

**BULLETIN STATISTIQUES CCAA №3:  
EVOLUTION OF AIR TRAFFIC IN CAMEROON DURING THE FIRST SEMESTER OF 2014**

The **Bulletin Statistiques** of the CCAA is elaborated after the exploitation of Traffic forms submitting information on commercial and non commercial traffic collected at the airports. It covers a set of statistics that is essential for an understanding of the evolution of air transport in Cameroon. This edition presents an overview of domestic and international traffic in terms of aircraft movements, passenger flows, freight and mail tons, traffic of transporters and traffic per city-pair served from Cameroon during the first semester of 2014.

### **I. Aircraft Movement**

During the first half of 2014 air traffic witnessed an intensive activity, recording a total of **15321 movements** both landings and takeoffs, up from 14568 during the same period in 2013 thereby recording an increase of **5 %** year-on-year. About 276 direct over-flights were registered in Cameroon during this period.

In terms of the type of flight, there were **3499 non commercial flight** (non com.) movements, **1428 non regular commercial flights** and **10394 regular commercial flights**. Even though traffic via the Nsimalen airport continues to ameliorate, Douala international airport remains dominant as the central point of air traffic in Cameroon. (Table 1 in the Annex).

According to the nature of flight or route segment, the international destination recorded 45 % of the total movements, with 8589 out of a total of 15321 (both landing and takeoff), while the regional (CEMAC) and domestic routes covered 20 % and 3 % respectively. However, an element of double counting is implicated in the figure for domestic traffic as both stages of the flights are considered at the various airports in the country.

It is worth noting that Domestic flights refer to those bound for an airport located within the territory of Cameroon, Regional flights are those bound for an airport situated within the CEMAC sub region, while International flights are those destined for an airport situated in a country out of the CEMAC Zone.

On a year-on-year basis regular commercial flights recorded a progression of **9 %** within the first half of 2014, rising from 9571 movements in 2013 to 10394 in 2014. (Table 1B Annexed)

## II. Passenger Traffic

For passenger traffic, a total of about **719 215 passengers** were involved in air transport movement in Cameroon during the first semester of 2014 with 279 393 debarking passengers, 319 958 embarking passengers and 120 164 passengers in transit for all types of flight. According to the network type, the domestic route segment recorded a total of about 156 794 terminal passengers, while passengers of the regional and international networks stood at 91 568 and 350 989 respectively. (Table 1A)

For regular commercial flights, the traffic of passengers transported witnessed a progression of 17 % year-on-year during the first six months of 2014 compared to 2013. This growth was much felt at the sub regional level where passengers on the CEMAC routes recorded a growth of 37 %, while domestic and international passenger traffic increased by 16 % and 12 % respectively.

## III. Freight Traffic

Within the first half of 2014 a total of about 8426.07 tons of freight (Cargo and Mail) were transported via Cameroon airports as against 7981.36 tons transported in the same period last year. This shows a yearly growth of 6 % over the same period in 2014. This might be attributed to the continuous amelioration in the collection, recording and transmission of freight data at the airports, particularly at the Douala airport via which most of the freight is transported.

## IV. Airport traffic

Most of air traffic in Cameroon is manifested at the Douala international airport. During the first semester of 2014, this airport covered about **68 %** of total international passenger traffic for regular commercial flights while Yaounde Nsimalen (NSI) covered **31 %**. It is worth mentioning that apart from CAMAIR-CO flights, the international airports of Garoua and Maroua do not receive regular commercial traffic. For regular international passenger traffic, Garoua airport recorded only a number of 269 passengers to/from the CEMAC sub region and beyond, as opposed to 994 recorded at the Ngaoundere airport on the same route via CAMAIR-CO during the first six months of 2014.

On the contrary, the greater part of domestic passenger traffic is transported via NSI which covered **43 % of domestic passengers** on regular commercial flights, while Douala recorded 35 %, Garoua 11 %, Maroua 9 % and Ngaoundere 2 %. However, all the airports show signs of growth in regular commercial passenger traffic in 2014 as compared to 2013 for the period being considered, with NSI confirming its position as the second dominating airport in terms of traffic.

The traffic of non regular commercial and non commercial flights continues to show an irregular trend due to the nature of such flights. However, the about 49 % increase in non commercial flights can be attributed to military and humanitarian flights towards the civil war in the Central African Republic and the Boko haram insurgency in the Northern part of Cameroon. Most of the traffic of non commercial flights is manifested at Garoua airport.

## **V. Air transport Companies**

Of the twenty six (26) regular commercial companies operating international air transport services to and from Cameroon, three operate cargo flights (Africa West Cargo, DHL/Solenta Aviation and Sky Gabon. Between the first half of 2013 and 2014, five (5) new operators joined the air services market in Cameroon (Aero contractors, Afric Aviation, ECAIR, West Air Benin and Gambia Bird). Most of these airlines operate via the Douala international airport with only 8 of them (including CAMAIR-CO) operating some frequencies via Yaounde Nsimalen.

According to the performance of regular commercial airlines, Air France transported about 22 % of total passenger traffic to/from Cameroon seconded by the national airline, CAMAIR-CO with 13 %. The other airlines come behind as follows; Brussels Airlines (11 %), Ethiopian Airlines (8 %), Asky and Turkish Airlines (7 % each), Kenya Airways (5 %), Royal Air Maroc (4%) and South African Airways, Air Cote d'Ivoire and CEIBA International (3 % each). Most of these airlines show positive trends of growth in their activities as compared to the same period in 2013 but for the following operators which recorded the corresponding percentage drop in passenger traffic; Senegal Airlines (-52 %), Angola Airlines (-33 %), South African Airways (-7 %) and Royal Air Maroc (-6 %). CAMAIR-CO recorded a growth of 35 % in international passenger traffic and 20 % in domestic passenger transportation respectively.

## **VI. Major airports served from Cameroon**

Out of the twenty two international destinations regularly served from Cameroon airports, Paris Charles de Gaulle (CDG) continued to dominate as the most popular destination for point-to-point traffic, recording about 26 % of the total departing passengers transported from the Cameroon destination during the first quarter of 2014. Then come Brussels 13 %, Addis Ababa 8 %, Istanbul 7 %, Nairobi and Libreville 5 % each, Malabo, Lagos, Casablanca and Cotonou 4 % each, while Abidjan, Bangui, Brazzaville, Lome, and Ndjamena each covered 3 % respectively. (Table 4B and Figure 1)

**NB:** The following tables are attached as annex to serve as illustrations for the analysis presented above.

## Annex

**Table 1A: Traffic distribution at the various airports per nature of flight (Route segment) during the First Semester of 2014**

Airports	Nature	Movement of Aircraft			Passengers			Passengers in transit	Frieght (Tons)		
		ARR	DEP	TOTAL	ARR	DEP	TOTAL		ARR	DEP	TOTAL
Douala	CEMAC	1423	1593	<b>3016</b>	41363	44119	<b>85482</b>	17850	349,969	271,616	<b>621,585</b>
	INTERNATIONAL	1835	1786	<b>3621</b>	108364	131993	<b>240357</b>	39873	2780,286	2818,243	<b>5598,529</b>
	NATIONAL	1037	915	<b>1952</b>	23014	31659	<b>54673</b>	20549	2,663	4,307	<b>6,97</b>
<b>Total Douala</b>		<b>4295</b>	<b>4294</b>	<b>8589</b>	<b>172741</b>	<b>207771</b>	<b>380512</b>	<b>78272</b>	<b>3132,918</b>	<b>3094,166</b>	<b>6227,084</b>
Garoua	CEMAC	2	35	<b>37</b>	4	48	<b>52</b>		0	6,892	<b>6,892</b>
	INTERNATIONAL	24	25	<b>49</b>	91	126	<b>217</b>	136	0	0	<b>0</b>
	NATIONAL	1570	1536	<b>3106</b>	8721	8738	<b>17459</b>	1518	32,453	13,881	<b>46,334</b>
<b>Total Garoua</b>		<b>1596</b>	<b>1596</b>	<b>3192</b>	<b>8816</b>	<b>8912</b>	<b>17728</b>	<b>1654</b>	<b>32,453</b>	<b>20,773</b>	<b>53,226</b>
Maroua Salak	CEMAC	2	2	<b>4</b>	19		<b>19</b>		0	0	<b>0</b>
	INTERNATIONAL	2	11	<b>13</b>		17	<b>17</b>		0	0	<b>0</b>
	NATIONAL	118	109	<b>227</b>	7330	7226	<b>14556</b>	18	12,955	2,7	<b>15,655</b>
<b>Total Maroua Salak</b>		<b>122</b>	<b>122</b>	<b>244</b>	<b>7349</b>	<b>7243</b>	<b>14592</b>	<b>18</b>	<b>12,955</b>	<b>2,7</b>	<b>15,655</b>
Ngaoundéré	CEMAC	19	12	<b>31</b>	539	455	<b>994</b>	839	0,06	0	<b>0,06</b>
	NATIONAL	107	114	<b>221</b>	1425	1671	<b>3096</b>	608	0,875	0	<b>0,875</b>
<b>Total Ngaoundéré</b>		<b>126</b>	<b>126</b>	<b>252</b>	<b>1964</b>	<b>2126</b>	<b>4090</b>	<b>1447</b>	<b>0,935</b>	<b>0</b>	<b>0,935</b>
Yaoundé	CEMAC	165	114	<b>279</b>	3096	1925	<b>5021</b>	3698	1,869	0,014	<b>1,883</b>
	INTERNATIONAL	668	575	<b>1243</b>	53405	56993	<b>110398</b>	18158	886,511	1229,345	<b>2115,856</b>
	NATIONAL	689	833	<b>1522</b>	32022	34988	<b>67010</b>	16917	0,562	10,867	<b>11,429</b>
<b>Total Yaoundé</b>		<b>1522</b>	<b>1522</b>	<b>3044</b>	<b>88523</b>	<b>93906</b>	<b>182429</b>	<b>38773</b>	<b>888,942</b>	<b>1240,226</b>	<b>2129,168</b>
GENERAL	CEMAC	1611	1756	<b>3367</b>	45021	46547	<b>91568</b>	22387	351,898	278,522	<b>630,42</b>
	INTERNATIONAL	2529	2397	<b>4926</b>	161860	189129	<b>350989</b>	58167	3666,797	4047,588	<b>7714,385</b>
	NATIONAL	3521	3507	<b>7028</b>	72512	84282	<b>156794</b>	39610	49,508	31,755	<b>81,263</b>
<b>General Total</b>		<b>7661</b>	<b>7660</b>	<b>15321</b>	<b>279393</b>	<b>319958</b>	<b>599351</b>	<b>120164</b>	<b>4068,203</b>	<b>4357,865</b>	<b>8426,068</b>

**Table 1B: Comparative Evolution of traffic per airport and per flight type during the First Semester of 2014**

Airports	Type of flight	Movements		Passengers		Pax in transit		Freight		Evolution 2013/2014		
		2013	2014	2013	2014	2013	2014	2013	2014	Mtvs	Pax	Fret
Douala	non commercial	214	349	28	298	2		0	8,4	63%	964%	0%
	non Regular comm.	1275	996	7148	3505	4	4	100,993	964,678	-22%	-51%	855%
	Regular comm.	6615	7244	326790	376709	71043	78268	5984,956	5254,006	10%	15%	-12%
<b>Total Douala</b>		<b>8104</b>	<b>8589</b>	<b>333966</b>	<b>380512</b>	<b>71049</b>	<b>78272</b>	<b>6085,949</b>	<b>6227,084</b>	<b>6%</b>	<b>14%</b>	<b>2%</b>
Garoua	non commercial	2876	2912	6				0	0	1%	-100%	0%
	non Regular comm.	34	66	83	288	4	138	0	0	94%	247%	0%
	Regular comm.	224	214	15192	17440	1155	1516	73,46	53,226	-4%	15%	-28%
<b>Total Garoua</b>		<b>3134</b>	<b>3192</b>	<b>15281</b>	<b>17728</b>	<b>1159</b>	<b>1654</b>	<b>73,46</b>	<b>53,226</b>	<b>2%</b>	<b>16%</b>	<b>-28%</b>
Maroua Salak	non commercial	70	100	863	1158	7	18	0	0	43%	34%	0%
	non Regular comm.	12	2	19	14			6,2	0	-83%	-26%	-100%
	Regular comm.	150	142	10320	13420	173		16,18	15,655	-5%	30%	-3%
<b>Total Maroua Salak</b>		<b>232</b>	<b>244</b>	<b>11202</b>	<b>14592</b>	<b>180</b>	<b>18</b>	<b>22,38</b>	<b>15,655</b>	<b>5%</b>	<b>30%</b>	<b>-30%</b>
Ngaoundéré	non commercial		26		91			0	*	*	*	
	non Regular comm.		142		68			0	*	*	*	
	Regular comm.		84		3931		1447	0,935	*	*	*	
<b>Total Ngaoundéré</b>			<b>252</b>		<b>4090</b>		<b>1447</b>	<b>0,935</b>	<b>*</b>	<b>*</b>	<b>*</b>	
Yaoundé	non commercial	152	112	440	445	12		2,363	0,022	-26%	1%	-99%
	non Regular comm.	364	222	712	906	640		162,722	22,735	-39%	27%	-86%
	Regular comm.	2582	2710	152220	181078	30013	38773	1634,49	2106,411	5%	19%	29%
<b>Total Yaoundé</b>		<b>3098</b>	<b>3044</b>	<b>153372</b>	<b>182429</b>	<b>30665</b>	<b>38773</b>	<b>1799,575</b>	<b>2129,168</b>	<b>-2%</b>	<b>19%</b>	<b>18%</b>
GENERAL	non commercial	3312	3499	1337	1992	21	18	2,363	8,422	6%	49%	256%
	non Regular comm.	1685	1428	7962	4781	648	142	269,915	987,413	-15%	-40%	266%
	Regular comm.	9571	10394	504522	592578	102384	120004	7709,086	7430,233	9%	17%	-4%
Overflight	Overflight	530	276					0	0	-48%	0%	0%
<b>general Total</b>		<b>15098</b>	<b>15597</b>	<b>513821</b>	<b>599351</b>	<b>103053</b>	<b>120164</b>	<b>7981,364</b>	<b>8426,068</b>	<b>3%</b>	<b>17%</b>	<b>6%</b>

**Table 1C: Comparative Evolution of traffic per airport and per route segment during the First Semester of 2014**

Airports	NATURE/SEGMENT	Movements		Passengers		Pax in transit		Freight		Evolution 2013/14		
		2013	2014	2013	2014	2013	2014	2013	2014	Mtvs	Pax	Fret
Douala	CEMAC	2603	3016	63890	85482	17817	17850	302,121	621,585	16%	34%	106%
	INTERNATIONAL	3359	3621	213791	240357	32151	39873	5783,828	5598,529	8%	12%	-3%
	NATIONAL	2142	1952	56285	54673	21081	20549	0	6,97	-9%	-3%	0%
<b>Total Douala</b>		8104	8589	333966	380512	71049	78272	6085,949	6227,084	6%	14%	2%
Garoua	CEMAC	27	37	40	52			0	6,892	37%	30%	0%
	INTERNATIONAL	21	49	31	217		136	0	0	133%	600%	0%
	NATIONAL	3086	3106	15210	17459	1159	1518	73,46	46,334	1%	15%	-37%
<b>Total Garoua</b>		3134	3192	15281	17728	1159	1654	73,46	53,226	2%	16%	-28%
Maroua Salak	CEMAC	10	4	18	19			0	0	-60%	6%	0%
	INTERNATIONAL	6	13	4	17			6,2	0	117%	325%	-100%
	NATIONAL	216	227	11180	14556	180	18	16,18	15,655	5%	30%	-3%
<b>Total Maroua Salak</b>		232	244	11202	14592	180	18	22,38	15,655	5%	30%	-30%
Ngaoundéré	CEMAC		31		994		839		0,06	*	*	*
	NATIONAL		221		3096		608		0,875	*	*	*
<b>Total Ngaoundéré</b>			252		4090		1447		0,935	*	*	*
Yaoundé	CEMAC	170	279	2688	5021	1384	3698	18,03	1,883	64%	87%	-90%
	INTERNATIONAL	1537	1243	98618	110398	13764	18158	1753,063	2115,856	-19%	12%	21%
	NATIONAL	1391	1522	52066	67010	15517	16917	28,482	11,429	9%	29%	-60%
<b>Total Yaoundé</b>		3098	3044	153372	182429	30665	38773	1799,575	2129,168	-2%	19%	18%
<b>GENERAL</b>	<b>CEMAC</b>	2810	3367	66636	91568	19201	22387	320,151	630,42	20%	37%	97%
	<b>INTERNATIONAL</b>	4923	4926	312444	350989	45915	58167	7543,091	7714,385	0%	12%	2%
	<b>NATIONAL</b>	6835	7028	134741	156794	37937	39610	118,122	81,263	3%	16%	-31%
<b>General Total</b>		14568	15321	513821	599351	103053	120164	7981,364	8426,068	5%	17%	6%

**Table 2A: Comparative Evolution of traffic per flight type at the First Quarter of 2014**

Airports	Type of flight	Movements		Passengers		Pax in transit		Freight		Evolution 2013/14		
		2013	2014	2013	2014	2013	2014	2013	2014	Mtvs	Pax	Fret
Douala	non commercial	82	239	1	279			0	8,4	191%		
	non Regular comm.	630	748	3778	3264	4	4	0,65	365,509	19%	-14%	
	Regular comm.	3154	3572	165277	192395	31944	37805	2824,07	2736,392	13%	16%	-3%
<b>Total Douala</b>		<b>3866</b>	<b>4559</b>	<b>169056</b>	<b>195938</b>	<b>31948</b>	<b>37809</b>	<b>2824,72</b>	<b>3110,301</b>	<b>18%</b>	<b>16%</b>	<b>10%</b>
Garoua	non commercial	1326	994	6				0	0	-25%	-100%	
	non Regular comm.	24	24	58	129	4	120	0	0	0%	122%	
	Regular comm.	92	112	7489	8756	859	918	24,81	20,158	22%	17%	-19%
<b>Total Garoua</b>		<b>1442</b>	<b>1130</b>	<b>7553</b>	<b>8885</b>	<b>863</b>	<b>1038</b>	<b>24,81</b>	<b>20,158</b>	<b>-22%</b>	<b>18%</b>	<b>-19%</b>
Maroua Salak	non commercial	25	42	182	355		12	0	0	68%	95%	
	non Regular comm.	2	2	4	14			0	0	0%	250%	
	Regular comm.	68	70	5349	6616	50		2,33	4,013	3%	24%	72%
<b>Total Maroua Salak</b>		<b>95</b>	<b>114</b>	<b>5535</b>	<b>6985</b>	<b>50</b>	<b>12</b>	<b>2,33</b>	<b>4,013</b>	<b>20%</b>	<b>26%</b>	<b>72%</b>
Ngaoundéré	non commercial		14		59			0	*	*	*	
	non Regular comm.		8		28			0	*	*	*	
	Regular comm.		42		2280		848	0,06	*	*	*	
<b>Total Ngaoundéré</b>			<b>64</b>		<b>2367</b>		<b>848</b>	<b>0,06</b>	<b>*</b>	<b>*</b>	<b>*</b>	
Yaoundé	non commercial	46		18				0		-100%	-100%	
	non Regular comm.	160	62	293	360	241		85,167	3,5	-61%	23%	-96%
	Regular comm.	1141	1392	73105	92355	14821	20404	994,97	1082,656	22%	26%	9%
<b>Total Yaoundé</b>		<b>1347</b>	<b>1454</b>	<b>73416</b>	<b>92715</b>	<b>15062</b>	<b>20404</b>	<b>1080,137</b>	<b>1086,156</b>	<b>8%</b>	<b>26%</b>	<b>1%</b>
GENERAL	non commercial	1479	1289	207	693	0	12	0	8,4	-13%	235%	
	non Regular comm.	816	844	4133	3795	249	124	85,817	369,009	3%	-8%	330%
	Regular comm.	4455	5188	251220	302402	47674	59975	3846,18	3843,279	16%	20%	0%
<b>General Total</b>		<b>6750</b>	<b>7321</b>	<b>255560</b>	<b>306890</b>	<b>47923</b>	<b>60111</b>	<b>3931,997</b>	<b>4220,688</b>	<b>8%</b>	<b>20%</b>	<b>7%</b>

As shown in this table, the first quarter (Q1) 2014 recorded a growth rate of 8%, 20% and 7% for aircraft movements, passenger flows and freight traffic respectively. But the growth was much pronounced for regular commercial traffic where aircraft landing and takeoff grew by 16%, passenger numbers rose by 20% compared to same period in 2013.

**Table 2B: Evolution of traffic according to route segment at the First Quarter of 2014 compared to same period in 2013**

Airports	NATURE/SEGMENT	Movements		Passengers		Pax in transit		Freight		Evolution 2013/14		
		2013	2014	2013	2014	2013	2014	2013	2014	Mtvs	Pax	Fret
Douala	CEMAC	1260	1518	30819	42156	8997	8638	157,55	284,587	20%	37%	81%
	INTERNATIONAL	1606	1798	108143	121278	12228	17878	2667,17	2818,744	12%	12%	6%
	NATIONAL	1000	1243	30094	32504	10723	11293	0	6,97	24%	8%	*
<b>Total Douala</b>		3866	4559	169056	195938	31948	37809	2824,72	3110,301	18%	16%	10%
Garoua	CEMAC	21	23	33	30			0	6,892	10%	-9%	*
	INTERNATIONAL	15	18	31	101		120	0	0	20%	226%	*
	NATIONAL	1406	1089	7489	8754	863	918	24,81	13,266	-23%	17%	-47%
<b>Total Garoua</b>		1442	1130	7553	8885	863	1038	24,81	20,158	-22%	18%	-19%
Maroua Salak	CEMAC	2	3	4	19			0	0	50%	375%	*
	INTERNATIONAL	2	6	2	14			0	0	200%	600%	*
	NATIONAL	91	105	5529	6952	50	12	2,33	4,013	15%	26%	72%
<b>Total Maroua Salak</b>		95	114	5535	6985	50	12	2,33	4,013	20%	26%	72%
Ngaoundéré	CEMAC		24		674		484		0,06	*	*	*
	NATIONAL		40		1693		364		0	*	*	*
<b>Total Ngaoundéré</b>			64		2367		848		0,06	*	*	*
Yaoundé	CEMAC	54	78	1048	2392	653	2346	5,667	1,657	44%	128%	-71%
	INTERNATIONAL	708	544	47470	53098	7388	7070	1072,635	1078,053	-23%	12%	1%
	NATIONAL	585	832	24898	37225	7021	10988	1,835	6,446	42%	50%	251%
<b>Total Yaoundé</b>		1347	1454	73416	92715	15062	20404	1080,137	1086,156	8%	26%	1%
<b>GENERAL</b>	<b>CEMAC</b>	1337	1646	31904	45271	9650	11468	163,217	293,196	<b>23%</b>	<b>42%</b>	<b>80%</b>
	<b>INTERNATIONAL</b>	2331	2366	155646	174491	19616	25068	3739,805	3896,797	<b>2%</b>	<b>12%</b>	<b>4%</b>
	<b>NATIONAL</b>	3082	3309	68010	87128	18657	23575	28,975	30,695	<b>7%</b>	<b>28%</b>	<b>6%</b>
<b>General Total</b>		6750	7321	255560	306890	47923	60111	3931,997	4220,688	<b>8%</b>	<b>20%</b>	<b>7%</b>

According to network type, the CEMAC route recorded the highest growth in both movement (23%) and passenger traffic (42%) in Q1 2014, while domestic traffic for aircraft movement and passenger numbers grew by 7% and 28% respectively and traffic flow to the other international destinations beyond CEMAC rose by 2% and 12% for both movement and passenger traffic.



**Table 3A: Evolution of traffic per flight type between the Second Quarters of 2013 and 2014**

Airports	Type of flight	Movements		Passengers		Pax in transit		Freight		Evolution 2013/14		
		2013	2014	2013	2014	2013	2014	2013	2014	Mtvs	Pax	Fret
Douala	non commercial	132	110	27	19	2		0	0	-17%	-30%	0%
	non Regular comm.	645	248	3370	241			100,343	599,169	-62%	-93%	497%
	Regular comm.	3461	3672	161513	184314	39099	40463	3160,886	2517,614	6%	14%	-20%
<b>Total Douala</b>		<b>4238</b>	<b>4030</b>	<b>164910</b>	<b>184574</b>	<b>39101</b>	<b>40463</b>	<b>3261,229</b>	<b>3116,783</b>	<b>-5%</b>	<b>12%</b>	<b>-4%</b>
Garoua	non commercial	1550	1918					0	0	24%	0%	0%
	non Regular comm.	10	42	25	159		18	0	0	320%	536%	0%
	Regular comm.	132	102	7703	8684	296	598	48,65	33,068	-23%	13%	-32%
<b>Total Garoua</b>		<b>1692</b>	<b>2062</b>	<b>7728</b>	<b>8843</b>	<b>296</b>	<b>616</b>	<b>48,65</b>	<b>33,068</b>	<b>22%</b>	<b>14%</b>	<b>-32%</b>
Maroua Salak	non commercial	45	58	681	803	7	6	0	0	29%	18%	0%
	non Regular comm.	10		15				6,2		-100%	-100%	-100%
	Regular comm.	82	72	4971	6804	123		13,85	11,642	-12%	37%	-16%
<b>Total Maroua Salak</b>		<b>137</b>	<b>130</b>	<b>5667</b>	<b>7607</b>	<b>130</b>	<b>6</b>	<b>20,05</b>	<b>11,642</b>	<b>-5%</b>	<b>34%</b>	<b>-42%</b>
Ngaoundéré	non commercial		12		32			0	*	*	*	
	non Regular comm.		134		40			0	*	*	*	
	Regular comm.		42		1651		599	0,875	*	*	*	
<b>Total Ngaoundéré</b>			<b>188</b>		<b>1723</b>		<b>599</b>	<b>0,875</b>	<b>*</b>	<b>*</b>	<b>*</b>	
Yaoundé	non commercial	106	112	422	445	12		2,363	0,022	6%	5%	-99%
	non Regular comm.	204	160	419	546	399		77,555	19,235	-22%	30%	-75%
	Regular comm.	1441	1318	79115	88723	15192	18369	639,52	1023,755	-9%	12%	60%
<b>Total Yaoundé</b>		<b>1751</b>	<b>1590</b>	<b>79956</b>	<b>89714</b>	<b>15603</b>	<b>18369</b>	<b>719,438</b>	<b>1043,012</b>	<b>-9%</b>	<b>12%</b>	<b>45%</b>
GENERAL	non commercial	1833	2210	1130	1299	21	6	2,363	0,022	<b>21%</b>	<b>15%</b>	<b>-99%</b>
	non Regular comm.	869	584	3829	986	399	18	184,098	618,404	<b>-33%</b>	<b>-74%</b>	<b>236%</b>
	Regular comm.	5116	5206	253302	290176	54710	60029	3862,906	3586,954	<b>2%</b>	<b>15%</b>	<b>-7%</b>
<b>General Total</b>		<b>7818</b>	<b>8000</b>	<b>258261</b>	<b>292461</b>	<b>55130</b>	<b>60053</b>	<b>4049,367</b>	<b>4205,38</b>	<b>2%</b>	<b>13%</b>	<b>4%</b>

During Q2 2014, traffic growth moderates to 2%, 13% and 4% respectively for aircraft movements, passenger flows and tons of freight transported. But the drop is much pronounced for non regular commercial traffic probably because the statistics of the activities of chartered operators like CAMHEL and Caverton Helicopters are still be awaited.

**Table 3B: Evolution of traffic per route segment between the Second Quarters of 2013 and 2014**

Airports	NATURE/SEGMENT	Movements		Passengers		Pax in transit		Freight		Evolution 2013/14		
		2013	2014	2013	2014	2013	2014	2013	2014	Mtvs	Pax	Fret
Douala	CEMAC	1343	1498	33071	43326	8820	9212	144,571	336,998	12%	31%	133%
	INTERNATIONAL	1753	1823	105648	119079	19923	21995	3116,658	2779,785	4%	13%	-11%
	NATIONAL	1142	709	26191	22169	10358	9256	0	0	-38%	-15%	*
<b>Total Douala</b>		4238	4030	164910	184574	39101	40463	3261,229	3116,783	-5%	12%	-4%
Garoua	CEMAC	6	14	7	22			0	0	133%	214%	*
	INTERNATIONAL	6	31		116		16	0	0	417%	*	*
	NATIONAL	1680	2017	7721	8705	296	600	48,65	33,068	20%	13%	-32%
<b>Total Garoua</b>		1692	2062	7728	8843	296	616	48,65	33,068	22%	14%	-32%
Maroua Salak	CEMAC	8	1	14				0	0	-88%	-100%	*
	INTERNATIONAL	4	7	2	3			6,2	0	75%	50%	-100%
	NATIONAL	125	122	5651	7604	130	6	13,85	11,642	-2%	35%	-16%
<b>Total Maroua Salak</b>		137	130	5667	7607	130	6	20,05	11,642	-5%	34%	-42%
Ngaoundéré	CEMAC		7		320		355		0	*	*	*
	NATIONAL		181		1403		244		0,875	*	*	*
<b>Total Ngaoundéré</b>			188		1723		599		0,875	*	*	*
Yaoundé	CEMAC	116	201	1640	2629	731	1352	12,363	0,226	73%	60%	-98%
	INTERNATIONAL	829	699	51148	57300	6376	11088	680,428	1037,803	-16%	12%	53%
	NATIONAL	806	690	27168	29785	8496	5929	26,647	4,983	-14%	10%	-81%
<b>Total Yaoundé</b>		1751	1590	79956	89714	15603	18369	719,438	1043,012	-9%	12%	45%
<b>GENERAL</b>	<b>CEMAC</b>	1473	1721	34732	46297	9551	10919	156,934	337,224	17%	33%	115%
	<b>INTERNATIONAL</b>	2592	2560	156798	176498	26299	33099	3803,286	3817,588	-1%	13%	0%
	<b>NATIONAL</b>	3753	3719	66731	69666	19280	16035	89,147	50,568	-1%	4%	-43%
<b>General Total</b>		7818	8000	258261	292461	55130	60053	4049,367	4205,38	2%	13%	4%

**Table 4A: Performance of regular commercial airlines during the first half of 2014 for regular international flights to/from Cameroon.**

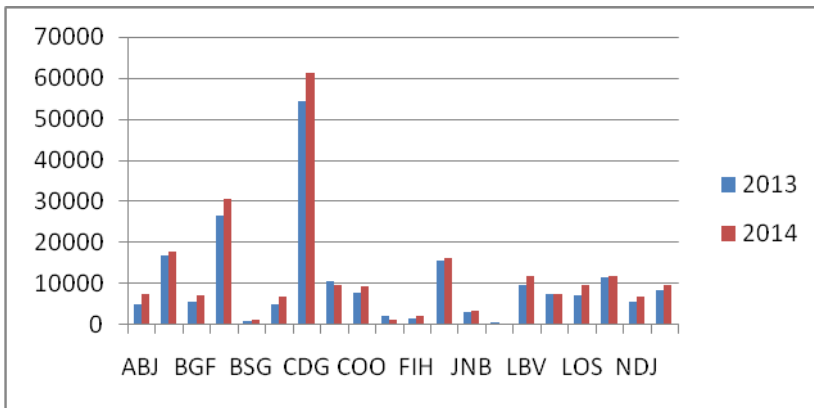
Airline Companies		Movement of Aircraft		Passengers		Freight (Tons)		evol°	% Mkt
Name	Origin	2013	2014	2013	2014	2013	2014	2013/14	Share
AERO CONTRACTORS	Nigeria	24	142	558	3186	0,00	0,00	471%	1%
AFRIC AVIATION	Gabon		151		2659		1,29	NE	1%
AFRICA WEST CARGO	Gabon	6	8			51,83	179,98	C	0%
AIR COTE D'IVOIRE	Ivory Coast	238	308	6129	12581	0,08	0,66	105%	3%
AIR France	France	679	900	83706	94881	3055,92	3931,17	13%	22%
ANGOLA AIRLINES	Angola	102	66	6597	4436	0,00	0,00	-33%	1%
ARIK AIR	Nigeria	348	270	10344	13610	0,00	0,00	32%	3%
ASKY AIRLINES	Togo	840	826	27679	31091	0,76	22,96	12%	7%
BRUSSELS AIRLINES	Belgium	370	342	49410	57028	1850,81	2156,37	15%	13%
CAMAIR-CO	Cameroon	948	1018	37479	50548	91,44	194,23	35%	11%
CEIBA INTERNATIONAL	Equatorial Guinea	308	312	8617	11610	0,00	1,30	35%	3%
CRONOS AIRLINES	Equatorial Guinea	166	152	6315	7723	0,00	0,00	22%	2%
DHL AVIATION	United Kingdom		94				583,46	C	0%
ECAIR	Equatorial Guinea		178		7570		0,00	NE	2%
ETHIOPIAN AIRLINES	Ethiopia	360	364	32015	34940	17,48	25,18	9%	8%
GAMBIA BIRD	Gambia		54		920		0,00	NE	0%
KARINOOU AIRLINES	Central A. Republic	112	108	1600	4397	0,00	0,00	175%	1%
KENYA AIRWAYS	Kenya	460	437	23730	24187	5,37	77,85	2%	5%
ROYAL AIR MAROC	Morocco	376	282	18436	17246	18,10	3,56	-6%	4%
RWAND AIR	Rwanda		138		2928		0,00		1%
SENEGAL AIRLINES	Senegal	190	130	14294	6895	0,00	0,00	-52%	2%
SKY GABON	Gabon	112	88			294,23	168,60	C	0%
SOLENTA AVIATION*	South Africa	282				2194,26	0,00	C	0%
SOUTH AFR AIRWAYS	South Africa	208	208	16116	14942	0,00	0,00	-7%	3%
TRANS AIR CONGO	Congo	112	104	5754	6625	0,00	0,00	15%	2%
TURKISH AIRLINES	Turkey	344	401	28915	30118	10,72	2,37	4%	7%
WEST AIR BENIN	Benin		10		244		0,00	NE	0%
<b>GENERAL TOTAL</b>		<b>6585</b>	<b>7091</b>	<b>377694</b>	<b>440365</b>	<b>7590,96</b>	<b>7348,97</b>	<b>17%</b>	<b>100%</b>

NB: C= Cargo operator; NE= New Entrant; \* SOLENTA Aviation operated for DHL Aviation in 2013

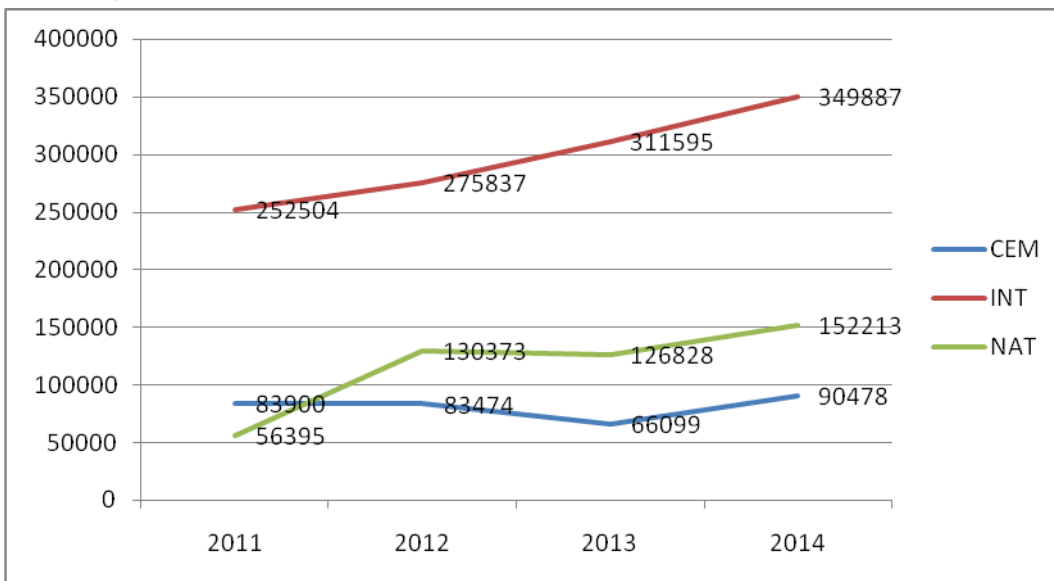
**Table 4B: Major destinations served form Cameroon (Point-to-point)**

AIRPORT			2013			2014			Evol° at DEP	2014 Mkt share
NAME	CODE	COUNTRY	ARR	DEP	TOTAL	ARR	DEP	TOTAL		
Abidjan	ABJ	Ivory Coast	3023	4555	<b>7578</b>	5159	7387	<b>12546</b>	62%	3%
Addis Ababa	ADD	Ethiopia	14538	16691	<b>31229</b>	16076	17625	<b>33701</b>	6%	8%
Bangui	BGF	Central African Rep.	4992	5288	<b>10280</b>	7733	7067	<b>14800</b>	34%	3%
Brussels	BRU	Belgium	22977	26427	<b>49404</b>	26325	30703	<b>57028</b>	16%	13%
Bata	BSG	Equatorial Guinea	860	490	<b>1350</b>	997	1151	<b>2148</b>	135%	0%
Brazzaville	BZV	Congo	2972	4739	<b>7711</b>	5191	6917	<b>12108</b>	46%	3%
Paris Charles de Gaule	CDG	France	44252	54237	<b>98489</b>	50041	61218	<b>111259</b>	13%	26%
Casablanca	CMN	Morocco	7994	10442	<b>18436</b>	7680	9566	<b>17246</b>	-8%	4%
Cotonou	COO	Benin	7865	7387	<b>15252</b>	8447	9204	<b>17651</b>	25%	4%
Dakar	DKR	Senegal	762	2010	<b>2772</b>	258	1031	<b>1289</b>	-49%	0%
Kinshasa	FIH	D.R. Congo	1301	1283	<b>2584</b>	2298	2028	<b>4326</b>	58%	1%
Istanbul	IST	Turkey	13395	15462	<b>28857</b>	13975	16143	<b>30118</b>	4%	7%
Johannesburg	JNB	South Africa	3330	2934	<b>6264</b>	2479	3345	<b>5824</b>	14%	1%
Kigali	KGL	Rwanda			<b>0</b>	158	1336	<b>1494</b>	0%	1%
Luanda	LAD	Angola	164	439	<b>603</b>	110	219	<b>329</b>	-50%	0%
Libreville	LBV	Gabon	6669	9432	<b>16101</b>	10205	11779	<b>21984</b>	25%	5%
Lome	LFW	Togo	6466	7201	<b>13667</b>	7739	7408	<b>15147</b>	3%	3%
Lagos	LOS	Nigeria	6160	6904	<b>13064</b>	7933	9615	<b>17548</b>	39%	4%
Nairobi	NBO	Kenya	11703	11387	<b>23090</b>	12501	11686	<b>24187</b>	3%	5%
Ndjamena	NDJ	Tchad	5448	5455	<b>10903</b>	8553	6683	<b>15236</b>	23%	3%
Port Harcourt	PHV	Nigeria	147	3	<b>150</b>			<b>0</b>	-100%	0%
Pointe Noir	PNR	Congo	2331	2181	<b>4512</b>	3238	2636	<b>5874</b>	21%	1%
Malabo	SSG	Equatorial Guinea	7061	8181	<b>15242</b>	8643	9655	<b>18298</b>	18%	4%
Tsao Tome	TMS	Tsao Tome			<b>0</b>		126	<b>126</b>		0%
<b>GENERAL TOTAL</b>			<b>174410</b>	<b>203128</b>	<b>377538</b>	<b>205739</b>	<b>234528</b>	<b>440267</b>	<b>15%</b>	<b>100%</b>

**Figure 1: Traffic distribution for major airports served from Cameroon**



**Figure 2A : Evolution of passenger traffic per route segment for regular commercial flights during the first semester, from 2011 to 2014.**



**Figure 2B : Evolution of domestic passenger traffic during the first semester per year, from 2011 to 2014.**

