airport.

A. Airport performance in terms of aircraft movements

The good performance recorded by aircraft movements in Cameroon between 2021 and 2022 demonstrates the mixed evolution of aircraft movements at the various airports. Indeed, the predominance of the international airport of Douala as the most frequented airport in Cameroon in terms of general aircraft movements is portrayed by the share of total aircraft movements recorded: **53.88%**, **50.34%**, **47.05%** and **56.05%** for the year 2019, 2020, 2021 and 2022 respectively. This is further proven in terms of share of both international (72.07%) and domestic (43.13%) movements recorded in 2022. The International Airport of Yaounde-Nsimalen received 32.36% and 25.80% share of national and international traffic respectively, making an average of 29.43% of the total movements recorded in 2022. Maroua-Salak International Airport also outmatched that of Garoua covering 4.26% ahead of the latter with just 3.57%. Nevertheless, a significant portion of traffic at the said airport is non commercial, notably military and humanitarian flights linked to the prevailing security situation in the Far North Region.

Similarly, Bamenda airport does not receive regular commercial flights, due to the suspension of activities on this route by the national carrier, Camair-Co, for security reasons.

Chart 15: Evolution of airplane movements by airports between 2019 and 2022



B. Airport performance according to passenger flows

As observed for aircraft movements above, the highest rate of passenger traffic is recorded at the Douala International Airport, located in the economic capital of the country. This airport has shown strong growth in passenger traffic in recent years with a market share equal to **56.06%** of air passengers in 2022, up from the **53.31%** in 2021. This performance is followed by that of the Yaounde-Nsimalen international airport, which has a coverage rate of **34.34%** in 2022. The dominance of the Douala airport can be accounted to by the fact that being located at the heart of the economic capital of the nation, this airport is highly solicited for scheduled and non-scheduled commercial flights. For instance, all the **18** regular commercial carriers that operated to / from Cameroon in 2022 served this airport, with **10** of them offering regular services via the Yaounde-Nsimalen international airport as well.

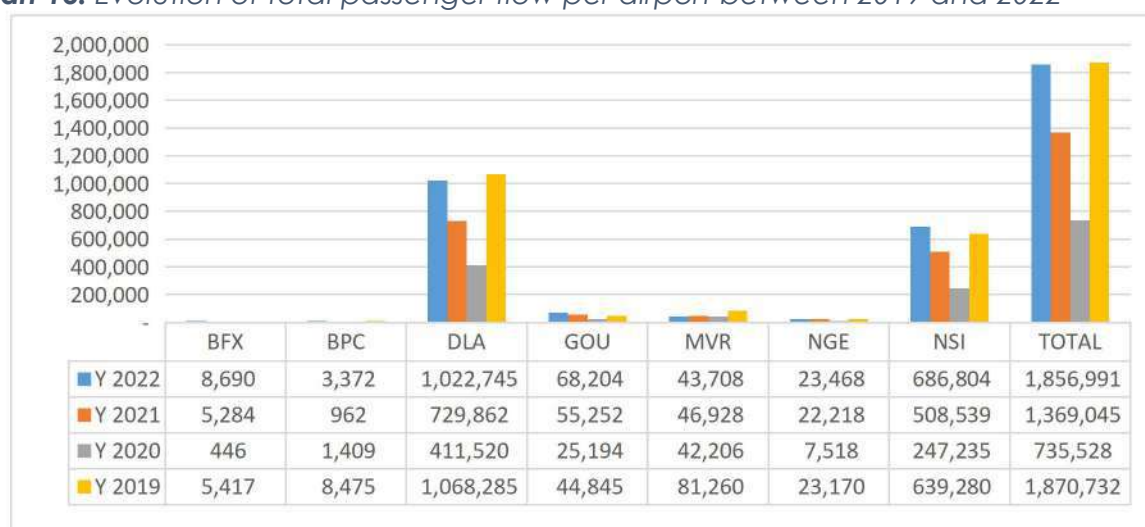
The increasing number of passengers registered by the aviation sector in Cameroon between 2021 and 2022 is as a result of the good progress observed at the various airports.

Furthermore, while observing the dominance of the Douala airport in terms of the number of passengers transported via the international routes, we notice the supremacy of Yaoundé-Nsimalen airport evident in terms of passenger transported internally. Finally, it appears that these two international airports recorded most of the passengers in transit in 2022.

Apart from the flights perpetrated by the national company Camair-Co, the international airports of Garoua and Maroua-Salak do not receive regular

commercial flights. The bulk of passengers carried on these lines are domestic passengers. International passengers on these routes are generally pilgrims traveling for HAJJ in Saudi Arabia, but also passengers on military planes, humanitarian flights and sometimes flights from the CEMAC sub-region.

Chart 16: Evolution of total passenger flow per airport between 2019 and 2022



Source : CCAA, 2022.

Considering the growth in the number of total passengers compared to the mixed evolution of the number of flights per airport in general and that of Yaounde-Nsimalen in particular, two observations emerge:

- The load factor per aircraft is constantly improving;
- Airplanes landing at international airports have greater capacity.

For example, while the average number of passengers per domestic flight for all types of flight at the Yaounde-Nsimalen International Airport rose from **28** in 2019 through **33** in 2021 to reach **42** in 2022, that of the Douala airport increased from **15** in 2019 to **25** in 2021, before dropping to **20** in 2022. Similarly, the average number for an international flight in terms of Yaounde-Nsimalen airport increased from **95** in 2019 via **100** in 2021 up to **136** in 2022. The same average number for Douala airport, after dropping from **102** in 2019 to **75** in 2021 finally rose to **104** in 2022. Thus confirming that fact flights via Yaounde-Nsimalen obtain the highest load factor.

Table 12: Average Number of Passengers per Flight by Airport and Road Segment from 2019-2022

Airports	Route Segment	Average Passengers/Movement			
		Year 2019	Year 2020	Year 2021	Year 2022
Bafoussam	National	16	9	13	13
	CEMAC	0	0	0	0
	International	0	0	0	0

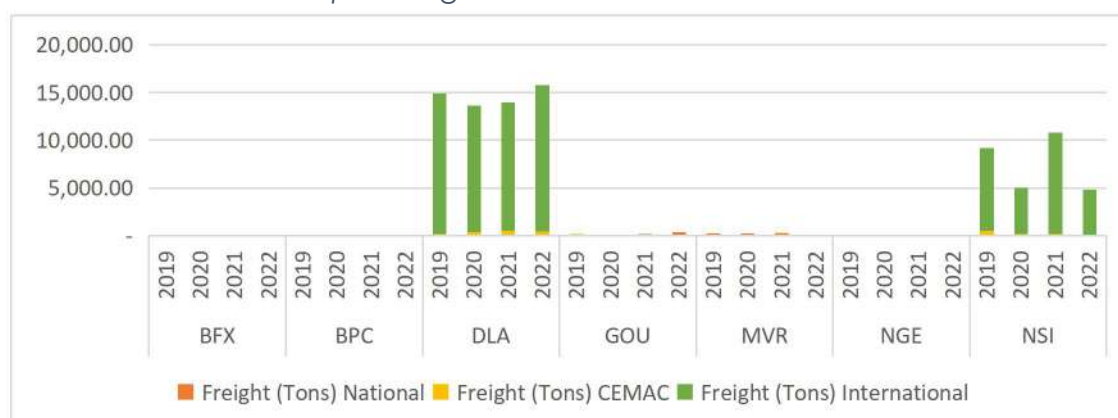
Bamenda	National	10	4	2	4
	CEMAC	0	0	0	0
	International	0	0	0	0
Douala	National	15	15	25	20
	CEMAC	36	37	39	38
	International	111	77	97	104
Garoua	National	15	23	26	53
	CEMAC	1	1	8	0
	International	20	0	11	80
Maroua-Salak	National	38	25	26	33
	CEMAC	12	8	7	6
	International	12	6	10	26
Ngaoundéré	National	26	12	25	29
	CEMAC	26	14	7	8
	International	0	0	0	0
Yaoundé-Nsimalen	National	28	18	33	42
	CEMAC	50	8	23	26
	International	110	111	118	136
General	National	20	17	27	29
	CEMAC	36	28	35	35
	International	109	87	104	114

Source: CCAA, 2022.

C. Airport performance according to freight and mail traffic

The growth observed in freight and mail traffic to/from Cameroon before 2019 and 2021 resulted from an upward trend of this traffic experience at the international airports of Douala and Yaounde Nsimalen. Similarly, the decline in cargo volume from 2021 to 2022 was evident at these airports. However, it's equally observed that while freight traffic via the CEMAC and international destinations witnessed a drop in 2022, freight and mail traffic transported on the national network continues to improve.

Chart 17: Evolution of airport freight and mail traffic between 2019 and 2022



Source: CCAA, 2022.

IV) ACTIVITIES OF AIRLINES OPERATING TO/FROM CAMEROON

A. Activities of the national carrier Camair-CO

a) National activity

Table 13: Distribution of passengers, movements and freight and mail tons for domestic flights

Category	2 022	2 021	2 020	2 019	Variation	
					2022/21	2022/19
Passengers	419 319	323 602	103 752	324 517	29,58%	29,21%
Movements	10 901	10 140	2 738	8 060	7,50%	35,25%
Freight & Mail (Tons)	491	269	71	311	82,20%	57,88%
Pax/movement	38	32	38	40	20,53%	-4,46%

Camair-co continuous to intensify its activities both at the national and international levels. The number of aircraft movements and passenger flows realised at the national have both grown beyond the pre-covid-19 level by **35.25%** and **29.58%** respectively. Nevertheless, the load factor per flight remains below the level of 2019 by **-04.46%**, dropping to an average of **38** passengers in 2022 down from **40** in 2019.

The volume of freight and mail transported at the national level by the national carrier, though minimal (491 tons in 2022), continuous to improve, compared to the previous years.

b) International activity

Table 14: Distribution of passengers, movements and freight and mail tons for international flights realized by Camair-co

Category	2 022	2 021	2 020	2 019	Variation	
					2022/21	2022/19
Passengers	16 361	1 487	1 674	16 444	1000,27%	-0,50%
Movements	600	128	92	566	368,75%	6,01%
Freight & Mail (Tons)	12	18	-	22	-32,39%	-45,45%
Pax/movement	27	12	18	29	134,72%	-6,14%

At the international level, Camair-co continuous to intensify its operations to the CEMAC sub region and certain airports in West Africa. Nevertheless, it covered just less than **0.2%** of the total international passenger traffic transported to and from Cameroon, with an average load factor of **27** passengers per flight, down by **-6.14%** from the 29 recorded in 2019. The airline is yet to develop its activities regarding air cargo operations.

B. Activities of the foreign airlines operating to/from Cameroon.

a) Traffic of regular international passengers per airline

Table 15: Evolution of regular international passenger traffic per airline

Airlines	Passengers transported per year				Evolution in 2022		Mkt share in 2022
	Yr 2022	Yr 2021	Yr 2020	Yr 2019	2022/21	2022/19	
AFRIJET	31 986	108	622	27 854	29516,7%	14,8%	3,08%
Air Côte D'ivoire	57 536	48 703	25 728	91 817	18,1%	-37,3%	5,54%
Air France	209 744	164 334	95 648	288 522	27,6%	-27,3%	20,21%
Air Peace	8 688	0	0	0	100,0%	100,0%	0,84%
ASKY	90 373	68 786	38 184	134 206	31,4%	-32,7%	8,71%
Brussels Airlines	162 159	127 181	68 853	244 249	27,5%	-33,6%	15,63%
CEIBA International	4 659	2 124	5 488	31 336	119,4%	-85,1%	0,45%
CRONOS Airlines	8 220	4 849	6 882	12 942	69,5%	-36,5%	0,79%
Egyptair	28 256	17 625	4 803	3 498	60,3%	707,8%	2,72%
Ethiopian	169 707	117 442	61 666	198 565	44,5%	-14,5%	16,35%
Camair-Co	16 367	1 468	1 544	12 092	1014,9%	35,4%	1,58%
Air Senegal	32 242	16 950	1 308	0	90,2%	100,0%	3,11%
Kenya Airlines	16 551	25 474	17 763	86 139	-35,0%	-80,8%	1,59%
Royal Air Maroc	38 310	8 292	13 457	71 486	362,0%	-46,4%	3,69%
Rwandair	67 809	51 770	30 760	92 070	31,0%	-26,4%	6,53%
Tchadia	0	9 219	8 824	15 489	-100,0%	-100,0%	0,00%
Trans Air Congo	3 238	5 126	1 806	8 641	-36,8%	-62,5%	0,31%
Turkish	91 878	66 085	31 515	97 647	39,0%	-5,9%	8,85%
Total général	1 037 723	735 536	414 851	1 416 553	41,1%	-26,7%	100,00%

Source : CCAA, 2022.

Out of the **17** regular commercial passenger airlines that served the Cameroon destination in 2022 via the Douala international airport, 10 of them also operated to the Yaounde-Nsimalen international airport. The 3 European airlines serving Cameroon keep striving to strengthen their activities, with Air France topping the lead with **20.20%** market share of regular international passenger traffic to/from Cameroon. Similarly, many African Regional airlines continue to intensify their grip on the market with Ethiopian (**16.34%**) coming ahead of Brussels Airlines (**15.69%**) and Turkish Airlines (**8.85%**). While 2 new operators, Air Peace and Air Burkina joined the Cameroonian air services market in 2022, two former carriers (Tchadia Airlines and Congo Airways) ceased their activities to the Cameroon destination, probably due to operational and financial difficulties.

b) Traffic of aircraft movements for international regular flights per airline

Table 16: Evolution of aircraft movements per regular foreign airline

Airlines	International Movements per year				Evolution in 2022		Mkt share in 2022
	Yr 2022	Yr 2021	Yr 2020	Yr 2019	2022/21	2022/19	
AFRIJET	1 266	669	348	888	89,2%	42,6%	7,61%
Air Côte D'ivoire	1 540	1 459	778	1 800	5,6%	-14,4%	9,26%
Air France	1 594	1 232	929	1 618	29,4%	-1,5%	9,58%
Air Peace	314	0	0	0	100,0%	100,0%	1,89%
ASKY	1 901	1 673	1 026	2 393	13,6%	-20,6%	11,43%

Camair-CO	600	128	92	566	368,8%	6,0%	3,61%
Brussels Airlines	1 380	1 292	909	2 111	6,8%	-34,6%	8,30%
CEIBA International	178	114	150	588	56,1%	-69,7%	1,07%
Congo Airways	0	6	0	52	-100,0%	-100,0%	0,00%
CRONOS Airlines	306	236	255	492	29,7%	-37,8%	1,84%
DHL /Allied Air Cargo	619	628	610	752	-1,4%	-17,7%	3,72%
Egyptair	304	238	93	136	27,7%	123,5%	1,83%
Ethiopian	1 912	1 454	1 086	1 431	31,5%	33,6%	11,49%
Air Senegal	826	406	24	0	103,4%	100,0%	4,97%
Kenya Airlines	501	1 610	544	751	-68,9%	-33,3%	3,01%
Royal Air Maroc	956	220	368	1 096	334,5%	-12,8%	5,75%
Rwandair	1 108	881	523	1 259	25,8%	-12,0%	6,66%
Tchadia	0	309	292	426	-100,0%	-100,0%	0,00%
Trans Air Congo	62	100	36	110	-38,0%	-43,6%	0,37%
Turkish	1 237	1 058	607	1 327	16,9%	-6,8%	7,44%
Total	16 636	13 713	8 670	17 796	21,3%	-6,5%	100,00%

Source : CCAA, 2022.

c) Freight and mail tons per regular airline

Table 17: Evolution of freight and mail traffic per regular foreign airline

Airline	Freight tons per year				Evolution in 2022		Mkt share in 2022
	Yr 2022	Yr 2021	Yr 2020	Yr 2019	2022/21	2022/19	
AFRIJET	10	48	0	0	-79,23%	100,00%	0,05%
Air Côte D'ivoire	115	76	37	131	50,37%	-12,71%	0,57%
Air France	7 448	4 985	3 500	8 602	49,41%	-13,42%	37,07%
Air Peace	11	0	0	0	100,00%	100,00%	0,05%
Ceiba International	3	1	0	2	106,61%	13,64%	0,01%
ASKY	123	45	10	1	175,50%	10141,67%	0,61%
Brussels Airlines	4 130	6 057	3 795	5 972	-31,82%	-30,84%	20,55%
Air Algerie	378	393	36	0	-3,75%	100,00%	1,88%
Camair-Co	167	287	71	332	-41,83%	-49,68%	0,83%
Allied Air Cargo (DHL)	2 535	2 979	3 526	4 411	-14,90%	-42,54%	12,61%
Magma	0	727	892	0	-100,00%	0,00%	0,00%
Egyptair	31	27	0	0	11,48%	0,00%	0,15%
Ethiopian	3 963	7 948	5 250	923	-50,14%	329,34%	19,72%
Air Senegal	35	9	0	0	276,61%	0,00%	0,17%
Kenya Airlines	320	586	458	324	-45,44%	-1,48%	1,59%
Royal Air Maroc	269	42	55	380	532,38%	-29,25%	1,34%
Rwandair	123	39	8	9	214,61%	1224,73%	0,61%
Tchadia	0	2	88	0	-100,00%	0,00%	0,00%
Trans Air Congo	30	19	4	0	59,50%	100,00%	0,15%
Turkish	404	46	15	75	780,86%	438,27%	2,01%
Air Atlanta	0	501	531		-100,00%	0,00%	0,00%

Icelandic								
Air Cargo Global	0	31	0	20	-100,00%	-100,00%	0,00%	
Cargolux Airlines	0	0	93	319	0,00%	-100,00%	0,00%	
Total général	20 093	24 849	18 370	21 503	-19,14%	-6,56%	100,00%	

Source : CCAA, 2022.

V) CITY PAIRS SERVED FROM CAMEROON VIA DIRECT FLIGHTS

A. Regular networks served from Cameroon

Table 18: Airports served from Cameroon via regular flights

Network	Origin / Destination Airport		Airports served in Cameroon						
	Aéroport	Code	DLA	NSI	GOU	MVR	NGE	BFX	BPC
Domestic	Douala	DLA	-	*	*	*	*	*	*
	Nsimalen	NSI	*	-	*	*	*	*	*
	Garoua	GOU	*	*	-	*	*	*	*
	Maroua Salak	MVR	*	*	*	-	*	*	*
	Ngaoundere	NGE	*	*	*	*	-	*	*
	Bafoussam	BFX	*	*	*	*	*	-	*
Africa	Abijan	ABJ	*	*	-	-	-	-	-
	Addis Abeba	ADD	*	*	-	-	-	-	-
	Bangui	BGF	*	-	-	-	-	-	-
	Brazzaville	BZV	*	-	-	-	-	-	-
	Cairo	CAI	*	-	-	-	-	-	-
	Cassablanca	CMN	*	*	-	-	-	-	-
	Cotonou	COO	*	-	-	-	-	-	-
	Dakar	DKR	*	-	-	-	-	-	-
	Johannesburg	JNB	*	-	-	-	-	-	-
	Kigali	KGL	*	-	-	-	-	-	-
	Lagos	LOS	*	*	-	-	-	-	-
	Lomé	LFW	*	*	-	-	-	-	-
	Malabo	SSG	*	-	-	-	-	-	-
	Nairobi	NBO	*	*	-	-	-	-	-
Ndjamena	NDJ	*	*	-	-	-	-	-	
America	N/A	N/A	-	-	-	-	-	-	-
Asia (Middle East)	Istanbul	IST	*	*	-	-	-	-	-
Europe	Brussels	BRU	*	*	-	-	-	-	-
	Paris CDG	CDG	*	*	-	-	-	-	-

Source : CCAA, 2022.

B. Traffic per regular destinations served from Cameroon

Table 19: Evolution of passenger traffic and aircraft movements city pair served from Cameroon

Airports		PASSENGERS				MOVEMENTS			
NAME	CODE	Yr 2022	Yr 2021	Yr 2020	Yr 2019	Yr 2022	Yr 2021	Yr 2020	Yr 2019
Paris Charles D G	CDG	204 029	164 872	94 571	244 724	862	784	492	1 148
Brussels	BRU	193 688	124 563	68 224	165 426	689	608	331	830
Addis Abeba	ADD	184 599	116 403	59 127	144 936	949	777	653	866
Istanbul	IST	92 910	65 875	31 435	69 638	608	545	347	908
Abidjan	ABJ	53 158	45 439	25 021	57 490	478	526	308	860
Libreville	LBV	46 706	30 391	17 911	57 597	2 046	865	635	2 233
Casablanca	CMN	37 146	8 049	13 442	44 054	480	114	232	684
Nairobi	NBO	11 685	20 752	12 805	38 397	196	341	280	617
Malabo	SSG	18 423	7 920	13 282	44 182	1 541	619	632	1 788
Cotonou	COO	9 901	8 442	9 158	31 252	559	442	209	644
Bangui	BGF	32 984	27 210	14 267	38 636	1 223	1 019	486	1 164
Lomé	LFW	55 276	40 433	19 087	44 913	780	739	376	735
Ndjamena	NDJ	25 935	22 250	16 259	35 464	831	799	755	1 624
Brazzaville	BZV	13 516	11 592	6 892	18 744		373	197	397
Kigali	KGL	41 131	29 690	12 426	24 904	419	289	167	346
Lagos	LOS	7 470	3 755	2 113	10 482	629	528	432	1 150
Bata	BSG	850	160	122	897	58	16	8	74
CAIRO	CAI	36 730	17 836	5 437	2 889	357	242	88	73
Abuja	ABV	7 030	4 058	2 488	7 177	640	396	148	444
Johannesburg	JNB	197	1 355	85	197	23	23	77	182
TOTAL		1 073 364	751 045	424 152	1 081 999	13 368	10 045	6 853	16 767

Source: CCAA 2022

VI) TREND ON AIR TRAFFIC DEVELOPMENT DURING THE FIRST HALF OF 2023.

A. The trend of overall air traffic between 2019 and 2023

The perspectives for air transport at the beginning of 2023 appears to be promising for the years to come. A preliminary analysis of the traffic statistics for the first semester shows that the recovery in air transport is quite sustainable. This dynamism can be verified in the evolution of direct passengers during the first semester of 2023, compared to the same period over the previous years. The growth rate stands at 7.82% year-on-year, rising from **725 084** passengers in 2022 to **786 600** in 2023. Compared to the first half of 2019, the average annual evolution rate is **3.41%** over the period 2019 -2023.

Although the traffic of aircraft movements has increased beyond the pre-pandemic level by **0.02%** over the said period, it remains lower than the level attained in 2022, probably as result of the crowd pulling final phase of the AFCON football competition that was organized in Cameroon at the beginning of the previous year which witnessed a series of extra flights.

Meanwhile the traffic of air cargo continues to stagnate as witnessed during the year 2022.

Table 20: Evolution of traffic of direct passengers, aircraft movements and freight during the first semester between 2019 and 2023

Traffic	Yr 2023	Yr 2022	Yr 2021	Yr 2020	Yr 2019	Evolution in 2022	
						2023/22	2023/19
Direct Passengers	786 600	725 084	450 247	306 986	672 115	7,82%	17,03%
Movements	16 607	17 743	12 630	10 359	16 604	-6,84%	0,02%
Freight and mail (tons)	9 649	11 124	10 660	8 197	12 801	-15,29%	-24,62%

Chart 18: Variation of passenger flows during the first semester between 2019 and 2023



Source: CCAA 2023.

From the foregoing analysis, it is evident that the Cameroonian air transport sector is once again experiencing stable growth, sustained by the resilience of the air operators, the entry into the market of new regional and international airlines and the commitment of the actors and the government.

This suggests that the short and medium term outlook still remains encouraging for the aviation sector, supported by a favorable social and economic environment, the rehabilitation of airport infrastructure and the certification of our airports.

Cameroon Civil Aviation Authority

**Working together to enhance civil aviation safety and security for the
development of air transport in Cameroon**

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