

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 2021 edition is full of a set of statistical works that will allow a wide audience to easily understand the relevance of the evolution of the air transport sector, both in the domestic and international sector, aircraft movements, flow of departing and arriving passengers, the 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 evolution of air transport through a large set of data necessary for understanding our performance index on the period from 2016 to 2021, with an emphasis particularly on the effects of the Corona virus COVID-19 pandemic on air transport.

In view of the analyzes carried out, it results that despite a moderately positive evolution experienced since 2016, air traffic in Cameroon has been drastically affected by the corona virus pandemic, recording a dramatic drop of around 60.7% in commercial air transport between 2019-2020. The closing of air borders in March 2020 coupled with travels bans, and lockdown measures taken in almost all countries worldwide played a considerable role in this decline, leading to a severe drop in our income and the restructuring of our internal mode of functioning. Nevertheless, the year 2021 appeared to be a year of sporadic recovery in global air traffic, fostered by the continuing efforts of States to implement WHO and ICAO recommendations on COVID-19, leading to rising vaccination rates, and an accompanying relaxation in travel restrictions in various parts of the world. In Cameroon there was an upward trend of about 87% in passenger traffic compared to 2020 but this remained 26.83% below pre-pandemic (2019) levels.

However, we have the hope that with the development of the domestic road segment, added to the restoration of security in certain regions of the national

territory and the control of the covid-19 pandemic, our cumulative efforts will certainly augur well for the recovery and the growth of air transport.

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 2021 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 full of 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 2020 and 2021. 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. That of aircraft movements is 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 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 (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

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.

In fact, the number of passengers increased from **1,374,179** in 2016 to **1,911,114** in 2018 before dropping to **1 870 731** in 2019 and finally the drastic chute to **735 528** in 2020, representing **-60,68%** drop compared to 2019. 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. The international civil aviation industry was severely affected during the year 2020 by the pandemic that hit the sector hard since March 2020. According to the International Civil Aviation Organization (ICAO), the level of air transport in the world in 2020 dropped drastically to its lowest level since 2003, with 1.8 billion passengers in 2020, far from the 4.5 billion in 2019. 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).

However, with a mild recovery in 2021, the total number of passengers attained **1 369 045**, showing a growth of 86,13% compared to 2020 but falling short of the pre-pandemic level of 2019 by **-26,82%**. There were **766 088** international passengers, **317 029** domestic passengers and **285 814** passengers in transit. That shows an average annual evolution of around **-0.8%** for period 2016 to 2021.

The positive evolution of air traffic between 2020 and 2021 is due rising vaccination rates and 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 passengers arriving and departing, which rose respectively from 274 473 in 2020 to **527 225** in **2021** for the first and 288 844 in 2020 to **555 892** in **2021** for the second. The total number of terminal passengers increased from **579 588** in 2020 to **1 083 117** in **2021**.

In the same perspective, freight and mail transported to/from Cameroon maintained an upward trend over the period 2019-2021, with an average annual growth rate of **07.43%**. This shows that air cargo experienced consistent growth following the COVID-19 pandemic. The suspension of passenger flights due to the pandemic led to a significant loss of bellyhold cargo capacity globally. Nevertheless, to maintain the transport of essential medical and food supplies and the supply chain around the world, freighter operators seized the opportunity by increasing their offer to address the shortfall in capacity. Many passenger airlines reconfigured their aircraft for cargo-only flights while others did remove the cabin seats to increase cargo volume. Shipments containing personal protection equipment, test kits, masks and perishables were among the air cargo transported by both scheduled and non-scheduled freighter operators

From the analysis of the performances of the various airports, it is clear, among other things, that the Douala airport is the most solicited for international flights and freight transport and that of Yaoundé-Nsimalen is the most prolific for national flights and that which records the highest load factors.

I) AIR TRAFFIC PERFORMANCE IN CAMEROON DURING 2020 AND 2021

The traffic of aircraft movements, persons and goods transported in Cameroon during the years 2020 and 2021 show that the airline sector was greatly affected by the COVID-19 pandemic, recording an unprecedented drastic chute in 2020 before experiencing a mild recovery in 2021. This drastic drop was due to travel restrictions and lockdowns measures adopted by many countries to limit the spread of the COVID-19 virus.

1. Aircraft movements

In an effort to slow the spread of the epidemic, Cameroon, like many other countries around the world, closed its borders in March 2020. The resulting consequence was a dramatic drop in aircraft movements of more than 50% in the year 2020 compared to 2019, falling from 39,580 movements in 2019 to **19,969** movements in 2020. Despite the significant growth in air traffic recorded in 2021 compared to the previous year, aircraft movements remained at **27 850** for both landings and take-offs, far below the pre-COVID-19 pandemic (2019) level by **-29,6%**. This implies a daily average of **76** movements in 2021 instead of the 96 recorded in 2019.

1.1 Aircraft movements per type of flight

In 2021, aircraft movements were largely dominated by scheduled commercial flights, which recorded **23 229** movements (**83,41%**), followed respectively by non-scheduled commercial and non-commercial flights, with each accounting for **2 378** and **2 243** movements. During the period 2019-2021, aircraft movements for scheduled commercial flights dropped from **26 499** movements in 2019 to **14 297** in 2020 before rising to **23 229** movements in 2021. Non regular commercial movements dropped from 7 130 in 2019 to 2 832 in 2020 and to 2 378 movements in 2021,

According to data from ASECNA, about **23,358** overflights were recorded in Cameroon in **2021**, broken down as 21 053 overflights recorded at Douala, 1 690 at Garoua and 615 at Yaound-Nsimalen international airports respectively.

Table 1. Evolution of aircraft movements per flight type from 2019 – 2021

Type of flight	Aircraft movements			Variation		% share in 2021
	Yr 2021	Yr 2020	Yr 2019	2021/20	2021/19	
Regular commercial	23 229	14 297	26 499	62,47%	-12,34%	83,41%
Non Regular commercial	2 378	2 832	7 130	-16,03%	-66,65%	8,54%
Non commercial	2 243	2 840	5 951	-21,02%	-62,31%	8,05%
Total	27 850	19 969	39 580	39,47%	-29,64%	100,00%

Source: CCAA, 2022.

Chart 1: Breakdown of aircraft movements per type of flight in 2021

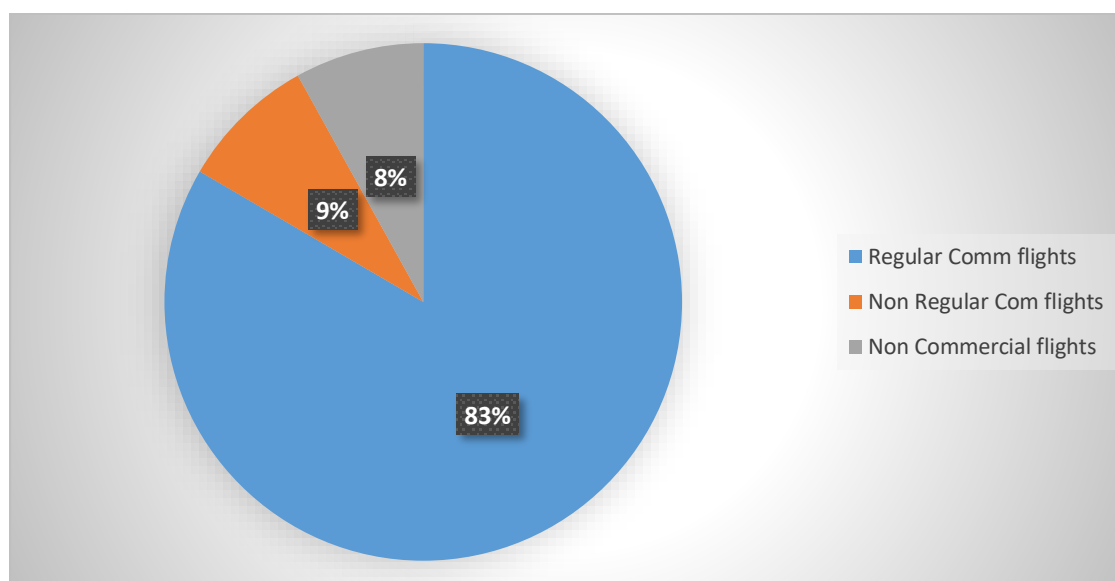
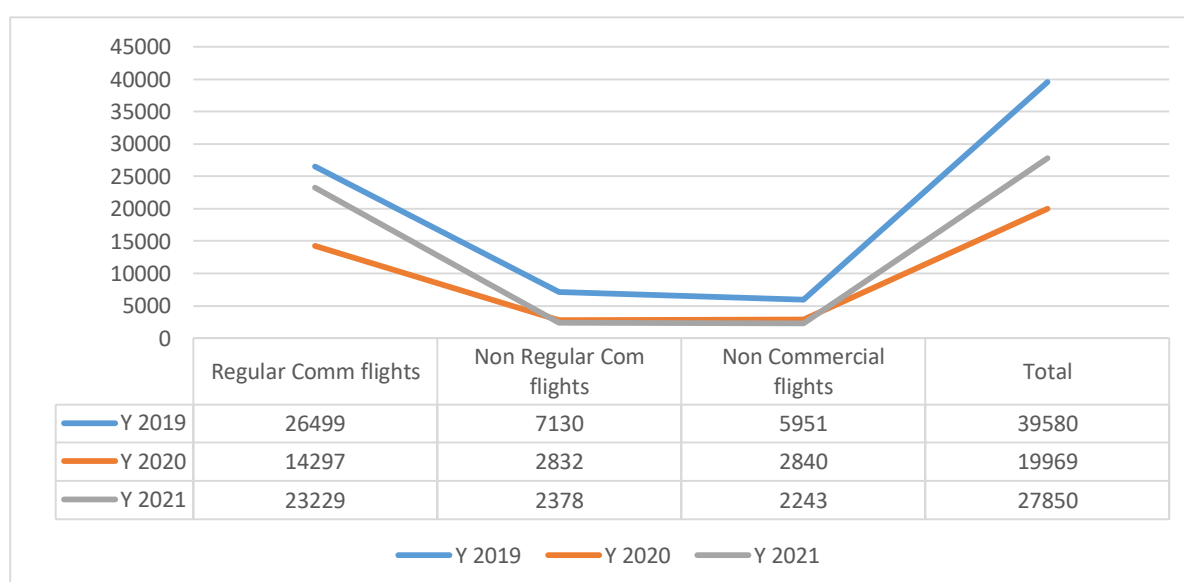


Chart 2: Evolution of aircraft movements per flight type from 2019 - 2021



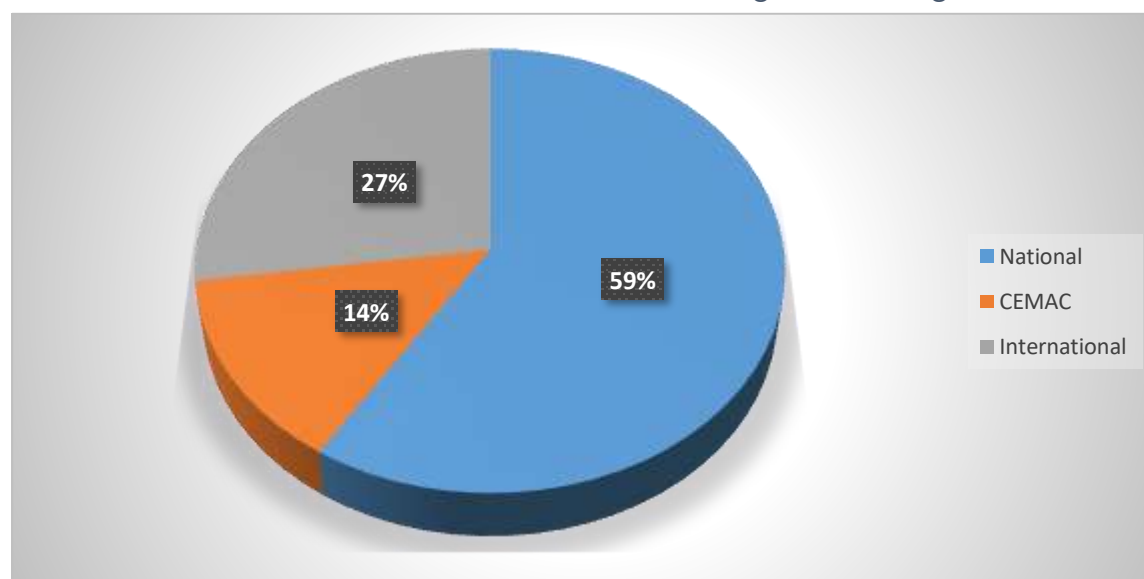
1.2 Distribution of aircraft movements according route segment

The national route segment (the domestic network) covered about 59% of the total flights recorded in 2021 with 16 428 movements out the 27 850, followed by the International route segment beyond the CEMAC region with 7 588 movements, approximately 14%, while flights within the CEMAC sub region amounted to 3 834 movements, covering 14% 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 2: Evolution of aircraft movements route segment 2019 – 2021.

Route segment	Aircraft movements			Variation		% share in 2021
	Yr 2021	Yr 2020	Yr 2019	2021/20	2021/19	
National	16 428	11 832	21 153	38,84%	-22,34%	58,99%
CEMAC	3 834	2 977	7 771	28,79%	-50,66%	13,77%
International	7 588	5 160	10 656	47,05%	-28,79%	27,25%
Total	27 850	19 969	39 580	39,47%	-29,64%	100,00%

Chart 3: Breakdown of aircraft movements according to route segment in 2021



Source: CCAA, 2022.

1.3 Distribution of aircraft movements per airport

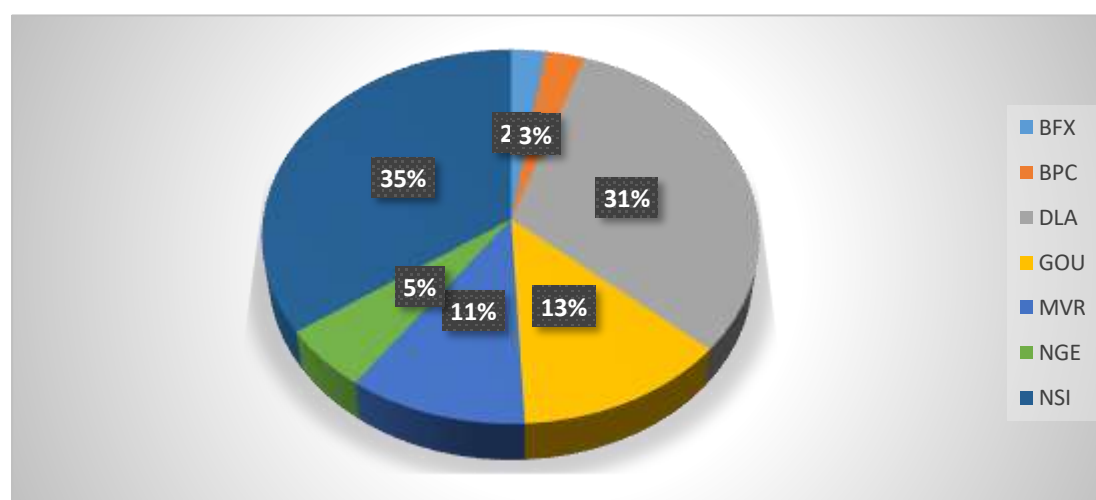
Most of the traffic of aircraft movement is realized at the Douala International Airport that continues to maintain dominance as the most frequented airport in Cameroon. Located at the economic and commercial capital of the country, the Douala international airport covered 47.05% of total flights in 2021,

followed by Younde-Nsimalen international airport with 31.93%. The international airports of Garoua and Maroua-Salak covered 7.73% and 6.91% of aircraft movements respectively, while the secondary airports of Ngaoundere, Bafoussam-Bamoungoum and Bamenda covered just 3.29%, 1.45% and 1.64% respectively. Whereas the majority of the international aircraft movements realized in 2021 were via the Douala airport which covered 69.80%, as compared to just 27.85% for Younde-Nsimalen, the latter dominated in terms of the percentage share of domestic flights, covering 34.76%, compared to 31.23% for the former.

Table 3: Distribution of aircraft movements per airport in 2021

Airport	Aircraft Movements			Percentage share of traffic		
	National	International	Total	Nat	Int	Total
Bafoussam	405	-	405	2,47%	0,00%	1,45%
Bamenda	456	-	456	2,78%	0,00%	1,64%
Douala	5 131	7 972	13 103	31,23%	69,80%	47,05%
Garoua	2 090	64	2 154	12,72%	0,56%	7,73%
Maroua	1 749	175	1 924	10,65%	1,53%	6,91%
Ngaoundere	886	30	916	5,39%	0,26%	3,29%
Nsimalen	5 711	3 181	8 892	34,76%	27,85%	31,93%
Total	16 428	11 422	27 850	100,00%	100,00%	100,00%

Chart 4: Breakdown of aircraft movements according to route segment in 2021



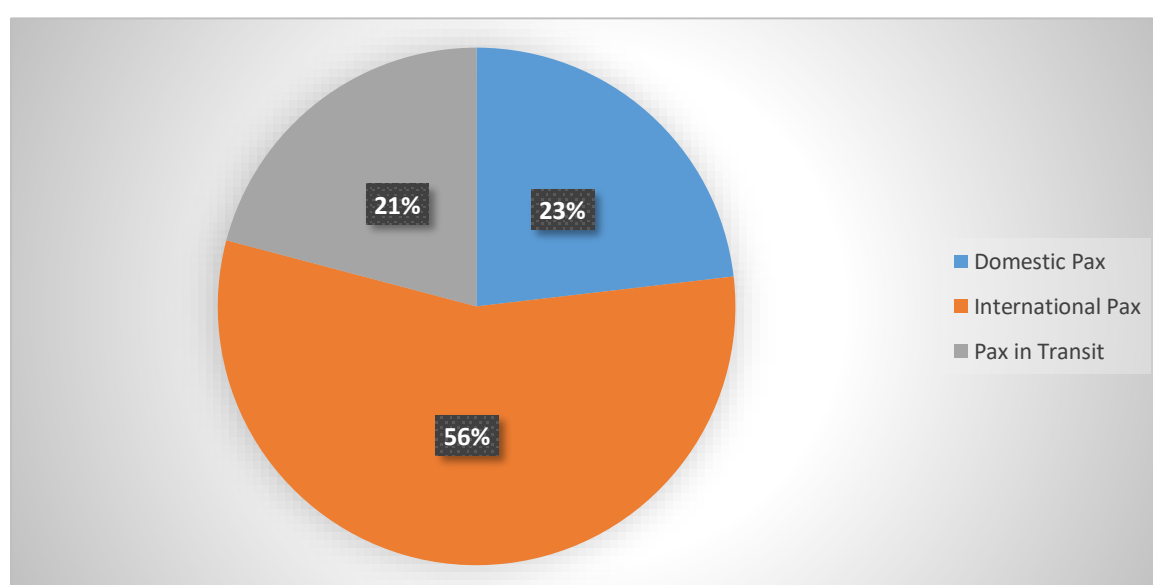
2. Passenger Traffic

During the year **2021** the traffic of persons recorded a total of **1 369 045** passengers distributed as follows :

- **317 029** passengers on the domestic network;
- **766 088** passengers on the international routes;
- **285 928** passengers in transit.

After witnessing an unprecedented drastic chute of 61.69% in 2020 compared to 2019 due to the COVID-19 pandemic and the consequent border closures and restrictions in travel, the traffic of passengers recorded a remarkable growth of 86.88% **year-on-year** in Cameroon during 2021. The number of direct passengers carried by air in Cameroon fell from 1 512 735 in 2019 to 579 588 passengers in 2020 before rising to **1 083 117** in 2021. This progressive tendency is highly sustained by the remarkable evolution of passengers carried via regular commercial flights with covered **98%** of total terminal passengers in 2021. However, despite the significant growth in air traffic recorded in 2021 compared to the previous year, the traffic of passengers remained below the pre-COVID-19 pandemic (2019) levels by **-26,83%**.

Chart 5: Distribution of the number of passengers according to their nature in 2021



Source: CCAA, 2021.

From these data, it appears that an average of **49** passengers are transported per aircraft movement for all types of flight. This trend varies considerably when assessed by airport and type of flight. As an illustration, the following passenger averages are observed for the following airports:

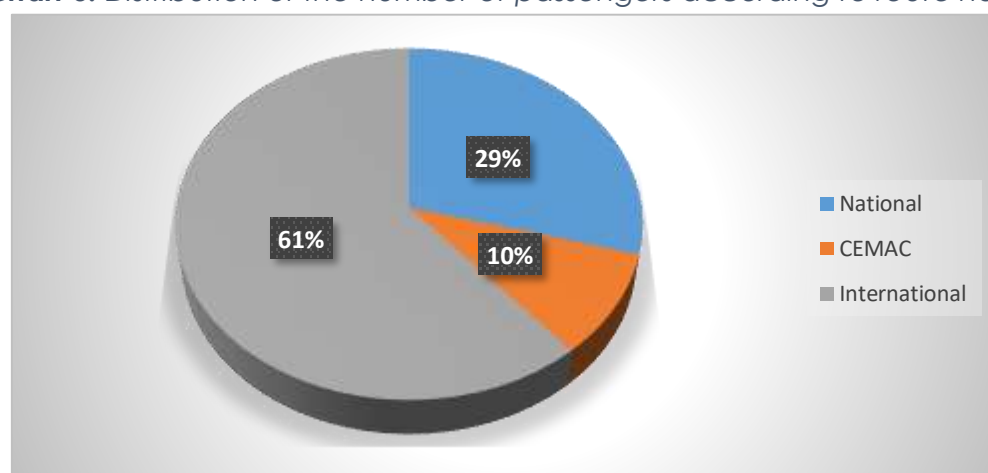
- **64** passengers at Yaounde-Nsimalen against **60** passengers in Douala for regular commercial flights via both international airports;
- **29** passengers in Ngaoundéré against **24** passengers in Bafoussam for regular commercial flights to both secondary airports;
- **12** passengers in Maroua-Salak against **05** passengers in Garoua for non-scheduled commercial flights to both airport international airports;
- **06** passengers at Ngaoundéré against **02** passengers at Bamenda for non commercial flights to both airports.

Table 4: Average number of passengers per flight according to the airport and the nature of the flight in 2021

Airports	Nature of Flight	Aircraft Movements	Passengers	Passengers in Transit	Total Passengers	Average pax/mvt
Bafoussam	Regular Commercial	194	4 655	62	4 717	24
	Non Regular Commercial	69	308	-	308	4
	Non Commercial	142	243	16	259	2
	Total	405	5 206	78	5 284	13
Bamenda	Regular Commercial	-	-	-	-	-
	Non Regular Commercial	165	322	-	322	2
	Non Commercial	291	640	-	640	2
	Total	456	962	-	962	2
Douala	Regular Commercial	11 975	581 780	142 488	724 268	60
	Non Regular Commercial	628	4 981	225	5 206	8
	Non Commercial	500	329	59	388	1
	Total	13 103	587 090	142 772	729 862	56
Garoua	Regular Commercial	1 467	50 312	3 822	54 134	37
	Non Regular Commercial	161	723	97	820	5
	Non Commercial	526	36	262	298	1
	Total	2 154	51 071	4 181	55 252	26
Maroua-Salak	Regular Commercial	1 045	38 353	1 240	39 593	38
	Non Regular Commercial	393	4 279	433	4 712	12
	Non Commercial	486	2 620	3	2 623	5
	Total	1 924	45 252	1 676	46 928	24
Ngaoundéré	Regular Commercial	728	19 955	1 259	21 214	29
	Non Regular Commercial	20	38	-	38	2
	Non Commercial	168	804	162	966	6
	Total	916	20 797	1 421	22 218	24
Yaoundé-Nsimalen	Regular Commercial	7 820	366 512	135 119	501 631	64
	Non Regular Commercial	942	5 913	450	6 363	7
	Non Commercial	130	314	231	545	4
	Total	8 892	372 739	135 800	508 539	57
General = All Airports	Regular Commercial	23 229	1 061 567	283 990	1 345 557	46
	Non Regular Commercial	2 378	16 564	1 205	17 769	7
	Non Commercial	2 243	4 986	733	5 719	2
Total		27 850	1 083 117	285 928	1 369 045	49

Source : CCAA, 2019.

Chart 6: Distribution of the number of passengers according to route network in 2021



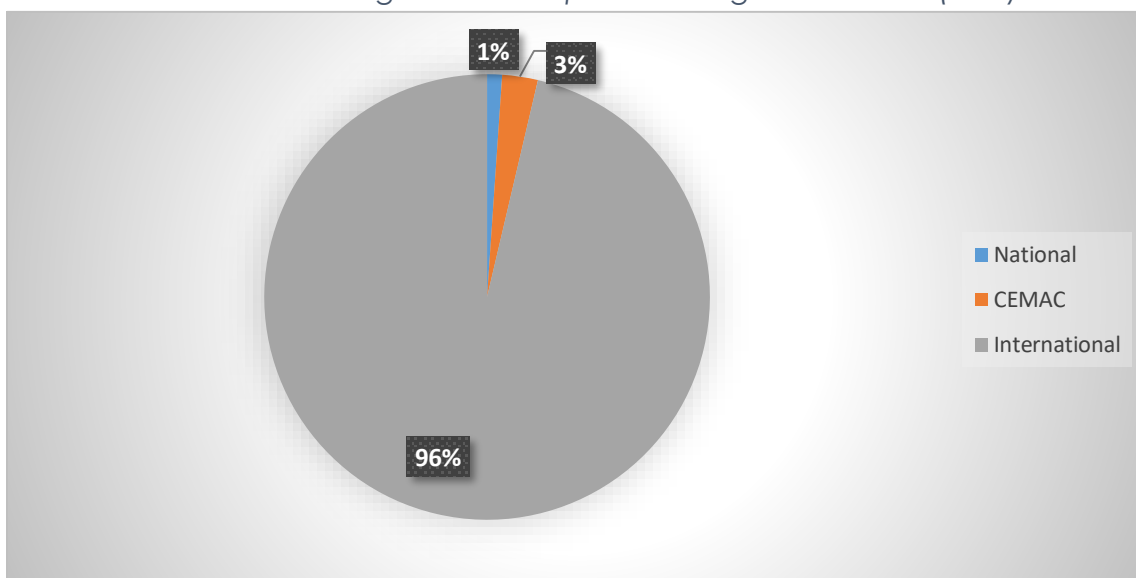
According to the route network, the International route segment beyond CEMAC recorded the greatest share of the total number of passengers to and from Cameroon in 2021 with 663 033 passengers (**61.22%**), followed by the domestic route segment with 317 029 passengers (**29.27%**). The route segment covering the CEMAC sub region recorded the least number of passengers in 2021 with 103 055 passengers (**9.51%**).

In terms of terminal passengers, a total of **527 225** persons were recorded at the landing of aircraft as disembarked passengers, while **555 892** passengers were embarked at the departure of aircraft across the various airports in Cameroon. As earlier indicated above, there were **285 928** passengers in transit.

3. Freight and mail traffic

Freight and mail traffic amounted to **25 105.58 tons** in 2021, distributed as **24 184 tons** for international traffic beyond CEMAC, **649 tons** transported on the CEMAC sub regional network and **272 tons** on the domestic route segment. This flow is largely dominated by those originating from the international road segment outside the Central African Economic and Monetary Community (CEMAC) which accounts for **96.33%** of the total amount of freight and mail. The CEMAC and domestic route segments recorded just 2.59% and 1.08% of freight and mail respectively.

Chart 7: Distribution of Freight and Mail per road Segment in 2021 (tons)



Source : CCAA, 2022.

The majority of freight and mail traffic to and from Cameroon, about 93% is carried by scheduled commercial flights, internationally, in the hold of passenger aircraft ("belly freight") rather than in "full cargo" aircraft. In 2021, for example, Ethiopian Airlines carried about **31,72%** market share ahead of Brussels Airlines at **24,11%**, Air France at **19,87%**, Allied Air (DHL) at **11,88%** of total freight traffic of **25 106 tons**.

II) EVOLUTION OF AIR TRANSPORT DURING THE TRIENNIUM 2019-2021

After witnessing a stable growth from 2011 to 2019, air traffic with an unprecedented drop 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 **2019-2021**, in terms of the evolution of the movements of aircraft, passenger flows and cargo tons transported is essential to access the impact of the pandemic on air traffic performance over time.

A. Evolution of aircraft movements

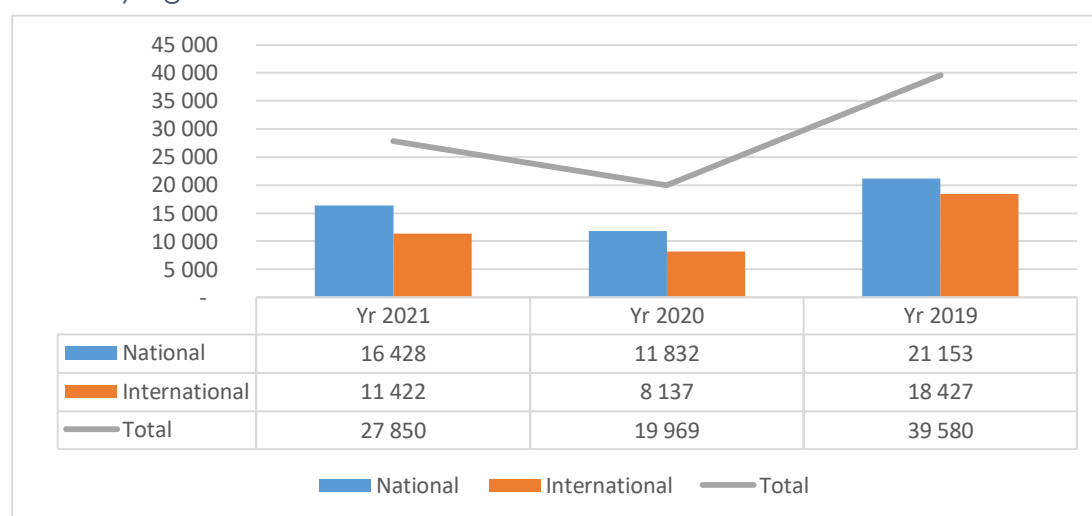
Between 2019 and 2021, aircraft movements recorded an average annual regression rate of **-15.06%**, from **39 580** movements in 2019 to **27 850** movements in 2021, both landings and take-offs. This was mainly due to the deceleration of **-49.89%** observed between 2019 and 2020 due to the outbreak 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.

The movement of aircraft in Cameroon during the last three (03) years (**2019-2021**), analyzed under the prism of the route segment and the type of flight permits to highlight the variation factors of the poor performances recorded by the evolution of flights over the period stipulated above.

1. Evolution of aircraft movements according to route segment

Aircraft movements dropped from **21 153** movements in 2019 to **16 428** movements in 2021 for national flights while international flights (beyond the national territory) fell from **18 427** movements to **11 422** aircraft movements. This regression was quite acute in **2020** with both domestic and international flights falling drastically to **11 832** and **8 137** movements, respectively.

Chart 8: Evolution of aircraft movements for national and international (including CEMAC) flights between 2019 and 2021

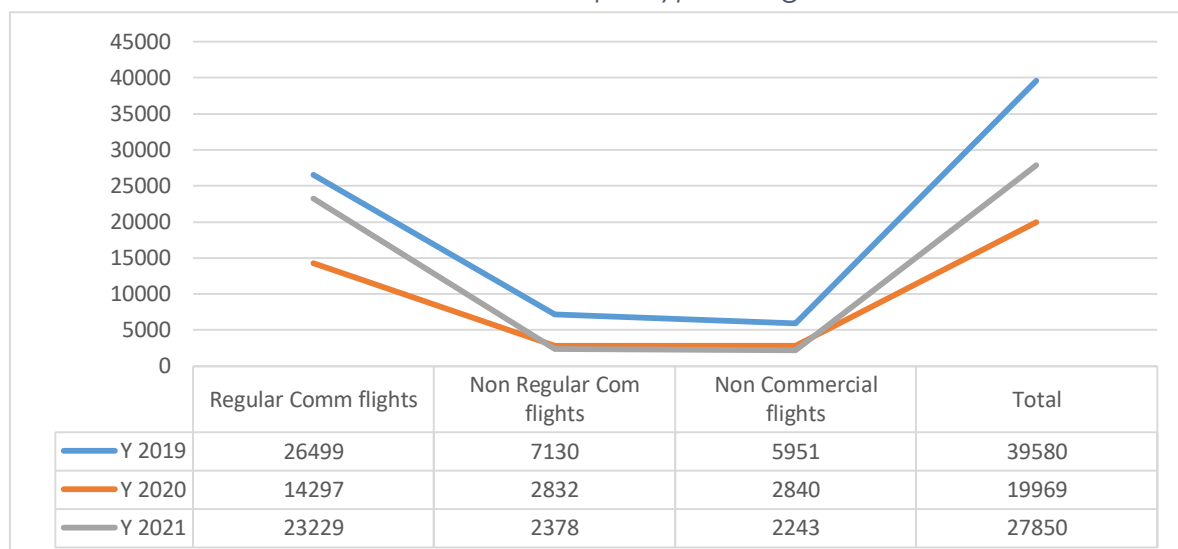


Source : CCAA, 2022.

2. Evolution of aircraft movements per type of flight

The deceleration observed in general by the movements of flights in Cameroon over the period **2019-2021** was manifested on all types of flights. While regular commercial flights recorded an average annual regression rate of **-6.17%** during this period, non-scheduled commercial flights and non-commercial flights recorded an annual average drop of **-33.32%** and **-31.15%**, respectively, over the same period.

Chart 9: Evolution of aircraft movements per type of flight between 2019 and 2021

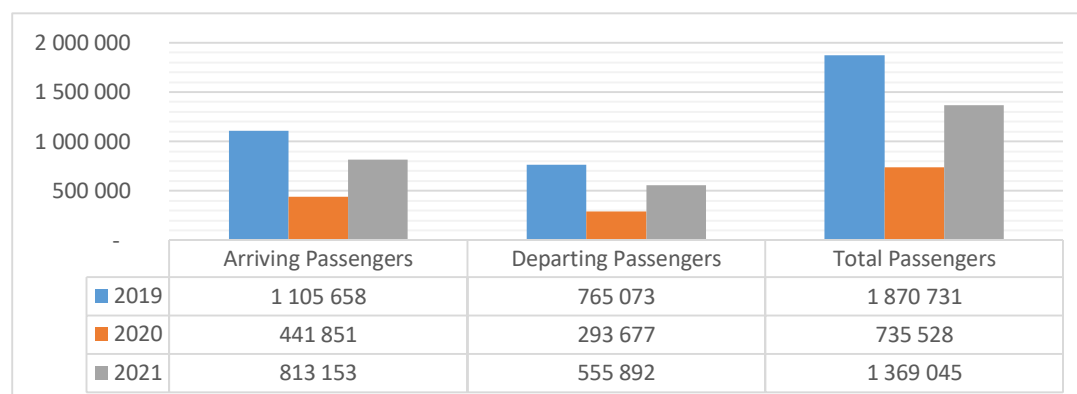


performance over the **2019-2020** period compared to the previous years resulted in a decrease in the growth rate of the number of people who took the plane as a means of transportation. However, passenger flows witnessed a mild recovery in 2021 compared to the previous year. The evolution of passenger flows in Cameroon over the **2019-2021** triennium can best understood from an analysis of the nature of passengers, the movement of aircraft, types of flights, segments of road as well as from the airline companies.

1. Evolution of Passenger traffic at arrival and departure

In **2021**, passenger traffic registered a general increase of **86.13%** over the previous year, reaching **1 369 045 total** passengers, compared to **735 528** passengers carried in **2020**. This increase, although considerable, does not permit to attain the pre-covid-19 passenger levels of 2019, falling short of that level by **-26.82%**. This translates into an average annual variation rate of **-13.41%** for the period 2019-2021. However, the exponential evolution between 2020 and 2021 shows that there was a mild recovery in air traffic with an upward trend in passenger flows compared to 2020, fostered by the continuing relaxation in travel restrictions in various parts of the world.

Chart 10: Evolution of departing and arriving passenger traffic between 2019 and 2021



Source: CCAA, 2022.

An in-depth analysis of the positive trend 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.

Table 5: Passenger traffic on departure and arrival between 2019 and 2021

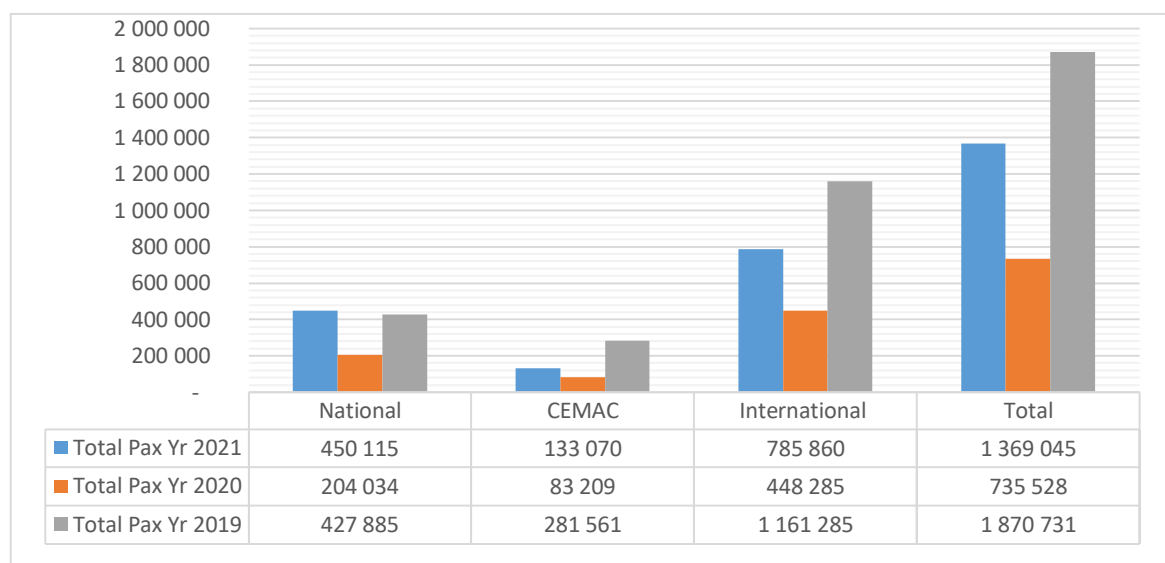
Year	Nature of passenger	Landings	Take-off	Total
2019	Direct	747 662	765 073	1 512 735
	In transit	357 996	0	357 996
	Total	1 105 658	765 073	1 870 731
2020	Direct	285 911	293 677	579 588
	In transit	155 940	0	155 940
	Total	441 851	293 677	735 528
2021	Direct	527 225	555 892	1 083 117
	In transit	285 928	0	285 928
	Total	813 153	555 892	1 369 045

Source : CCAA, 2022.

2. Passenger traffic by route segment

Between **2019** and **2021**, the number of total passengers transported on the domestic network increased by **5.20%**, rising from 427 885 total passengers in 2019 to reach 450 115 passengers in 2021. However, this positive result was largely offset by the sharp drop of **-52.74%** and **-32.33%** recorded in the number of people traveling by aircraft to/from the CEMAC countries and to/from the international level excluding CEMAC, respectively.

Chart 11: Evolution of passenger traffic by route segment between 2019 and 2021



Source : CCAA, 2019.

In 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 this segment of route.

Table 6: Passenger Traffic by Route Segment Between 2019 and 2021

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

Source : CCAA, 2022.

3. Passenger traffic per airline

During **2021**, 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 **11** of them operated to/from the Yaounde-Nsimalen international airport in 2021. As in the previous years, international air transport activity was largely dominated by European companies serving the Cameroonian destination, with Air France topping the list with **22.33%** of market share for direct passengers followed by Brussels Airlines (**17.28%**).

Ethiopian Airlines continues to maintain a remarkable dominance over the regional airlines, coming at the third position with 15.96% of market share, far ahead of Asky Airlines (**9.35%**) and even Turkish Airlines (8.90%). Rwandair (7.04%) and Kenya Airways occupy the 6th and 7th positions in terms of share of international passenger traffic transported to/from Cameroon. Meanwhile, the national carrier Camair-Co whose current strategy is to intensify its activities at the domestic routes before relaunching the international destinations recorded less than **0.5%** of international passenger traffic in 2021.

Table 7: International passenger traffic transported by airline via Douala and Yaoundé-Nsimalen international airports in 2021

Airlines	Passengers transported per year			Evolution in 2021		Mkt share in 2021
	Yr 2021	Yr 2020	Yr 2019	21/2020	21/2019	
AFRIJET	108	622	27 854	-82,6%	-99,6%	0,01%
Air Côte D'ivoire	48 703	25 728	91 817	89,3%	-47,0%	6,62%
Air France	164 334	95 648	288 522	71,8%	-43,0%	22,33%
ASKY Airlines	68 786	38 184	134 206	80,1%	-48,7%	9,35%
Brussels Airlines	127 181	68 853	244 249	84,7%	-47,9%	17,28%
CEIBA International	2 124	5 488	31 336	-61,3%	-93,2%	0,29%
Congo Airways	345	0	827	100,0%	-58,3%	0,05%
CRONOS Airlines	4 849	6 882	12 942	-29,5%	-62,5%	0,66%
Egyptair	17 625	4 803	3 498	267,0%	403,9%	2,40%
Ethiopian Airlines	117 442	61 666	198 565	90,4%	-40,9%	15,96%
Camair-Co	1 468	1 544	12 092	-4,9%	-87,9%	0,20%
Air Senegal	16 950	1 308	0	1195,9%	0,0%	2,30%
Kenya Airways	25 474	17 763	86 139	43,4%	-70,4%	3,46%
Royal Air Maroc	8 292	13 457	71 486	-38,4%	-88,4%	1,13%
Rwandair	51 770	30 760	92 070	68,3%	-43,8%	7,04%
Tchadia	9 219	8 824	15 489	4,5%	-40,5%	1,25%
Trans Air Congo	5 126	1 806	8 641	183,8%	-40,7%	0,70%
Turkish Airlines	66 085	31 515	97 647	109,7%	-32,3%	8,98%
Total	735 881	414 851	1 417 380	77,4%	-48,1%	100,00%

Source : CCAA, 2022.

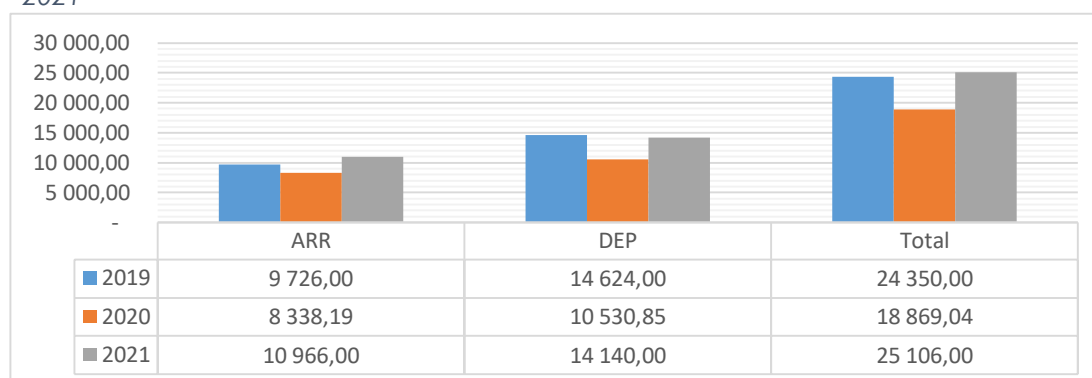
C. Evolution of freight and mail traffic

The traffic of freight and mail witnessed a sharp decline of **22.51%** over the period **2019-2020**, falling from **24 350 tons** in 2019 to **18 869 tons** in 2020. Nevertheless, 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. The growth in the level of freight and mail traffic can be well analysed by approaching it according to the direction of the aircraft movement, the type of flight and the route segment.

1. Freight and mail traffic on arrival and departure of planes

Freight and mail traffic to/ from Cameroon on arrival and departure recorded a reverse trend between **2019-2021**. Indeed, while the quantity of freight and mail arriving from Cameroon has experienced a positive evolution of about **6.37%** average annual growth rate, that of the quantity of freight and mail departing from Cameroon experienced a negative evolution of **-1.65%**.

Chart 12: Evolution of freight and mail traffic at departure and arrival between 2019 and 2021



Source: CCAA, 2022.

There was a slightly downward trend observed in the amount of freight and mail to / from Cameroon between 2019-2020 due to the effects of the corona virus pandemic. However, good results were recorded between 2020 to 2021 as a result of the cargo enhancement measures and recovery strategies adopted by most airlines and governments across the globe. This results to an upward trend of **1.55%** average annual growth in freight and mail tons over the period 2019-2021.

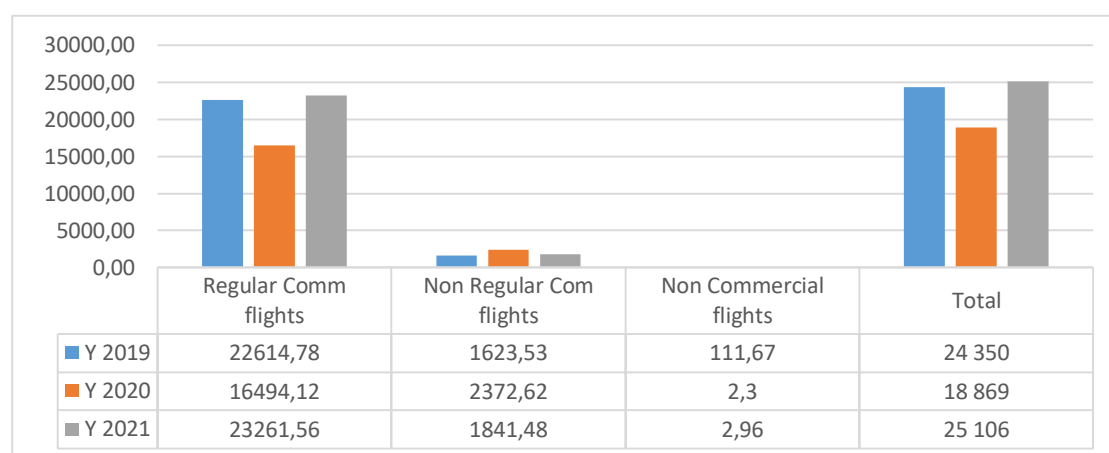
The growth in the volume of freight unloaded reflects the reality that Cameroon imports more than it exports.

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 (**92.65%** in 2021) is carried by scheduled commercial flights, internationally, in the hold of passenger aircraft ("belly freight") rather than in "full cargo" aircraft. In 2021, for example, Ethiopian Airlines carried about 31,72% market share ahead of Brussels Airlines at 24,11%, Air France at 19,87%, Allied Air (DHL) at 11,88% of total freight traffic of **25 106 tons**. The proportion of freight and mail traffic covered by non-scheduled flights attained **12.57%** of

total cargo traffic in 2020 due to the expansion of such flights following the border closures across the globe.

Chart 13: Evolution of Freight and Mail tons by Flight type between 2019 and 2021

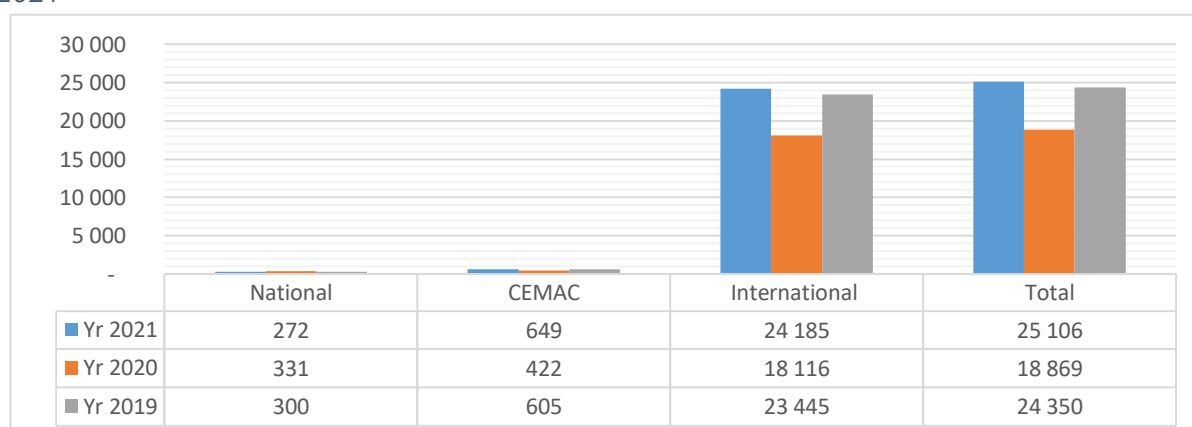


Source : CCAA, 2022.

3. Freight and mail traffic by road segment

The upward trend observed in freight and mail traffic to/from Cameroon over the **2019-2021** triennium is justified by the mixed performance of the freight and mail traffic of the each of the three route segments that compose it. Indeed, the good performance of freight and mail traffic to/from the CEMAC and international routes in general over the years 2019-2021, marked by an annual average growth rate of **3.62%** and **1.58%** for both segments respectively, permitted to reduce the negative impact of the poor performance of the domestic network which has experienced an average annual regression rate of **-4.60%** over the said period.

Chart 14: Evolution of freight and mail traffic by road segment between 2019 and 2021



Source : CCAA, 2022.

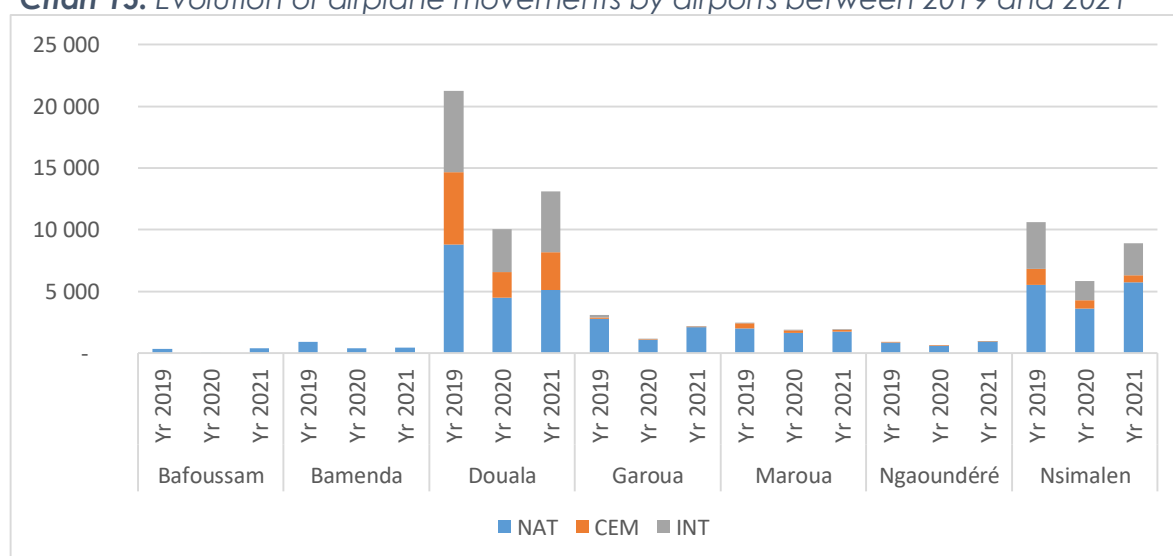
III) PERFORMANCE OF CAMEROONIAN AIRPORTS

The activities of the various airports in Cameroon over the period 2019 and 2021 were greatly influenced by advent of the international health crisis of Covid-19. With the interruption of commercial air traffic at the beginning of the health crisis and the slow resumption of flights by the various companies, Cameroon's airports also had to face a drop in their activities and revenues. To demonstrate this assertion, a review of airport results will be conducted based on aircraft movements, passenger flows, and cargo and mail traffic.

A. Airport performance in terms of aircraft movements

The good performance recorded by aircraft movements in Cameroon between 2020 and 2021 masks 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 manifested via the share of total aircraft movements recoded: **53.88%**, **50.34%** and **47.05%** for 2019, 2020 and 2021 respectively. Nevertheless, this does not offset the continuous growth observed at the Yaoundé-Nsimalen, airport over the triennium, recording 26,74% of total traffic in 2019, 29.36% in 2020 and 31.93% in 2021, respectively. Similarly, the airports of Ngaoundere and Bafoussam observed upward trends in terms of percentage share of total traffic.

Chart 15: Evolution of airplane movements by airports between 2019 and 2021



Source : CCAA, 2022.

The decrease in the number of flights at Bamenda airport in particular is due, among other things, to the suspension of regular commercial flights on this route by the national carrier, Camair-Co, for security reasons.

B. Airport performance according to passenger flows

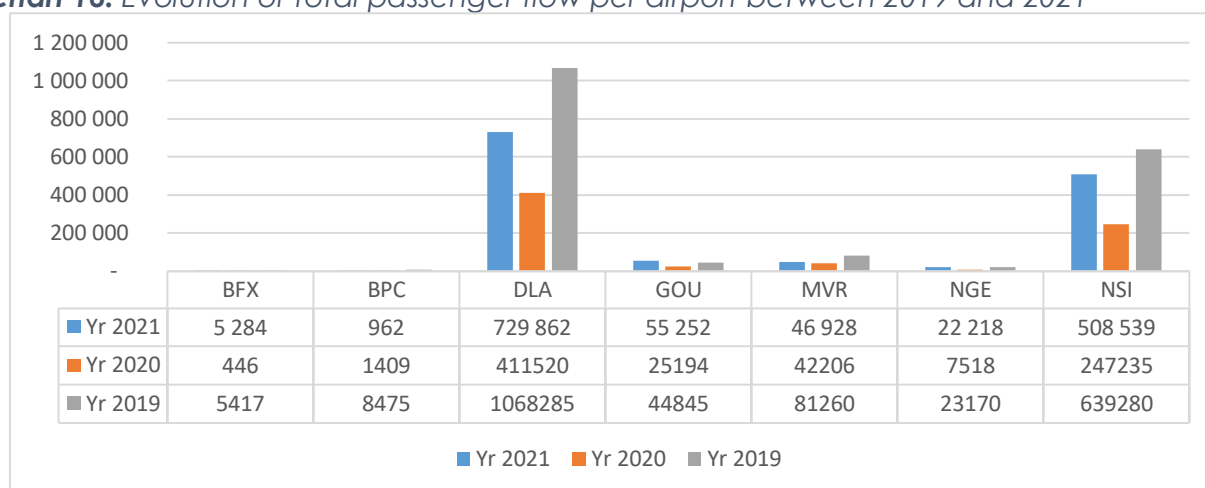
The highest rate of traffic was recorded at the Douala International Airport, located in the economic capital of Cameroon. This airport has shown strong growth in passenger traffic in recent years with a market share equal to **53.31%** of air passengers in 2021. This performance is followed by that of the Yaounde-Nsimalen international airport, which has a coverage rate of **33.61%** in 2021. 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 highly solicited for scheduled and non-scheduled commercial flights. For instance, all the **18** regularly commercial carriers that operated to / from Cameroon in 2021 served this airport whereas only **11** of them used the Yaounde-Nsimalen international airport.

The increasing number of passengers registered by the aviation sector in Cameroon between 2020 and 2021 is only the result of the good progress observed at almost all Cameroonian airports, except Bamenda. This is justified by the suspension of Camair-Co's activities to this airport in relation to the security crisis plaguing the two English speaking regions of the country.

Furthermore, we first observe the preponderance of the Douala airport in terms of passenger transport via the international routes. In another perspective, the dominance of Yaoundé-Nsimalen airport is also evident in terms of passenger transported internally. Finally, it appears that these two international airports recorded most passengers in transit in 2021.

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 this line are generally pilgrims traveling for the 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 2021



Source : CCAA, 2022.

Given the increase in the number of passengers compared to the mixed evolution of the number of flights per airport in general and that of Douala in particular, two observations emerge:

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

For example, while the average number of passengers per domestic flight for the Douala airport increased from **15** in **2019** to **25** in **2021**, that of Yaounde-Nsimalen rose from **28** in **2019** to **33** in **2021**. Similarly, the average number for an international flight in terms of Yaounde-Nsimalen airport increased from **95** in **2019** to **100** in **2021** and the same average number for Douala dropped from **102** in **2019** to **75** in **2021**. Thus confirming that fact flights via Yaounde-Nsimalen obtain the highest load factor.

Table 8: Average Number of Passengers per Flight by Airport and Road Segment from 2019-2021

Airports	Route Segment	Average Passengers/Movement		
		Year 2019	Year 2020	Year 2021
Bafoussam	National	16	9	13
	CEMAC	0	0	0
	International	0	0	0
Bamenda	National	10	4	2
	CEMAC	0	0	0
	International	0	0	0
Douala	National	15	15	25
	CEMAC	36	37	39
	International	111	77	97
Garoua	National	15	23	26
	CEMAC	1	1	8
	International	20	0	11
Maroua-Salak	National	38	25	26

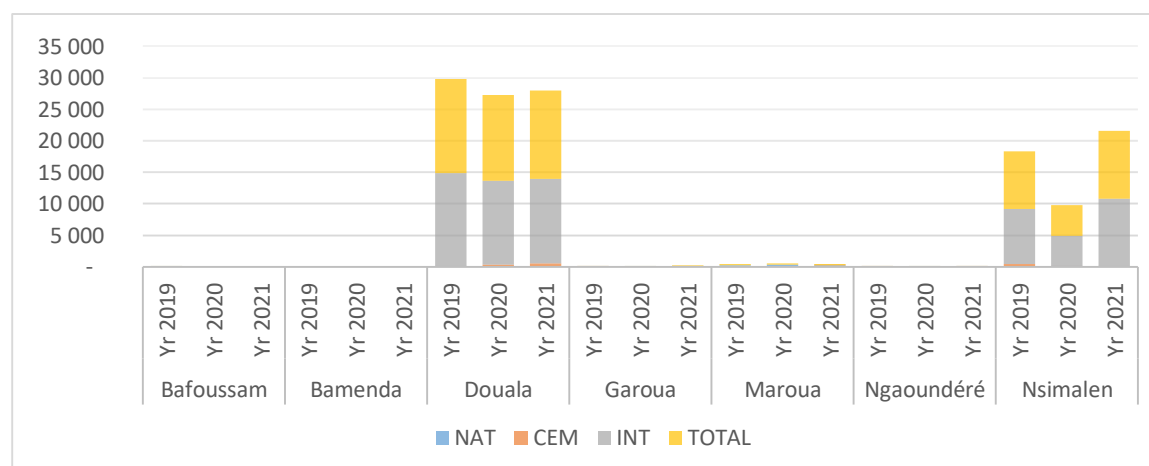
	CEMAC	12	8	7
	International	12	6	10
Ngaoundéré	National	26	12	25
	CEMAC	26	14	7
	International	0	0	0
Yaoundé- Nsimalen	National	28	18	33
	CEMAC	50	8	23
	International	110	111	118
General	National	20	17	27
	CEMAC	36	28	35
	International	109	87	104

Source : CCAA, 2022.

C. Airport performance according to freight and mail traffic

The continuous growth observed in freight and mail traffic to/from Cameroon results from an upward trend of this traffic experience at the international airports of Douala and Yaounde Nsimalen. It's equally observed that while freight traffic via the CEMAC and international destinations continue to improve, freight and mail traffic transported on the national network remains stagnant.

Chart 17: Evolution of airport freight and mail traffic between 2019 and 2021



Source: CCAA, 2022.

Furthermore, the participants at the forum on the quality of services offered to air transport users organised by the Cameroon Civil Aviation Authority from October 13 -15 in Douala did remarked that the fact that the Custom services at the international airport in Douala does not operate 24hours on 24 and on public holidays constitutes a major handicap in the development cargo activities in Cameroon.

IV) ACTIVITIES OF AIRLINES OPERATING TO/FROM CAMEROON

A. Activities of the national carrier Camair-CO

a) National activity

Table 9: Distribution of passengers, movements and freight and mail tons for domestic flights

Category	2 021	2 020	2 019	Variation	
				2021/20	2021/19
Passengers	323 602	103 752	324 517	211,90%	-0,28%
Movements	10 140	2 738	8 060	270,34%	25,81%
Freight & Mail (Tons)	269,49	71,26	311	278,18%	-13,35%
Pax/movement	32	38	40	-15,78%	-20,74%

Camair-co continuous to intensify its activities at the national level after suspending most of it activities at the international level. Nevertheless, while the number of aircraft movements at the national has grown beyond the pre-covid-19 level by **25.81%**, passenger numbers remain below the level of 2019 by **-0.28%**. This implies that the number of passengers transported by Camair-co per flight continuous to decrease year-on-year, passing from **40** passengers per aircraft movement in 2019 to **38** in 2020 before dropping to **32** in 2021.

b) International activity

Table 10: Distribution of passengers, movements and freight and mail tons for international flights

Category	2 021	2 020	2 019	Variation	
				2021/20	2021/19
Passagers	1 487	1 674	16 444	-11,17%	-90,96%
Mouvements	128	92	566	39,13%	-77,39%
Freight & Mail (Tons)	17,75	0	22	0,00%	-19,32%
Pax/movement	12	18	29	-36,15%	-60,01%

In 2021 Camair-co covered just about **0.2%** of the total international passenger traffic transported to and from Cameroon given that the national carrier has suspended most of its international activities due certain operational difficulties.

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

a) Traffic of regular international passengers per airline

Table 11: Evolution of regular international passenger traffic per airline

Airlines	Passengers transported per year			Evolution in 2021		Mkt share in 2021
	Yr. 2021	Yr. 2020	Yr. 2019	21/2020	21/2019	
AFRIJET	108	622	27 854	-82,6%	-99,6%	0,01%
Air Côte D'ivoire	48 703	25 728	91 817	89,3%	-47,0%	6,62%
Air France	164 334	95 648	288 522	71,8%	-43,0%	22,33%
ASKY	68 786	38 184	134 206	80,1%	-48,7%	9,35%
Brussels Airlines	127 181	68 853	244 249	84,7%	-47,9%	17,28%
CEIBA International	2 124	5 488	31 336	-61,3%	-93,2%	0,29%
Congo Airways	345	0	827	100,0%	-58,3%	0,05%
CRONOS Airlines	4 849	6 882	12 942	-29,5%	-62,5%	0,66%
Egyptair	17 625	4 803	3 498	267,0%	403,9%	2,40%
Ethiopian	117 442	61 666	198 565	90,4%	-40,9%	15,96%
Air Senegal	16 950	1 308	0	1195,9%	0,0%	2,30%
Kenya Airlines	25 474	17 763	86 139	43,4%	-70,4%	3,46%
Royal Air Maroc	8 292	13 457	71 486	-38,4%	-88,4%	1,13%
Rwandair	51 770	30 760	92 070	68,3%	-43,8%	7,04%
Tchadia	9 219	8 824	15 489	4,5%	-40,5%	1,25%
Trans Air Congo	5 126	1 806	8 641	183,8%	-40,7%	0,70%
Turkish	66 085	31 515	97 647	109,7%	-32,3%	8,98%
Total	734 413	413 307	1 405 288	77,7%	-47,7%	99,80%

Source : CCAA, 2022.

Out of the **17** regular commercial airlines that served the Cameroon destination in 2021 via the Douala international airport, only 11 of them operated to the Yaounde-Nsimalen international airport.

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

Table 12: Evolution of aircraft movements per regular foreign airline

Airlines	Aircraft Movements per year			Evolution in 2021		Mkt share in 2021
	Yr 2021	Yr 2020	Yr 2019	21/2020	21/2019	
AFRIJET	669	348	888	92,2%	-24,7%	5,11%
Air Côte D'ivoire	1 459	778	1 800	87,5%	-18,9%	11,15%
Air France	1 232	929	1 618	32,6%	-23,9%	9,42%
ASKY	1 673	1 026	2 393	63,1%	-30,1%	12,79%
Brussels Airlines	1 292	909	2 111	42,1%	-38,8%	9,87%
CEIBA International	114	150	588	-24,0%	-80,6%	0,87%
Congo Airways	6	0	52	100,0%	-88,5%	0,05%
CRONOS Airlines	236	255	492	-7,5%	-52,0%	1,80%
Egyptair	238	93	136	155,9%	75,0%	1,82%
Ethiopian	1 454	1 086	1 431	33,9%	1,6%	11,11%
Air Senegal	406	24	0	1591,7%	0,0%	3,10%
Kenya Airlines	1 610	544	751	196,0%	114,4%	12,30%
Royal Air Maroc	220	368	1 096	-40,2%	-79,9%	1,68%
Rwandair	881	523	1 259	68,5%	-30,0%	6,73%
Tchadia	309	292	426	5,8%	-27,5%	2,36%
Trans Air Congo	100	36	110	177,8%	-9,1%	0,76%
Turkish	1 058	607	1 327	74,3%	-20,3%	8,09%
Total	12 957	7 968	16 478	62,6%	-21,4%	99,02%

c) Freight and mail tons per regular airline

Table 13: Evolution of freight and mail traffic per regular foreign airline

Company	Freight and mail tons			Variation 2021/20
	Yr. 2021	Yr. 2020	Yr. 2 019	
AFRIJET	48	0	0	0,0%
Air Côte D'ivoire	76	37	131	105,6%
Air France	4 985	3 500	8 602	42,4%
Ceiba International	1	0	2	100,0%
ASKY	45	10	1	325,7%
Brussels Airlines	6 057	3 795	5 972	59,6%
Air Algerie	393	36	0	987,5%
Camair-Co	287	71	332	303,1%
Allied Air Cargo (DHL)	2 979	3 526	4 411	-15,5%
Magma	727	892	0	-18,6%
Egyptair	27	0	0	100,0%
Ethiopian	7 948	5 250	923	51,4%
Air Senegal	9	0	0	100,0%
Kenya Airlines	586	458	324	27,8%
Royal Air Maroc	42	55	380	-22,2%
Rwandair	39	8	9	384,1%
Tchadia	2	88	0	-97,2%
Trans Air Congo	19	4	0	356,0%
Turkish	46	15	75	215,6%
Air Atlanta Icelandic	501	531		-5,7%
Air Cargo Global	31	0	20	100,0%
Cargolux Airlines	0	93	319	-100,0%
Total	24 849	18 370	21 503	35,3%

V) CITY PAIRS SERVED FROM CAMEROON VIA DIRECT FLIGHTS

A. Regular networks served from Cameroon

Table 14: 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	*	*	-	-	-	-	-

B. Traffic for regular destinations served from Cameroon

Table 15: Evolution of passenger traffic and aircraft movements city pair served from Cameroon

Airports		Passengers			Movements		
Name	Code	2021	2020	2019	2021	2020	2019
Paris Charles DG	CDG	164 872	94 571	244 724	784	492	1 148
Brussels	BRU	124 563	68 224	165 426	608	331	830
Addis Ababa	ADD	116 403	59 127	144 936	777	653	866
Istanbul	IST	65 875	31 435	69 638	545	347	908

Abidjan	ABJ	45 439	25 021	57 490	526	308	860
Libreville	LBV	30 391	17 911	57 597	865	635	2 233
Casablanca	CMN	8 049	13 442	44 054	114	232	684
Nairobi	NBO	20 752	12 805	38 397	341	280	617
Malabo	SSG	7 920	13 282	44 182	619	632	1 788
Cotonou	COO	8 442	9 158	31 252	442	209	644
Bangui	BGF	27 210	14 267	38 636	1 019	486	1 164
Lomé	LFW	40 433	19 087	44 913	739	376	735
Ndjamena	NDJ	22 250	16 259	35 464	799	755	1 624
Brazzaville	BZV	11 592	6 892	18 744	373	197	397
Kigali	KGL	29 690	12 426	24 904	289	167	346
Lagos	LOS	3 755	2 113	10 482	528	432	1 150
Bata	BSG	160	122	897	16	8	74
Johannesburg	JNB	1 355	85	897	23	77	182
CAIRO	CAI	17 836	5 437	2 889	242	88	73
TOTAL		746 987	421 664	1 075 522	9 649	6 705	16 323

Source: CCAA 2022

VI) THE CONSEQUENCES OF THE COVID-19 PANDEMIC ON AIR TRAFFIC AND PERSPECTIVES IN THE SHORT AND MEDIUM TERMS

A. The consequences of the health crisis on traffic

The perspectives for air transport at the beginning of 2020 looked good for the years to come. Unfortunately, this dynamism was interrupted by the outbreak of the international health crisis linked to the spread of the Covid-19 epidemic. On the African continent, international traffic dropped from 74 to 39 million between 2019 and 2020, while domestic traffic dropped from 41 to 15 million, which was even more affected. The year 2020 was marked by a devastating turning point in the aviation industry as many airlines faced financial difficulties, while others completely shut down their operations.

In an effort to slowdown the spread of the virus, Cameroon, like many other countries around the world, closed its borders in March 2020. The resulting consequence was an unprecedented drop in passenger traffic in 2020 of more than **61%** compared to 2019. The number of direct passengers carried by air in Cameroon fell from 1 512 735 in 2019 to 579 588 passengers in 2020 (**61.69%**). Similarly, during the twelve months of 2020, traffic of aircraft movement fell by **50%**, from 39 580 movements in 2019 to **19 969** movements in 2020. For air cargo traffic, the tonnage transported during the year 2020 recorded a **22%** regression compared to the previous year, falling from 24 350 tons in 2019 to 18 869 tons the following year.

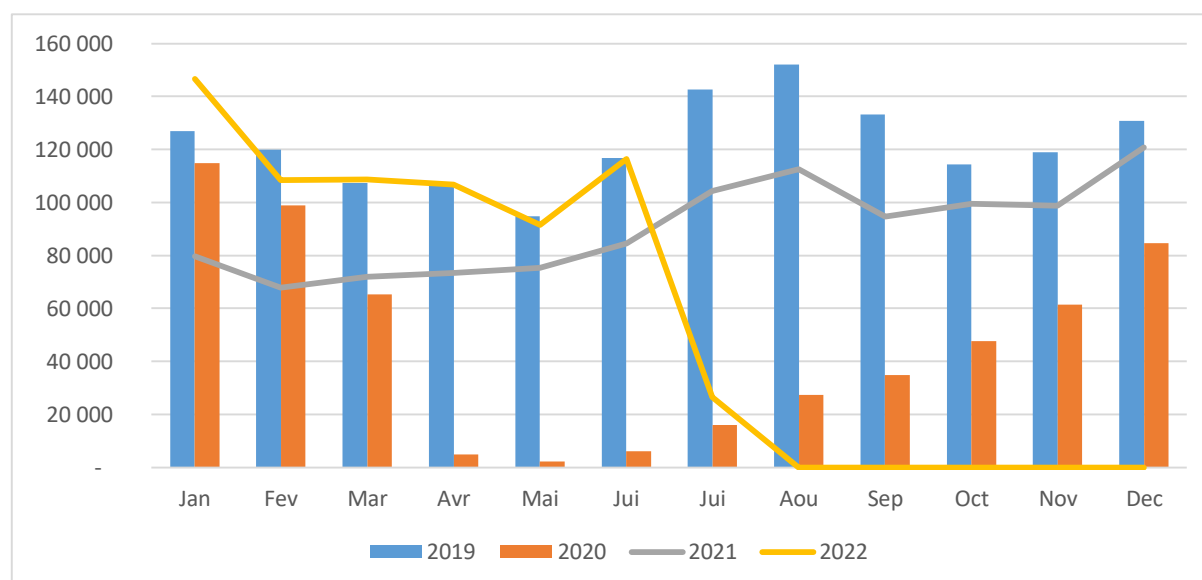
Although 2021 appeared to be a year of air traffic recovery, this recovery was intermittent due to the resurgence of other variants of the covid-19 virus such as the omicron leading to the imposition of stricter travel restrictions by certain countries. Despite the significant growth in air traffic recorded in 2021 compared to the previous year, the traffic of aircraft movements and

passengers remained below the pre-COVID-19 pandemic (2019) levels by - **29.64%** and **-26.82%** respectively. Freight traffic improved in 2021 by **3.10%** compared to 2019 level to attain **25 106** tons, up from 18 869 tons the previous year.

Chart 18: Evolution of traffic of direct passengers, aircraft movements and freight between 2019 and 2021

Traffic	2021	2020	2019	Evolution	
Direct Passengers	1 083 117	579 588	1 512 735	86,88%	-28,40%
Movements	27 350	19 969	39 580	36,96%	-30,90%
Freight and mail (tons)	25 106	18 869	24 350	33,05%	3,10%

Chart 19: Monthly variation of passenger flows between 2019 and 2022



Source: CCAA 2022

B. Short-term trends and perspectives

The effects of the health crisis and its consequences on air transport are still being felt up to date. The decrease in international air links due to the tightening of entry and exit rules in many countries, the significant reduction in flights for business reasons which are being replaced by videoconference exchanges and the economic and financial uncertainty resulting from this crisis are all factors affecting air transport in Cameroon and other parts of the world.

Nevertheless, as governments gradually ease restrictions on international travel, the aviation sector is poised to rebound and thrive in a post-pandemic world. Air traffic demand is projected to increase over the course of 2022. The demand for mobility between Europe and Africa has rebounded since the stabilization of entry and exit rules and the start of vaccination campaigns.

Driven by business reasons and travel demand from the diaspora, there has been a clear upturn in international flights by Air France (with a program from Paris to Douala and Yaoundé of more than one flight per day on average since 2021), covering about 22,33% share of regular international market, followed Brussels Airlines (17,28%), which connects Brussels to the two main Cameroonian airports 6 days out of 7 on average.

At the national level, Cameroon has all the assets to quickly regain dynamic air traffic and catch up with pre-covid-19 traffic levels of 2019. The occasion of the African Cup of Nations soccer tournament held in Cameroon in January and February 2022, has equally served as a booster to the recovery of the air transport sector thereby raising hope of the air transport stakeholders for a promising future for the Cameroonian sky.

A preliminary analysis of the traffic statistics for the first semester of 2022 shows that the traffic of passenger flows recorded a total amount of **678 564**. This shows an increase of **49.92%** compared to the same period in 2021 where **452 614** passengers were transported. This equally indicates that the number of direct passenger flows recorded for this period in 2022 exceeds the pre-pandemic level by **0.89%**, up from 672 587 passengers 2019.

Aircraft movement witnessed a remarkable growth of **22.93%**, rising from a total of **12 766** movements during the first half of 2021 to **15 693** in 2022, but again falling short of 2019 level by **-5.27%**

Freight traffic which has maintained a stable growth in spite of the pandemic, witnessed a drop of **-15%** within the first six months of 2022, dropping from **9 150 tons** of freight transported via Cameroon airports in 2021 to **7 719 tons** in 2022, indicating a regression of **-39.70%** compared to the same period in 2019.

At the international level, IATA estimates that passenger traffic will grow at an annual rate of **2,6%** over the period 2019 – 2024 and that the 2019 traffic level in billions of passenger-kilometers will be recovered in 2023. Other scenarios more pessimistically forecast that the 2019 traffic level would not be recovered until 2024 or 2025. Nevertheless, according most experts, the economic dynamics and the demand for national, regional and international mobility should allow for a rapid recovery to the levels of 2019 in Africa, faster than in Europe.

Cameroon Civil Aviation Authority

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