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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 analyzing air traffic data collected from Cameroon's airports.

The 2024 edition is a set of statistical data that will enable public opinion to better understand the evolution and importance of the air transport sector, both at the domestic and international levels, in terms of aircraft movements, passenger flows at departure and arrival, weight of goods and postal freight, performance of commercial and non-commercial airlines, as well as statistics per city pairs and airport served from Cameroon during the aforementioned year.

As in previous editions, this issue aligns with our ongoing objectives for air transport performance reporting in Cameroon. It covers the period from 2019 to 2024, with a particular focus on air transport recovery from the effects of COVID-19 and its resilience in the aftermath of the pandemic.

Analyses reveal that after several years of stagnation and disruption due to the devastating effects of the coronavirus pandemic, air transport is once again experiencing a significant improvement and sustained growth in Cameroon and around the world.

Indeed, air traffic has experienced an upward trend of approximately **3.85%** in 2024 compared to 2023, significantly exceeding the pre-Covid-19 level in terms of the number of passengers carried. This rate is **14.72%** year-on-year, compared to the 2019 level. This translates into an average annual growth rate of **2.94%** for passenger traffic between 2019 and 2024.

This significant growth in passenger traffic heralds a better future for the development of air transport in Cameroon, supported in particular by economic dynamics, the strengthening of our civil aviation supervision system, the improvement of connectivity through the signing and implementation of numerous air services agreements and the MUTAA, as well as the continuous improvement of the quality of services offered to users in our airport platforms.

Finally, I would like to express my gratitude to all stakeholders in the chain, whose essential contribution made the publication of this issue possible. My encouragement goes to the agents who collect data at the airport platforms on daily basis. My sincere thanks to the entire General Directorate who, through dedication to hard work, spared no effort to make this publication possible.

I remain hopeful that this bulletin will be of great benefits to the entities that will make use of it and that it will contribute to the achievement of outlined growth objectives.



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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 of freight, passengers as well as aircraft movements recorded under Cameroonian skies during the years 2019 and 2024. 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 (at arrival).

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 the 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 stakeholders of the sector, notably the national airline Camair-co, and the air navigation service provider, ASECNA Cameroon.

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	: A stop at an intermediate point in a flight for technical or commercial purpose (refueling, embarkation and disembarkation, or to escape bad weather).
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.
Terminal (Direct) passengers	: Passengers departing from or arriving at an aerodrome, excluding those on transit.
Transit Passengers (Pax 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.
CEMAC Traffic	: International traffic to airports located in the other member countries of the Economic and Monetary Community of Central Africa (CEMAC), namely Congo, Gabon, Equatorial Guinea, the Central African Republic and Chad.
Regional Traffic	: International traffic to the rest of Africa beyond CEMAC
Intercontinental Traffic	: International traffic to the rest of the world beyond Africa
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 2024

Airports	Nature of flight	Aircraft Movements	Passengers	Freight (tonnes)
Bafoussam (BFX)	Regular Commercial	296	9 196	-
	Non-Regular Commercial	14	117	-
	Non-Commercial	40	10	-
	Total	350	9 323	-
Douala (DLA)	Regular Commercial	15 727	999 418	13 335,15
	Non-Regular Commercial	360	3 877	704,51
	Non-Commercial	467	146	-
	Total	16 554	1 003 441	14 039,66
Garoua (GOU)	Regular Commercial	927	66 553	200,94
	Non-Regular Commercial	155	6 824	8,18
	Non-Commercial	26	92	-
	Total	1 108	73 469	209,12
Maroua-Salak (MVR)	Regular Commercial	681	49 353	-
	Non-Regular Commercial	641	3 474	-
	Non-Commercial	623	3 086	-
	Total	1 945	55 913	-
N'Gaoundéré (NGE)	Regular Commercial	470	22 547	-
	Non-Regular Commercial	34	128	-
	Non-Commercial	338	1 369	-
	Total	842	24 044	-
Yaoundé-Nsimalen (NSI)	Regular Commercial	9 739	629 931	5 868,72
	Non-Regular Commercial	802	8 443	241,53
	Non-Commercial	363	739	-
	Total	10 904	639 113	6 080,25
General = All Airports	Regular Commercial	27 840	1 776 998	19 374, 81
	Non-Regular Commercial	2 006	22 863	954,22
	Non-Commercial	1 857	5 442	-
	Total	31 703	1 805 303	20 325,03

Source : CCAA, 2025.

After several years of slowdown and disruption due to the devastating effects of the coronavirus pandemic, air transport is once again experiencing significant improvement and sustained growth in Cameroon and the rest of the world. Indeed, air traffic has experienced an upward trend of approximately **3.85%** in 2024 compared to 2023, significantly exceeding the pre-Covid-19 level in terms of the number of passengers carried. This rate is **14.72%** year-on-year compared to the 2019 level, before the COVID-19 pandemic. This translates into an average annual growth rate of **2.94%** for passenger traffic for the period between 2019 and 2024.



Indeed, the total number of passengers continues to grow steadily, rising from **2,066,594** passengers in 2023 to reach **2,146,134** in 2024, recording an annual growth rate of **3.85%**. This traffic is divided between **1,286,338** direct passengers on international flights, **518,965** direct passengers on domestic routes and **340,831** passengers in transit. This positive trend is driven by the evolution of international passengers which experienced a growth rate of **6.28%**, rising from **1,408,885** in 2023 to **1,497,425** passengers in 2024, while domestic passengers decreased by **-1.37%** to reach **648,711** against 657,709 in 2023.

Several factors have contributed to this development, including the continued liberalization of intra-African air services, which has resulted in the intensification of the activities of airlines serving Cameroon, as well as the development of airport infrastructure, the continuous improvement in the quality of services offered to air transport users and the general strengthening of our civil aviation supervision system.

In the same perspective, the movements of scheduled commercial flights increased by **2.41%** compared to the previous year, from **27,463** movements in 2023 to **28,126** in 2024. However, this good performance of scheduled commercial flights was neutralized by the weak performance of non-scheduled commercial flights and non-commercial flights that dropped **-2.74%** and **-13.57%**, respectively, compared to the year 2023. The growth rate of the total number of aircraft movements thus experienced a slight decrease of **-0.62%** in 2024 compared to 2023.

Meanwhile, statistical data from ASECNA indicate that approximately **29,620** overflights were recorded in Cameroon in 2024, divided into **28,002** overflights recorded at Douala International Airport, **1,298** at Garoua and **320** at Yaoundé-Nsimalen.

Furthermore, contrary to the global trend where air freight demand, measured in freight tonne-kilometers, increased by **11.3%** year-on-year in 2024 compared to 2023 according to IATA, driven by strong e-commerce activity and various maritime transport restrictions leading to an increase in international operations, freight traffic to and from Cameroon fell by **1.24%**, from **20,583.86** tonnes transported in 2023 to **20,329.03** tonnes in 2024.

Douala International Airport remains the busiest airport in terms of aircraft movements, passenger flow and volume of cargo transported for international flights, while Yaoundé-Nsimalen Airport is the most prolific for domestic flights and records the highest occupancy rates.

Table 2 : Distribution of traffic according to route segment per airport in 2024

Airport	Route Segment	Aircraft Movements				Passengers			Passengers in Transit	Total Passengers	Freight Tonnes		
		Landings	Take-offs	TOTAL	Arrival	Departure	TOTAL	Arrival			Departure	TOTAL	
BFX	National	175	175	350	4 821	4 502	9 323	-	-	9 323	-	-	-
	CEMAC	-	-	-	-	-	-	-	-	-	-	-	-
	Regular	-	-	-	-	-	-	-	-	-	-	-	-
	Interconti.	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	175	175	350	4 821	4 502	9 323	-	-	9 323	-	-	-
DLA	National	2 368	2 707	5 075	83 884	92 928	176 812	16 593	16 593	193 405	2,08	8,25	10,33
	CEMAC	2 637	2 556	5 193	76 028	78 534	154 562	47 956	47 956	202 518	193,67	261,12	454,79
	Regular	2 486	2 503	4 989	187 171	212 252	399 423	46 892	46 892	446 315	3 780,07	2 640,55	6 420,62
	Interconti.	779	518	1 297	131 161	141 483	272 644	42 724	42 724	315 368	2 621,63	4 532,29	7 153,92
	TOTAL	8 270	8 284	16 554	478 244	525 197	1 003 441	154 165	154 165	1 157 606	6 597,45	7 442,21	14 039,66
GOU	National	497	501	998	32 157	33 887	66 044	926	926	66 970	169,55	13,41	182,96
	CEMAC	18	11	29	438	16	454	378	378	832	26,16	-	26,16
	Regular	16	17	33	639	693	1 332	-	-	1 332	-	-	-
	Interconti.	24	24	48	2 819	2 820	5 639	4	4	5 643	-	-	-
	TOTAL	555	553	1 108	36 053	37 416	73 469	1 308	1 308	74 777	195,71	13,41	209,12
MVR	National	796	798	1 594	27 163	27 208	54 371	485	485	54 856	-	-	-
	CEMAC	172	175	347	713	802	1 515	274	274	1 789	-	-	-
	Regular	2	2	4	9	18	27	-	-	27	-	-	-
	Interconti.	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	970	975	1 945	27 885	28 028	55 913	759	759	56 672	-	-	-
NGE	National	410	405	815	11 935	11 866	23 801	74	74	23 875	-	-	-
	CEMAC	11	16	27	148	95	243	-	-	243	-	-	-
	Regular	-	-	-	-	-	-	-	-	-	-	-	-
	Interconti.	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	421	421	842	12 083	11 961	24 044	74	74	24 118	-	-	-
NSI	National	3 055	2 723	5 778	94 681	93 933	188 614	111 668	111 668	300 282	5,42	0,06	5,48
	CEMAC	1 159	907	2 066	15 486	16 912	32 398	34 550	34 550	66 948	3,78	18,21	21,99
	Regular	796	915	1 711	82 639	95 009	177 648	30 305	30 305	207 953	1 730,63	662,90	2 393,53
	Interconti.	439	910	1 349	114 450	126 003	240 453	8 002	8 002	248 455	1 400,09	2 259,16	3 659,25
	TOTAL	5 449	5 455	10 904	307 256	331 857	639 113	184 525	184 525	823 638	3 139,92	2 940,33	6 080,25
TOTAL G	National	7 301	7 309	14 610	254 641	264 324	518 965	129 746	129 746	648 711	177	22	199
	CEMAC	3 997	3 665	7 662	92 813	96 359	189 172	83 158	83 158	272 330	224	278	503
	Regular	3 300	3 437	6 737	270 458	307 972	578 430	77 197	77 197	655 627	5 511	3 303	8 814
	Interconti.	1 242	1 452	2 694	248 430	270 306	518 736	50 730	50 730	569 466	4 022	6 777	10 813
	TOTAL	15 840	15 863	31 703	866 342	938 961	1 805 303	340 831	340 831	2 146 134	9 933,08	10 395,95	20 329,03

Source : CCAA, 2025.

I) AIR TRAFFIC PERFORMANCE IN CAMEROON DURING THE YEAR 2024

The statistical data obtained on the traffic of aircraft movement, as well as the traffic of people and goods transported by air to/from Cameroon, show that the air transport sector did perform well during the year 2024. This positive trend demonstrates sustained growth driven by a favorable macroeconomic environment, the signing and operation of numerous air agreements, and the improvement of the attractiveness and competitiveness of our airport platforms through the strengthening of airport safety and security measures, helping to boost passenger flow.

The positive growth trend observed in air traffic during the year 2024 can be better understood by analyzing the evolution of the different components of aircraft movements, passengers carried and the volume of cargo recorded for both domestic and international flights across the country.

The positive growth trend observed in air traffic during the year 2023 can best be captured through an analysis of the evolution of the various components: aircraft movements, passengers transported and cargo volume recorded for both national and international flights across the country.

1. Aircraft movements

Table 3 : Traffic of aircraft movements in 2024

Aéroport	Nature du vol	Mouvements d'aéronefs		
		Atterrissage	Décollage	TOTAL
Bafoussam	Regular Commercial	148	148	296
	Non-Regular Commercial	4	4	8
	Non-Commercial	20	20	40
	TOTAL	172	172	344
Bertoua	Regular Commercial	-	-	-
	Non-Regular Commercial	3	3	6
	Non-Commercial	-	-	-
	TOTAL	3	3	6
Douala	Regular Commercial	7 958	7 969	15 927
	Non-Regular Commercial	617	617	1 234
	Non-Commercial	1 001	1 003	2 004
	TOTAL	9 576	9 589	19 165
Garoua	Regular Commercial	464	463	927
	Non-Regular Commercial	83	82	165
	Non-Commercial	597	597	1 194
	TOTAL	1 144	1 142	2 286
Maroua-Salak	Regular Commercial	339	342	681
	Non-Regular Commercial	321	320	641
	Non-Commercial	310	313	623
	TOTAL	970	975	1 945
N'Gaoundéré	Regular Commercial	235	235	470
	Non-Regular Commercial	17	17	34
	Non-Commercial	169	169	338
	TOTAL	421	421	842
Yaoundé-Nsimalen	Regular Commercial	4 912	4 913	9 825
	Non-Regular Commercial	661	657	1 318
	Non-Commercial	430	428	858
	TOTAL	6 003	5 998	12 001
General = All Airports	Regular Commercial	14 056	14 070	28 126
	Non-Regular Commercial	1 706	1 700	3 406
	Non-Commercial	2 527	2 530	5 057
	TOTAL	18 289	18 300	36 589

Source : CCAA, 2025.

Aircraft movements experienced a slight decrease of around 0.62% year-on-year during the year 2024 compared to the previous year 2023, dropping from 36,816 movements (landings and takeoffs) in 2023 to 36,589 in 2024. This indicates a daily average of 100 movements in 2024 compared to 101 recorded during the previous year.

1.1 Aircraft movements per type of flight

During the year 2024, aircraft movements in Cameroon were largely dominated by scheduled commercial flights which recorded a total of **28,126 (77%)** aircraft movements, followed by non-commercial flights with **5,057 movements (14%)** and non-scheduled commercial flights with **3,406 movements (9%)**. Scheduled commercial flight traffic increased by 2.41% compared to the previous year 2023, thus exceeding the pre-COVID-19 level (year 2019) by **6.14%**. However, this very good performance of scheduled commercial flights was compromised by the poor performance of non-commercial flights and non-scheduled commercial flights which fell respectively by 13.57% for the former and 2.74% for the latter, compared to the year 2023. This strongly affected the total traffic of aircraft movements negatively, thus leading to a regression rate of **-7.56%** compared to the pre-pandemic levels of 2019.

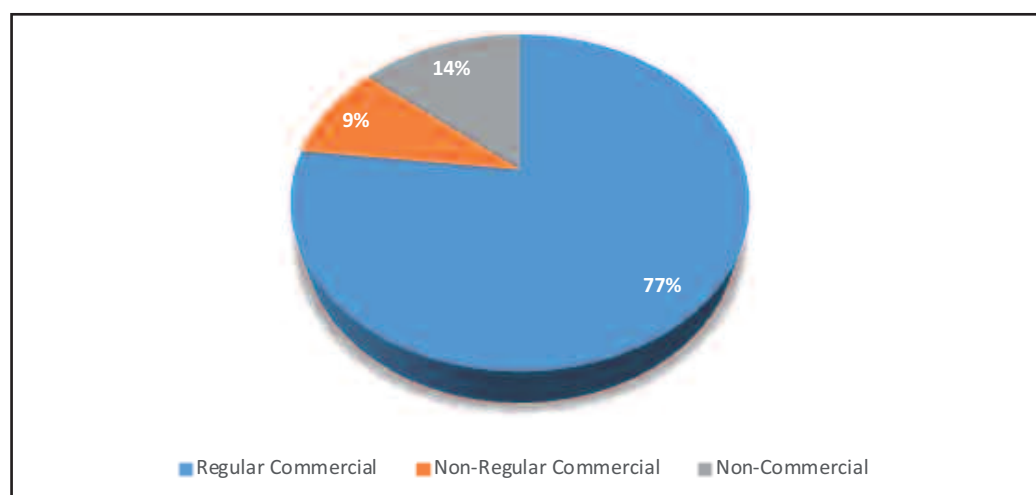
According to statistical data from the air navigation services provider, ASECNA Cameroon, approximately **29,620** overflights were recorded in 2024, compared to 32,202 in 2023, distributed among the three main international airports as follows: **28,002** overflights in Douala, **1,298** in Garoua and **320** in Yaoundé-Nsimalen, respectively.

Table 4: Evolution of aircraft movements per flight type from 2019 – 2024

Type of Flight	Aircraft Movements					
	Y 2024	Y 2023	Y 2022	Y 2021	Y 2020	Y 2019
Regular Commercial	28 126	27 463	27 442	23 229	14 297	26 499
Non-Regular Commercial	3 406	3 502	3 138	2 378	2 832	7 130
Non-Commercial	5 057	5 851	4 470	2 243	2 840	5 951
Total	36 589	36 816	35 050	27 850	19 969	39 580

Source : CCAA, 2025.

Chart 1: Breakdown of aircraft movements per type of flight in 2023



Source : CCAA, 2025.

1.2 Distribution of aircraft movements according route segment

Overall, international flight movements recorded an increase of **6.57%**, totaling 18,465 movements in 2024 compared to 17,326 in 2023. Domestic flights, which represent **49.53%** of total movements, experienced a decrease of around **7.01%** compared to the level of the previous year, falling from 19,490 movements in 2023 to 18,124 in 2024. This negative trend was caused by the decrease in non-commercial and non-scheduled commercial flights.

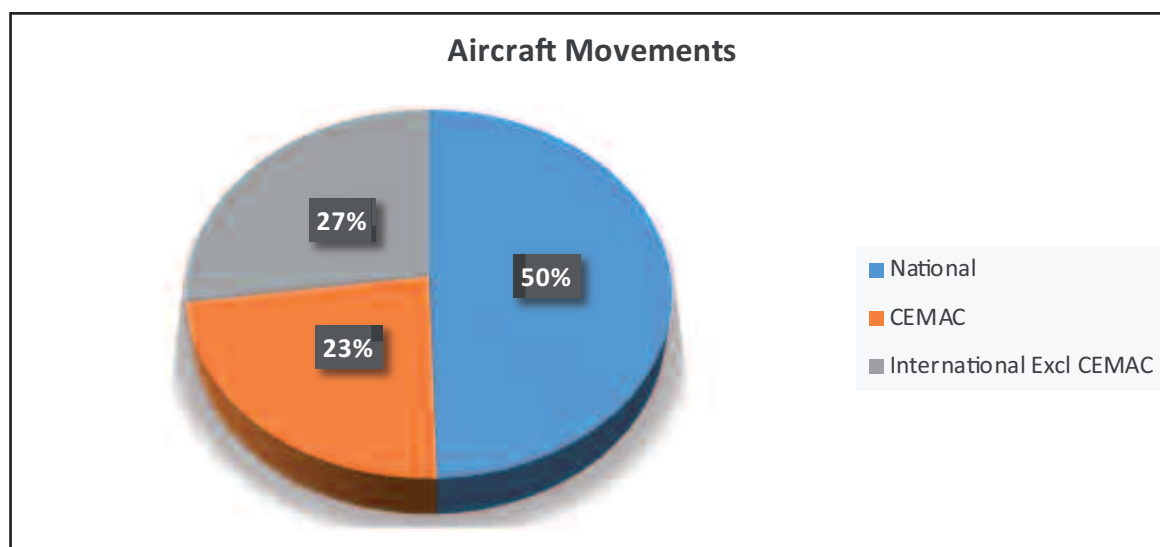
The preponderance of movements on domestic lines is driven by the fact that the stages of international flights between two domestic airports without traffic rights are counted as domestic flights, and only their final stages across borders are considered international/CEMAC movements.

Table 5: Evolution of aircraft movements route segment 2019 – 2024.

Route Segment	Aircraft Movements						Share in 2024 (%)
	Y 2024	Y 2023	Y 2022	Y 2021	Y 2020	Y 2019	
National	18 124	19 490	19 401	16 428	11 832	21 153	49,53%
CEMAC	8 490	7 399	6 241	3 834	2 977	7 771	23,20%
International beyond CEMAC	9 975	9 927	9 408	7 588	5 160	10 656	27,26%
TOTAL	36 589	36 816	35 050	27 850	19 969	39 580	100,00%

Source : CCAA, 2025.

Chart 2: Breakdown of aircraft movements according to route segment in 2024



Source : CCAA, 2025.

1.3 Distribution of aircraft movements per airport in 2024

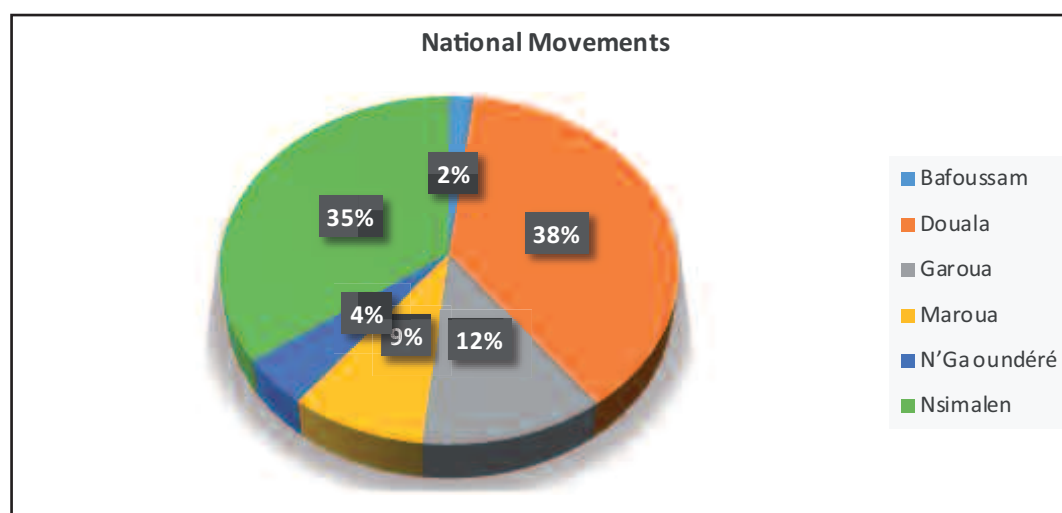
In 2024, Douala International Airport (DLA) retained its position as the busiest airport in Cameroon, in terms of aircraft movements for both domestic and international flights. This airport recorded more than half of the total aircraft movement traffic in 2024, covering **52.38%** of flights, compared to **32.80%** carried out by NSI. In terms of flight type, DLA handles **37.88%** of aircraft movements at the national level and **66.61%** of international movements, followed by Yaoundé-Nsimalen International Airport (NSI) with **35.00%** of domestic traffic and **30.64%** of international traffic. The international airports of Garoua and Maroua-Salak covered a total of **6.25%** and **5.32%** of aircraft movements respectively, while the secondary airports of N’Gaoundéré and Bafoussam-Bamoungoum covered only **4.50%** and **1.90%** of domestic flights, respectively.

Table 6: Distribution of aircraft movements per airport in 2024

Airport	Aircraft Movements			Percentage share of traffic		
	National	International	Total	Nat	Int	Total
Bafoussam	344	-	344	1,90%	0,00%	0,94%
Bertoua	6	-	6	0,03%	0,00%	0,02%
Douala	6 866	12 299	19 165	37,88%	66,61%	52,38%
Garoua	2 156	130	2 286	11,90%	0,70%	6,25%
Maroua	1 594	351	1 945	8,79%	1,90%	5,32%
N’Gaoundéré	815	27	842	4,50%	0,15%	2,30%
Nsimalen	6 343	5 658	12 001	35,00%	30,64%	32,80%
Total	18 124	18 465	36 589	100,00%	100,00%	100,00%

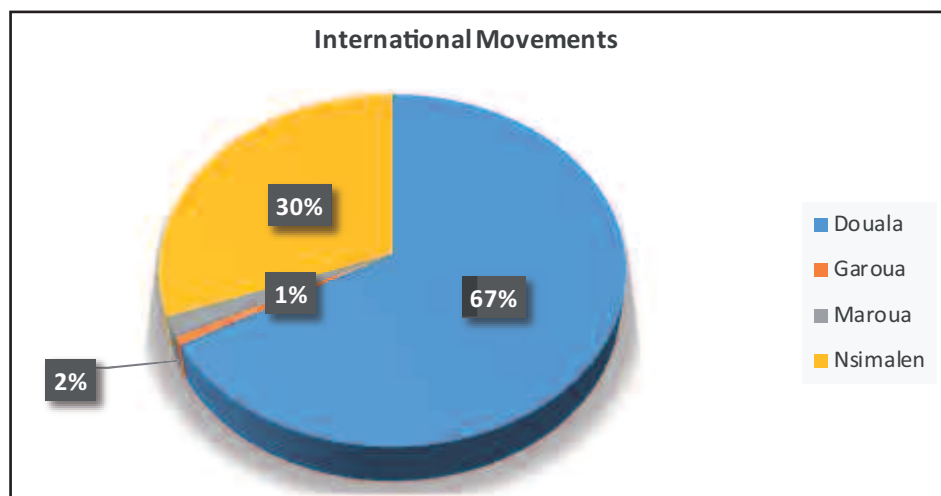
Source : CCAA, 2025.

Chart 3: Breakdown of National aircraft movements per airport in 2024



Source : CCAA, 2025.

Chart 4: Breakdown of International aircraft movements per airport in 2024



Source : CCAA, 2025.

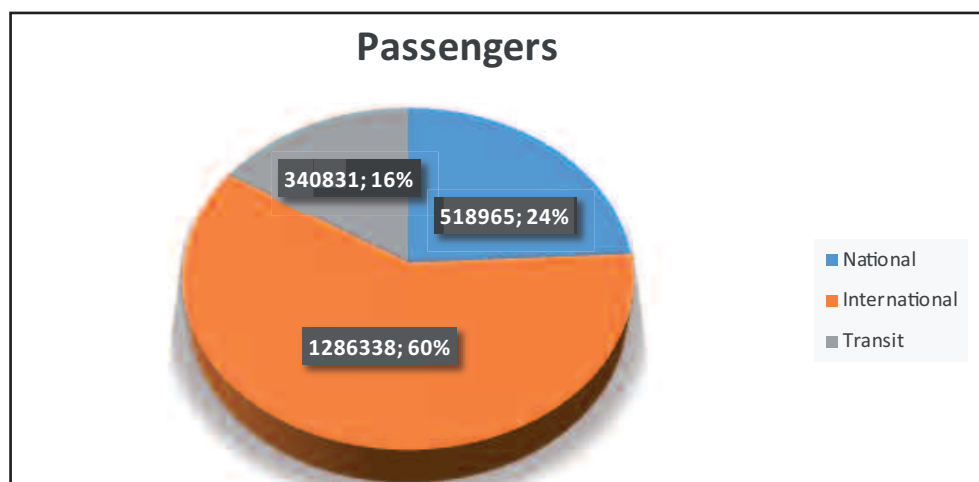
2. Passenger Traffic

During the year 2024, passenger traffic recorded a year-on-year increase of 3.85% compared to 2023, increasing from 2,066,594 passengers the previous year to reach a total of 2,146,134 passengers, distributed as follows:

- **518,965** direct passengers on the domestic network compared to 528,198 in 2023, a decrease of **1.75%**;
- **1,286,338** direct passengers on international routes compared to 1,175,049 in 2023, an annual growth rate of **9.47%**;
- **340,831** transit passengers, compared to 363,347 in 2023, **(-6.20%)**.

Total passenger traffic increased by **3.85%** year-on-year, rising from **2,066,594** passengers carried in 2023 to **2,146,124** passengers in 2024. This progressive trend is strongly supported by the considerable change in the number of passengers carried on **scheduled commercial flights**, which represented **98.43%** of the total number of passengers in 2024, a growth rate of **16.19%** compared to the previous year (2023). Passengers on non-scheduled commercial flights constitute **1.27%** of the total number of passengers in 2024, while passengers on non-commercial flights represent a very marginal share of all people transported by air (0.30%).

Chart 5: Distribution of the number of passengers according to their nature in 2024



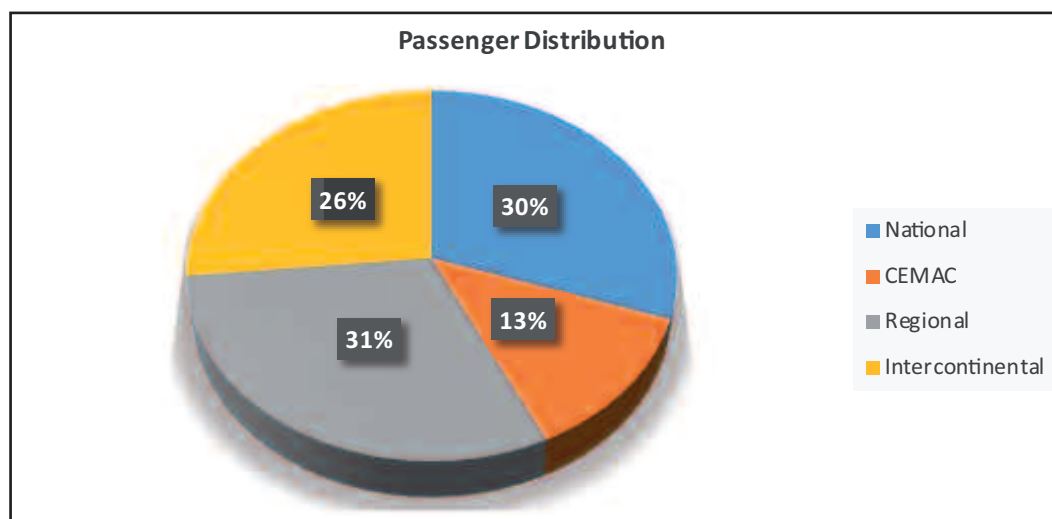
Source : CCAA, 2025.

Table 7: Passenger traffic in 2024

Airport	Nature	Passengers			Passengers in Transit	Total passengers
		ARRIVAL	DEPARTURE	TOTAL		
Bafoussam	National	4 811	4 492	9 303	-	9 303
	CEMAC	-	-	-	-	-
	Régional	-	-	-	-	-
	Intercontinental	-	-	-	-	-
	TOTAL	4 811	4 492	9 303	-	9 303
Bertoua	National	5	5	10	-	10
	CEMAC	-	-	-	-	-
	Régional	-	-	-	-	-
	Intercontinental	-	-	-	-	-
	TOTAL	5	5	10	-	10
Douala	National	83 884	92 928	176 812	16 593	193 405
	CEMAC	76 028	78 534	154 562	47 956	202 518
	Régional	187 171	212 252	399 423	46 892	446 315
	Intercontinental	131 161	141 483	272 644	42 724	315 368
	TOTAL	478 244	525 197	1 003 441	154 165	1 157 606
Garoua	National	32 157	33 887	66 044	926	66 970
	CEMAC	438	16	454	378	832
	Régional	639	693	1 332	-	1 332
	Intercontinental	2 819	2 820	5 639	4	5 643
	TOTAL	36 053	37 416	73 469	1 308	74 777
Maroua	National	27 163	27 208	54 371	485	54 856
	CEMAC	713	802	1 515	274	1 789
	Régional	9	18	27	-	27
	Intercontinental	-	-	-	-	-
	TOTAL	27 885	28 028	55 913	759	56 672
Ngaoundéré	National	11 935	11 866	23 801	74	23 875
	CEMAC	148	95	243	-	243
	Régional	-	-	-	-	-
	Intercontinental	-	-	-	-	-
	TOTAL	12 083	11 961	24 044	74	24 118
Yaoundé-Nsimalen	National	94 681	93 933	188 614	111 668	300 282
	CEMAC	15 486	16 912	32 398	34 550	66 948
	Régional	82 639	95 009	177 648	30 305	207 953
	Intercontinental	114 450	126 003	240 453	8 002	248 455
	TOTAL	307 256	331 857	639 113	184 525	823 638
TOTAL G	National	254 636	264 319	518 955	129 746	648 701
	CEMAC	92 813	96 359	189 172	83 158	272 330
	Régional	270 458	307 972	578 430	77 197	655 627
	Intercontinental	248 430	270 306	518 736	50 730	569 466
	TOTAL	866 337	938 956	1 805 293	340 831	2 146 124

Source : CCAA, 2025.

Chart 6: Distribution of the number of passengers according to route network in 2023/4



Source : CCAA, 2025.

According to the route network, the international route segment to the rest of Africa beyond the CEMAC sub-region recorded the largest share of the total number of passengers to and from Cameroon in 2024 with **655,627** passengers (**30.55%**), followed by the domestic route segment with **648,701** passengers (**30.23%**). Next comes the intercontinental route segment totaling **569,466** passengers (**26.53%**). The route segment serving the CEMAC sub-region recorded the lowest number of passengers in 2024 with **272,330** passengers (**12.69%**).

The route network to the rest of Africa outside CEMAC recorded exponential growth in 2024, **14.18%** year-on-year compared to the previous year. The airline network covering the CEMAC sub-region recorded an increase of **2.29%** compared to 2023. This positive trend was also reflected in passengers on flights to destinations outside Africa with an increase of **0.18%** in 2024.

However, passenger traffic on the domestic route segment experienced a decline of **1.37%** in 2024 compared to 2023. The growth observed on intra-African international routes in terms of passengers carried in 2024 was stimulated by the complete liberalization of air transport services and the granting of 5th freedom traffic rights allowing African airlines to expand their access to the Cameroonian market and intensify their activities in Cameroon.

3. Freight and mail traffic

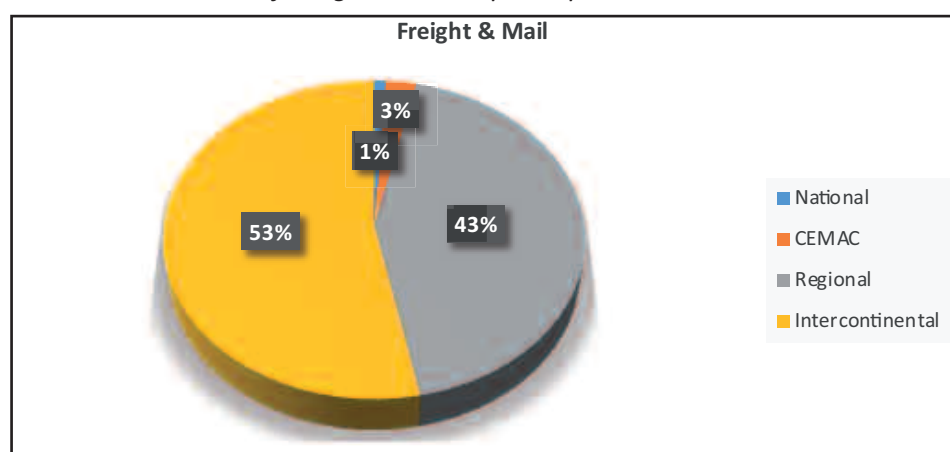
Freight and mail traffic transported to/from Cameroonian airports amounts to **20,329.03** tonnes in 2024, witnessing a decrease of **-1.25%** year-on-year compared to the previous year 2023. This traffic is largely dominated by flows from the international routes segment outside Africa, **10,813 tonnes (53.19%)**, followed by those transported on international lines from the rest of Africa outside CEMAC **8,814 tonnes (43.36%)**. The volume of freight and mail transported on the CEMAC sub-regional network amounts to **503 tonnes (2.47%)**, while the quantity on the domestic routes segment is **199 tonnes (0.98%)**. According to the direction of flights, **9,933.08** tonnes of freight were recorded at the arrival of aircraft and **10,395.95** tonnes of freight were loaded at the departure of flights. The majority of this flow occurs at Douala International Airport with **69%** of freight and mail traffic in 2024, followed by Yaoundé-Nsimalen International Airport (**30%** of freight and mail traffic) and in the last position comes Garoua International Airport (**1.03%**).

Table 8: Traffic of Freight and mail in 2024

Aéroports	Nature du vol	Fret & Poste en Tonnes		
		Débarqué	Embarqué	TOTAL
Bafoussam	Commercial régulier	-	-	-
	Commercial non-régulier	-	-	-
	Non Commercial	-	-	-
	TOTAL	-	-	-
Bertoua	Commercial régulier	-	-	-
	Commercial non-régulier	-	-	-
	Non Commercial	-	-	-
	TOTAL	-	-	-
Douala	Commercial régulier	5 947,16	7 387,99	13 335,15
	Commercial non-régulier	650,29	54,22	704,51
	Non Commercial	-	-	-
	TOTAL	6 597,45	7 442,21	14 039,66
Garoua	Commercial régulier	187,53	13,41	200,94
	Commercial non-régulier	8,18	-	8,18
	Non Commercial	-	-	-
	TOTAL	195,71	13,41	209,12
Maroua-Salak	Commercial régulier	-	-	-
	Commercial non-régulier	-	-	-
	Non Commercial	-	-	-
	TOTAL	-	-	-
N'Gaoundéré	Commercial régulier	-	-	-
	Commercial non-régulier	-	-	-
	Non Commercial	-	-	-
	TOTAL	-	-	-
Yaoundé-Nsimalen	Commercial régulier	2 898,87	2 939,85	5 838,72
	Commercial non-régulier	241,05	0,48	241,53
	Non Commercial	-	-	-
	TOTAL	3 139,92	2 940,33	6 080,25
Général = Tous les aéroports	Commercial régulier	9 033,56	10 341,25	19 374,81
	Commercial non-régulier	899,52	54,70	954,22
	Non Commercial	-	-	-
	TOTAL	9 933,08	10 395,95	20 329,03

Source : CCAA, 2025.

Chart 7: Distribution of Freight and Mail per airport in 2024



Source : CCAA, 2025.

The analysis of freight and mail traffic indicates that in 2024, approximately **10,395.95** tonnes, a share of **51.14%** of this flow, were recorded at departure and **9,933.08** tonnes (**48.86%**) were disembarked at arrival of flights.

II) EVOLUTION OF AIR TRANSPORT DURING THE FIVE-YEAR PERIOD 2019-2024

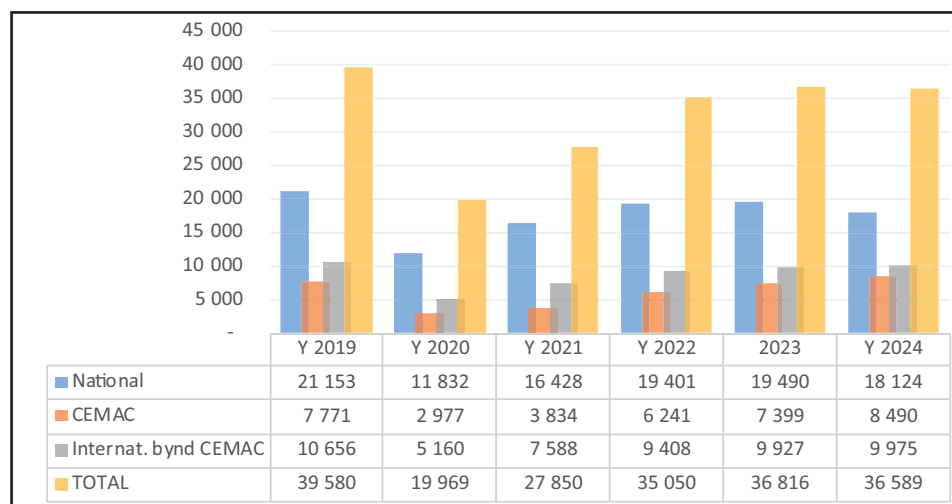
The evolution of air transport over the past five years has been marked by periods of growth and challenges, particularly related to the COVID-19 pandemic crisis, which has had a devastating impact on global air traffic. After a dramatic decline between 2019 and 2020 following the adverse effects of COVID-19, Cameroonian air transport is once again experiencing sustained growth, reaching a record level in 2024, far exceeding even pre-pandemic figures. This growth is driven by the international market and demand for air travel. Commercial air traffic, for example, shows growth driven by intercontinental and regional routes, while domestic traffic is less dynamic. The development trends in the air transport sector can be analyzed in terms of the evolution of aircraft movements, passenger flows and tons of freight and mail transported during the period 2019 - 2024.

1. Evolution of aircraft movements from 2019 - 2024

During the five-year period 2019-2024, aircraft movements experienced a decrease of **-7.56%**, dropping from 39,580 movements in 2019 to 36,589 movements (landings and takeoffs) in 2024, representing an average annual decline rate of **-1.51%**. This downward trend is mainly due to the deceleration of **-49.89%** observed in aircraft movements between 2019 and 2020 due to border closures following the outbreak of the COVID-19 international health crisis. However, 2021 saw a slight recovery in aircraft movements, which increased significantly in the remaining years until 2024. However, the number of aircraft landings and takeoffs still remains below the levels recorded before the coronavirus pandemic.

1.1 Evolution of aircraft movements according to route segment

Chart 8: Evolution of aircraft movements per route network from 2019 to 2024



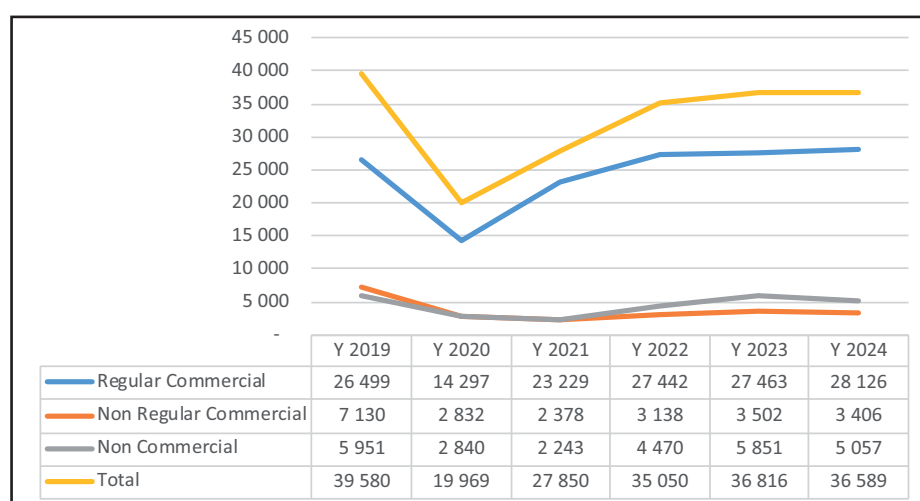
Source : CCAA, 2025.

Source : CCAA, 2024.

1.2 Evolution of aircraft movements per type of flight

Scheduled commercial flights recorded an annual growth rate of 2.41% in 2024 compared to the previous year 2023. This rate is 6.14% year-on-year compared to the pre-COVID-19 level, which translates to an average annual growth rate of **1.23%** for the period 2019-2024. However, non-scheduled commercial and non-commercial flight movements experienced an annual decline of **-2.74%** and **-13.57%**, respectively, over the same period. While the growth in scheduled commercial flight movements could be attributed to the intensification of scheduled airline operations during the post-pandemic period, the persistent decline in non-scheduled and non-commercial flights could be due to the nature of these flights, including the gradual reduction of military and humanitarian flights as the security situation in some parts of the country continues to improve.

Chart 9: Evolution of aircraft movements per type of flight between 2019 and 2024



Source : CCAA, 2025.

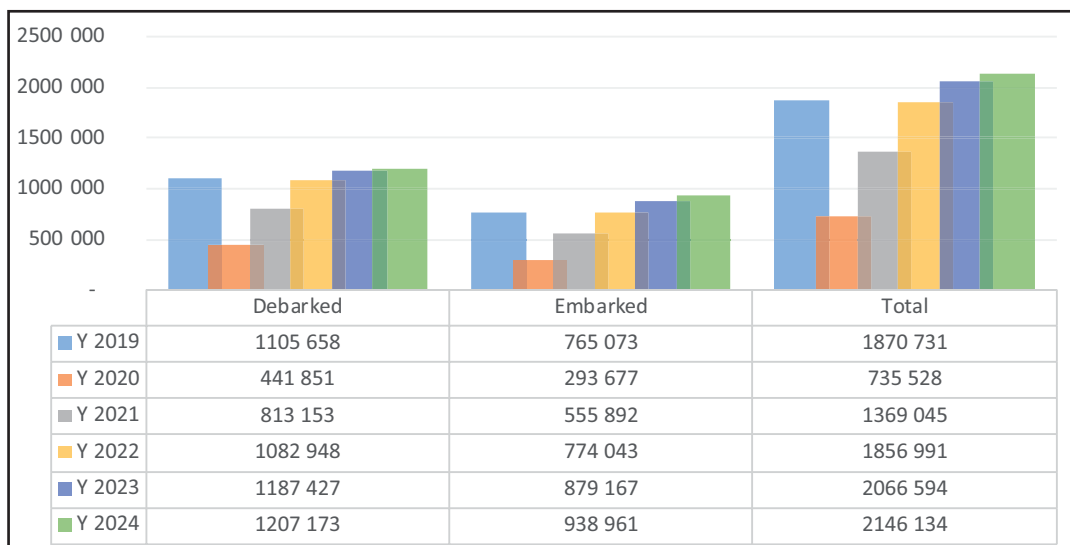
2. Evolution of the traffic of passengers

Following the outbreak of the COVID-19 pandemic, passenger traffic experienced a drastic drop of around **61.69%** year-on-year between 2019 and 2020. However, passenger flows began to recover in the post-COVID years and this rebound improved considerably in 2024, with an annual growth of **3.85%** compared to the previous year, reaching a total of **2,146,134**, compared to **2,066,594** in 2023. This remarkable increase made it possible to exceed pre-pandemic levels by **14.72%**, representing an average annual growth rate of **2.94%** over the five-year period 2019-2024.

2.1 Evolution of Passenger traffic at arrival and departure

Disembarking passenger flows increased by **1.66%**, rising from **1,187,427** passengers in 2023 to **1,207,173** passengers in 2024. Embarking passengers increased by **6.80%**, reaching **938,961** passengers in 2024, compared to 879,167 in 2023. The number of passengers in both categories increased beyond 2019 levels by **22.73%** for departing passengers and **9.18%** for arriving passengers. This growth permitted to exceed the total number of passengers recorded in 2019 before the COVID-19 pandemic by **14.72%** year-on-year, representing an average annual growth rate of **2.94%** for the period 2019-2024.

Chart 10: Evolution of departing and arriving passenger traffic from 2019 to 2024



Source : CCAA, 2025.

Table 9: Passenger traffic at departure and arrival between 2019 and 2024

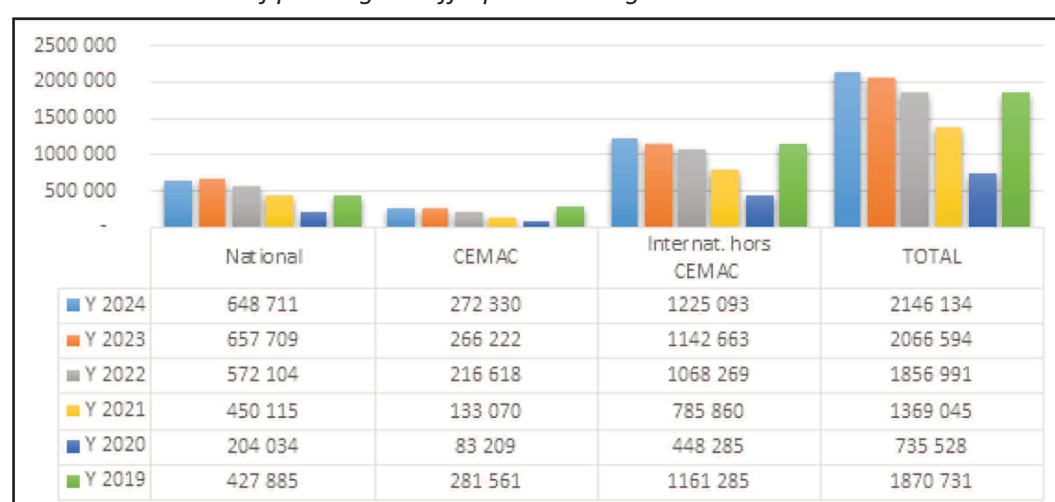
Year	Nature of passenger	Debarked	Embarked	Total
2019	Direct	747 662	765 073	1 512 735
	In transit	357 996	-	357 996
	Total	1 105 658	765 073	1 870 731
2020	Direct	285 911	293 677	579 588
	In transit	155 940	-	155 940
	Total	441 851	293 677	735 528
2021	Direct	527 225	555 892	1 083 117
	In transit	285 928	-	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
2023	Direct	824 080	879 167	1 703 247
	In transit	363 347	-	363 347
	Total	1 187 427	879 167	2 066 594
2024	Direct	866 342	938 961	1 805 303
	In transit	340 831	-	340 831
	Total	1 207 173	938 961	2 146 134

Source : CCAA, 2025.

2.2 Passenger traffic by route segment

The total number of passengers carried on international routes beyond national borders increased by **6.28%** year-on-year, from **1,408,885** total passengers in 2023 to **1,497,423** passengers in 2024. This positive trend is verified both for passengers to destinations in the CEMAC sub-region (**2.29%** increase) and for passengers to international destinations outside CEMAC (**7.21%**). As a result, total international passenger traffic increased by **3.78%** in 2024 compared to 2019, representing an average annual growth rate of **0.78%** over the said period. Despite the increase observed in 2024 compared to 2023, passenger traffic on the domestic network recorded a slight decrease of **-1.37%** compared to 2023. However, passenger traffic carried on national roads maintained a growth rate of **51.61%** in 2024 compared to 2019, representing an average annual growth rate of **10.32%** for the five years considered.

Chart 11: Evolution of passenger traffic per route segment between 2019 and 2024



Source : CCAA, 2025.

Table 10: Passenger Traffic by Route Segment Between 2019 and 2024

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
2023	Direct	528 198	173 230	1 001 819	1 703 247
	In transit	129 511	92 992	140 844	363 347
	Total	657 709	266 222	1 142 663	2 066 594
2024	Direct	518 965	189 172	1 097 166	1 805 303
	In transit	129 746	83 158	127 927	340 831
	Total	648 711	272 330	1 225 093	2 146 134

Source : CCAA, 2025.

2.3 Evolution of passenger traffic per airport

Among Cameroon's operational airports, only the four international airports of Douala (DLA), Yaoundé-Nsimalen (NSI), Garoua and Maroua-Salak, and the secondary airports of N'Gaoundéré and Bafoussam-Bamougoum received scheduled commercial traffic in 2024. Apart from the international airports of DLA and NSI, the other airports received scheduled domestic flights only from Camair-Co, the only national airline currently serving the country with scheduled commercial flights. Douala remains Cameroon's busiest airport in terms of passenger traffic, accounting for **53.94%** of total passenger traffic for 2024, followed by Yaoundé-Nsimalen International Airport with **38.380%**. While Douala dominates in terms of international passenger traffic with **64.39%** ahead of NSI (**34.95%**), the latter dominates in terms of domestic passenger flow with **46.29%** ahead of DLA (**29.81%**), Garoua (**10.32%**) and Maroua (**8.46%**). The secondary airports of N'Gaoundéré and Bafoussam received, respectively, only 3.68% and **1.44%** of domestic passenger traffic in 2024.

The Yaoundé-Nsimalen International Airport recorded the highest average number of passengers per flight, **83** for all scheduled commercial flights, compared to **73** people for Garoua and Maroua, followed by DLA, **72** people per flight for scheduled commercial flights. The secondary airports of N'Gaoundéré and Bafoussam received only **48** and **31** passengers on average, respectively, per movement for scheduled commercial flights.

Table 11: Evolution of Passenger traffic per airport between 2019 and 2024

Year	Nature of Passenger	BFX	BPC	DLA	GOU	MVR	NGE	NSI	Total
2019	National	5 417	8 474	122 223	40 695	76 054	22 826	152 196	427 885
	International	-	-	946 062	4 150	5 206	344	487 084	1 442 846
	Total	5 417	8 474	1 068 285	44 845	81 260	23 170	639 280	1 870 731
2020	National	446	1 409	65 236	25 178	40 443	7 157	64 165	204 034
	International	-	-	346 284	16	1 763	361	183 070	531 494
	Total	446	1 409	411 520	25 194	42 206	7 518	247 235	735 528
2021	National	5 284	962	130 607	54 568	45 625	22 001	191 068	450 115
	International	-	-	599 255	684	1 303	217	317 471	918 930
	Total	5 284	962	729 862	55 252	46 928	22 218	508 539	1 369 045
2022	National	8 690	3 372	171 039	60 736	42 276	23 109	262 882	572 104
	International	-	-	851 706	7 468	1 432	359	423 922	1 284 887
	Total	8 690	3 372	1 022 745	68 204	43 708	23 468	686 804	1 856 991
2023	National	10 895	1 626	192 988	73 755	44 474	31 369	302 602	657 709
	International	-	-	913 465	13 472	1 293	313	480 342	1 408 885
	Total	10 895	1 626	1 106 453	87 227	45 767	31 682	782 944	2 066 594
2024	National	9 313	-	193 405	66 970	54 856	23 875	300 282	648 701
	International	-	-	964 201	7 807	1 816	243	523 356	1 497 423
	Total	9 313	-	1 157 606	74 777	56 672	24 118	823 638	2 146 124

Source : CCAA, 2025.

3. Evolution of freight and mail traffic

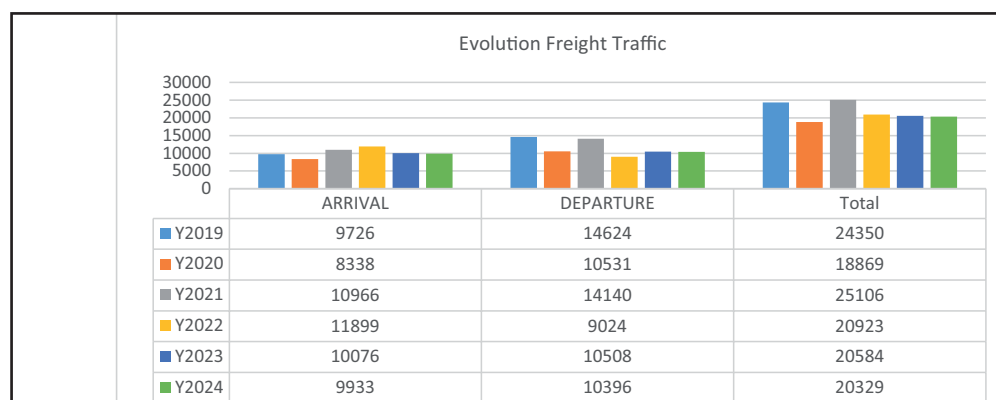
Freight and postal traffic have experienced an unstable variation over the last five years, with a sharp decline of **22.51%** between 2019 and 2020 and a recovery of **33.05%** in 2021 compared to the previous year, before experiencing a downward trend again between 2022 and 2024. Indeed, the evolution of freight and postal traffic shows an average annual growth rate of **-03.30%** over the period 2019 - 2024, falling from **24,350 tonnes** in 2019 to **20,329 tonnes** in 2024.

This drop in the level of freight and mail traffic can be clearly understood by approaching it according to the direction of movement of aircraft, the type of flight and the route segment.

3.1 Freight and mail traffic according to arrival and departure of planes

Freight and mail traffic to/from Cameroon inbound and outbound recorded an inverse trend between 2019 and 2024. Indeed, while the quantity of freight and mail arriving in Cameroon experienced a positive average annual growth rate of around 0.43%, from 9,726 tonnes in 2019 to 9,933 in 2024, the quantity of freight and mail departing from Cameroon experienced an average annual decline of -5.78%, from 14,624 tonnes in 2019 to 10,396 tonnes in 2024. Over the entire period 2019-2024, the total tonnes of freight and mail recorded an average annual decline of -3.30%.

Chart 12: Evolution of freight and mail traffic at departure and arrival from 2019 to 2024

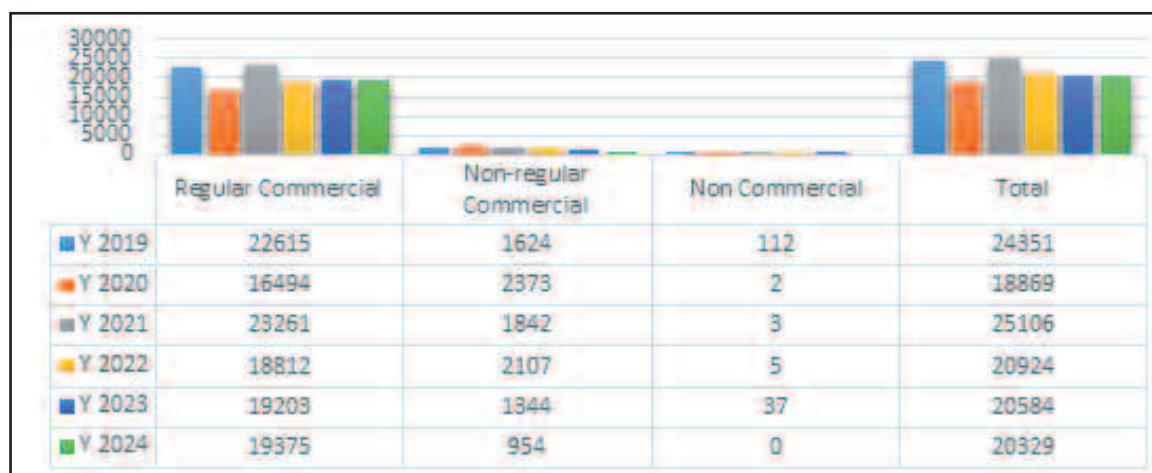


Source : CCAA, 2025.

3.2 Freight and mail traffic by type of flight

According to the type of flights, it was observed that freight and mail traffic carried by scheduled commercial flights to/from Cameroon continues to evolve positively over the years. During the year 2024, the share of freight and mail traffic carried by scheduled commercial flights (**95.31%**) experienced a slight increase of around **0.90%** year-on-year compared to the year 2023, rising from 19,203 tonnes to 19,375 tonnes in 2024. However, this figure did not reach the level of freight traffic achieved before COVID-19 of 22,615 tonnes in 2019, representing an average annual variation rate of **-2.87%** for the period 2019-2014. The remaining share of freight and mail to/from Cameroon was transported by non-scheduled commercial flights (04.69%). This flow recorded an average annual regression rate of -8.25% for the said period.

Chart 13: Evolution of Freight and Mail tons by Flight type between 2019 and 2024

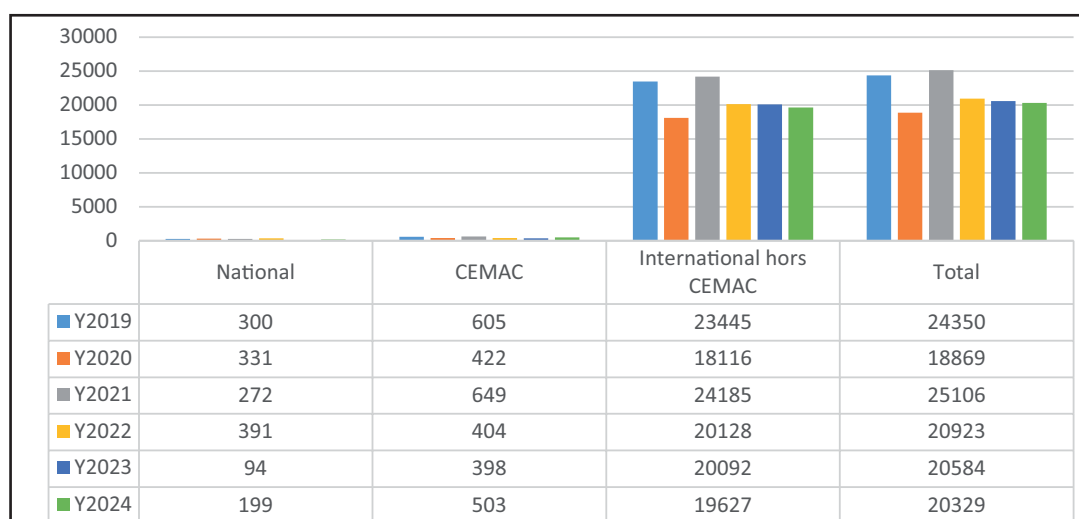


Source : CCAA, 2025.

3.3 Freight and mail traffic by road segment

During the period 2019-2024, approximately **96.55%** of freight and mail traffic to/from Cameroon was carried on international route segments beyond the CEMAC sub-region. However, freight traffic carried on this route segment fell by **-2.31%** year-on-year compared to the year 2023, down **-16.28%** from 2019 pre-pandemic levels. Freight and postal traffic transported via the national road segments and towards CEMAC, although insignificant (**3.45%** in 2024 for both networks) recorded an increase rate of 111.70% and 26.38%, respectively, year-on-year compared to 2023. However, these flows remain lower than the level of freight transport traffic in 2019. This translates into an average annual decline rate of **-6.73%** for freight traffic on the national road network, **-3.37%** for CEMAC roads and **-3.26%** for international roads beyond CEMAC for the period 2019-2024.

Chart 14: Evolution of freight and mail traffic by road segment between 2019 and 2024



III) PERFORMANCE OF CAMEROONIAN AIRPORTS

A better vision of the performance of Cameroonian airports will be analyzed in terms of aircraft movement traffic, passenger flow, freight traffic and mail carried out in each airport.

1. Airport performance in terms of aircraft movements

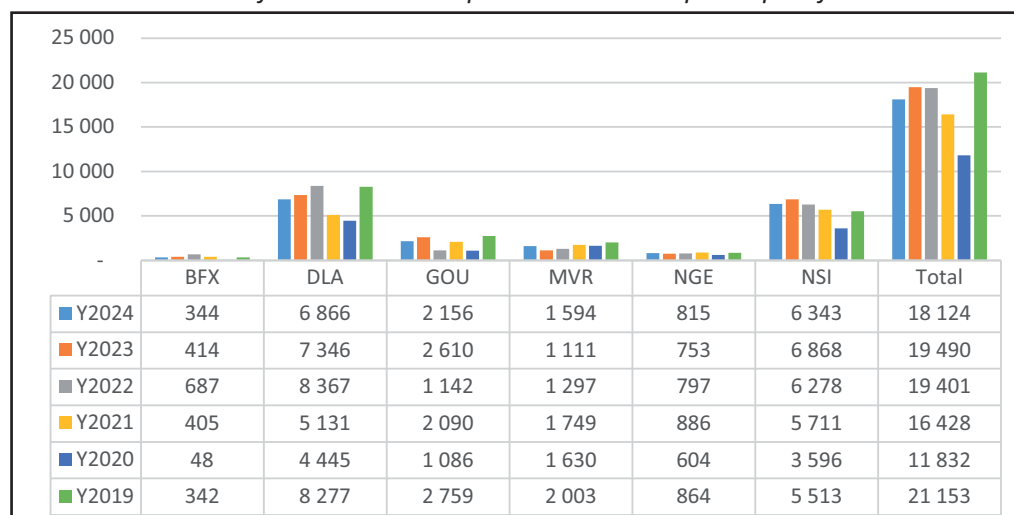
The downward trend recorded by aircraft movements in Cameroon during the period 2019-2024 was reflected in the various airports. Indeed, the preponderance of Douala International Airport as the busiest airport in Cameroon in terms of general aircraft movements is manifested through the share of total aircraft movements recorded: **53.88%**, **50.34%**, **47.05%**, **56.05%**, **50.82%** and **52.38%** for the years 2019, 2020, 2021, 2022, 2023 and 2024 respectively. This trend is driven by the share of international movements (**66.61%**) recorded in 2024 at this airport. Yaoundé-Nsimalen International Airport recorded **35.00%** and **30.64%** of domestic and international traffic movements respectively, representing an average of **32.80%** of the total movements recorded in 2024. Garoua and Maroua-Salak International Airports covered a total of **6.25%** and **5.32%** of aircraft movements respectively, while the secondary airports of N'Gaoundéré and Bafoussam covered **2.30%** and **0.94%** respectively.

In terms of trends, all airports recorded positive growth in international movement traffic, except Garoua International Airport with a **38.10%** decrease in international flight movements. This positive trend is verified for the international airports of Maroua, Douala and Nsimalen which experienced an increase of around **80.93%**, **8.22%** and **2.20%**, respectively, for international movements. This translates into an annual growth rate of **6.57%** in international movements in 2024 compared to 2023, increasing from 17,326 movements to **18,465** in 2024.

Contrary to this upward trend, domestic movement traffic in general showed a decrease rate of **7.01%**, falling from 19,490 movements in 2023 to 18,465 in 2024. This reduction was distributed across the airports of Garoua (-17.39%), Bafoussam (-16.91%), Yaoundé-Nsimalen (-7.64%) and Douala (-6.53%). Only the airports of Maroua and Ngaoundéré recorded a growth rate of 43.47% and 8.23%, respectively, for domestic movements in 2024 compared to 2023. However, the share of flights covered by these two airports (MVR 5.32% and NGE 2.30%) remains insignificant to mitigate the general regression observed for domestic movements.

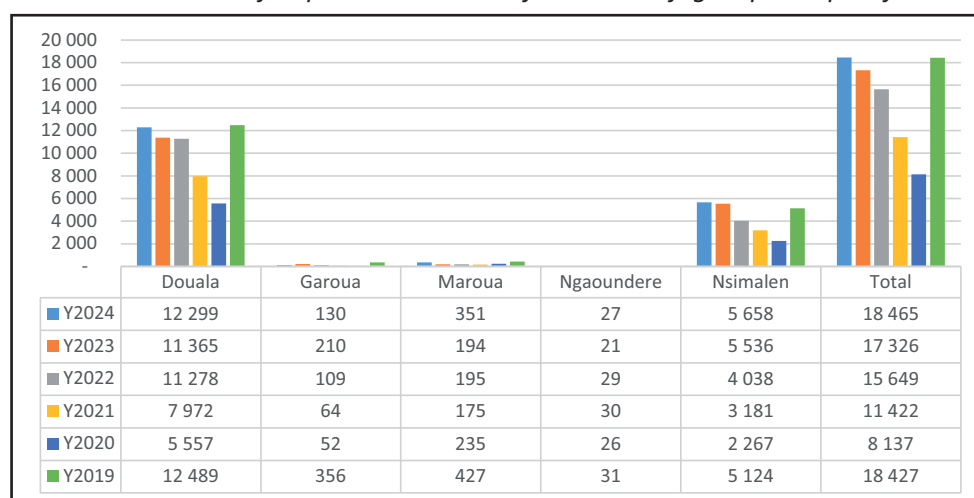
This drop in domestic traffic is partly linked to the loading of flight routes by certain foreign airlines which have adopted point-to-point flights between their bases and the airports of Yaoundé-Nsimalen or Douala instead of making triangular movements between these two Cameroonian airports, while these latter trajectories were considered as domestic movements.

Chart 15: Evolution of international airplane movements per airport from 2019 to 2024



Source : CCAA, 2025.

Chart 16: Evolution of airplane movements for national flights per airport from 2019 to 2024



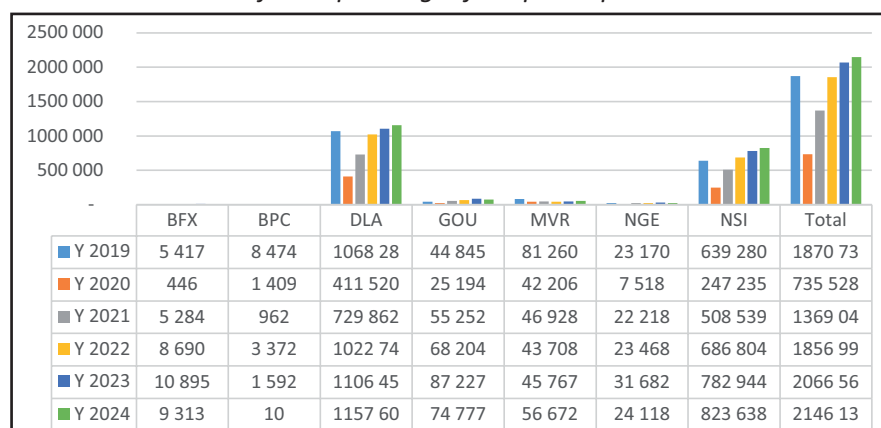
Source : CCAA, 2025.

2. Airport performance according to passenger flows

Overall, there is a good recovery and maintenance of passenger traffic across operational airports receiving scheduled flights in Cameroon throughout the period 2021-2024. Also, the highest annual growth rate of passenger traffic in 2024 was recorded at Maroua International Airport, with a 23.83% year-on-year increase compared to 2023. This is followed by Yaoundé-Nsimalen (5.20%) and Douala (4.62%) international airports. Garoua International Airport and the secondary airports of Ngaoundéré and Bafoussam recorded a decline rate of -14.27%, -23.87% and -14.52%, respectively, compared to the previous year. However, Bafoussam Airport, Garoua International Airport, and Yaoundé-Nsimalen International Airport experienced strong growth in passenger traffic in 2024, exceeding pre-COVID-19 traffic levels by 71.92%, 66.75%, and 28.84%, respectively. This represents an average annual growth rate of 14.38%, 13.35%, and 5.77%, respectively, for the three airports for the period 2019-2024. Douala International Airport has also shown a positive growth trend in recent years, with a market share of 53.31% of air passengers in 2021, 56.06% in 2022, 53.54% in 2023, and 53.94% in 2024. This airport experienced an annual passenger traffic growth rate of 4.62% and 8.36%, year-on-year compared to 2023 and 2019, respectively. This translated into an average annual growth rate of 1.67% for this airport during the five-year period 2019-2024. This rate is 2.94% for all airports for the said period.

Apart from flights operated by the national airline, Camair-Co, Garoua and Maroua-Salak international airports do not receive regular commercial flights. Most of the passenger traffic on these routes consists of domestic passengers, with some international passengers transported via Hajj flights consisting of Muslims bound for Saudi Arabia for the pilgrimage, as well as passengers on military aircraft, humanitarian flights, and sometimes flights from the CEMAC sub-region.

Chart 17: Evolution of total passenger flow per airport between 2019 and 2024



Source : CCAA, 2025.

An analysis of the growth in passenger numbers compared to the mixed trend in the number of flights through airports in general and Yaoundé-Nsimalen in particular, reveals that:

- aircraft occupancy rates are increasingly high;
- aircraft landing at international airports have increasingly large capacities.

Also, the average number of passengers carried per domestic flight for Yaoundé-Nsimalen International Airport increased from 44 in 2023 to 47 in 2024, and this same average number increased from 26 in 2023 to 28 in 2024 for Douala International Airport. Regarding international flights, the average number of passengers per flight increased from 123 in 2023 to 138 in 2024 for Yaoundé-Nsimalen Airport and from 112 in 2023 to 116 in 2024 for Douala Airport. This trend shows that flights via Yaoundé-Nsimalen have the highest occupancy rate.

Table 12: Average Number of Passengers per Flight by Airport and Route Segment from 2019-2024

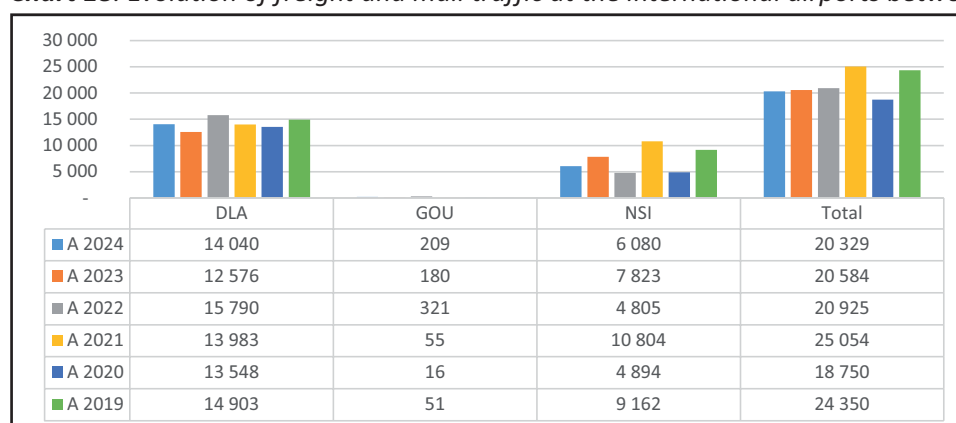
Airport	Route Segment	Average Passengers/Movement					
		Y 2019	Y 2020	Y 2021	Y 2022	Y 2023	Y 2024
Bafoussam	National	16	9	13	13	26	27
	CEMAC	0	0	0	0	0	0
	Internat. hors CEMAC	0	0	0	0	0	0
Bamenda	National	10	4	2	4	4	2
	CEMAC	0	0	0	0	0	0
	Internat hors CEMAC	0	0	0	0	0	0
Douala	National	15	15	25	20	26	28
	CEMAC	36	37	39	38	40	35
	Internat hors CEMAC	111	77	97	104	112	116
Garoua	National	15	23	26	53	28	31
	CEMAC	1	1	8	0	41	17
	Internat hors CEMAC	20	0	11	80	77	86
Maroua-Salak	National	38	25	26	33	40	33
	CEMAC	12	8	7	6	6	34
	Internat hors CEMAC	12	6	10	26	16	6
Ngaoundéré	National	26	12	25	29	42	29
	CEMAC	26	14	7	8	15	28
	Internat hors CEMAC	0	0	0	0	0	0
Yaoundé-Nsimalen	National	28	18	33	42	44	47
	CEMAC	50	8	23	26	28	28
	Internat hors CEMAC	110	111	118	136	123	138
General	National	20	17	27	29	34	34
	CEMAC	36	28	35	35	36	36
	Internat hors CEMAC	109	87	104	114	115	115

Source : CCAA, 2025.

3. Airport performance according to freight and mail traffic

During the year 2024, only three airports received cargo and mail traffic in Cameroon. These are Douala International Airport with **69.06%** share of cargo traffic, Yaoundé-Nsimalen which totals **29.91%** and Garoua which received only **1.03%** of this flow in 2024. This confirms that most of the cargo and mail traffic to/from Cameroon is transported by international flights through Douala and Yaoundé Nsimalen International Airports. The upward and downward trends observed in cargo and mail traffic during the period 2019 - 2024 reflect the variations in cargo volume observed at the two (02) airports. It was also observed that cargo traffic transported through Yaoundé-Nsimalen International Airport experienced a year-on-year decrease of -22.28% in 2024, compared to 2023, while at Douala International Airport this traffic increased by 11.64% year-on-year compared to the previous year. Similarly, Douala International Airport had an annual growth rate of 16.11% in cargo traffic compared to the year 2023. However, these positive trends did not allow reaching the volume of cargo and mail transported in the previous year as well as the level of cargo before 2019. This indicates an annual growth rate of -1.24% for the volume of cargo transported in 2024 for all airports, compared to 2023. Also, cargo traffic recorded an average annual decline rate of -3.30% for all airports during the period 2019-2024. This decline in cargo traffic can be partly attributed to the suspension of operations of Kenya Airways to/from Yaoundé-Nsimalen Airport.

Chart 18: Evolution of freight and mail traffic at the international airports between 2019 and 2024



Source : CCAA, 2025.

IV) ACTIVITIES OF AIRLINES OPERATING TO/FROM CAMEROON

1. Activities of the national carrier Camair-CO

1.1 National activity

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

Category	Y 2024	Y 2023	Y 2022	Y 2021	Y 2020	Y 2019	Variation	
							2024/23	2024/19
Passengers	551108	515045	419319	323602	103752	324517	7,00%	69,82%
Movements	10301	10653	10901	10140	2738	8060	-3,30%	27,80%
Freight & Mail (Tonnes)	180	78	491	269	71	311	130,77%	-42,12%
Pax/movement	54	48	38	32	38	40	10,66%	32,88%

Source : CCAA, 2025.

The national airline, Camair-co, continues to expand its domestic operations, and its load factor continues to improve for domestic flights. While the number of domestic passengers increases by 7.00% in 2024 compared to the previous year, the number of aircraft movements decreases by **3.30%** year-on-year compared to 2023. The average number of passengers per aircraft movement increased from 48 in 2023 to **54** in 2024, representing a growth rate of 10.66% for the passenger load factor compared to the previous year, exceeding the level recorded before the pandemic by 32.88%. However, the volume of freight and mail transported nationally by this national carrier remains too insignificant (180 tonnes in 2024), despite the growth of more than 100% recorded in 2024 compared to 2023. This results in a year-on-year decrease of -42.12% compared to 2019, giving an average annual regression rate of -8.42% for the period 2019-2024.

1.2 International activity

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

Category	Y 2024	Y 2023	Y 2022	Y 2021	Y 2020	Y 2019	Variation	
							2024/23	2024/19
Passagers	61017	34074	16361	1487	1674	16444	79,07%	271,06%
Mouvements	1574	1021	600	128	92	566	54,16%	178,09%
Fret & Poste (Tonnes)	7	4	12	18	0	22	75,00%	-68,18%
Pax/mouvement	39	33	27	12	18	29	16,16%	33,43%

Source : CCAA, 2025.

Camair-co's international operations are mainly directed to destinations in the CEMAC sub-region and a few airports in West Africa. While these activities continue to intensify, it is observed that the passenger load factor also continues to improve for international flights, with a year-on-year increase of 16.16% and 33.43% compared to 2023 and 2019 levels respectively. However, Camair-Co only covered about **4.78%** of international passenger traffic to/from Cameroon during 2024, with an average load factor of 39 passengers per flight, up from 29 recorded in 2019. This airline still needs to further develop its air cargo activities.

2- Activities of the foreign airlines operating to/from Cameroon.

2.1 Traffic of regular international passengers per airline

Table 15: Evolution of regular international passenger traffic per airline in 2024

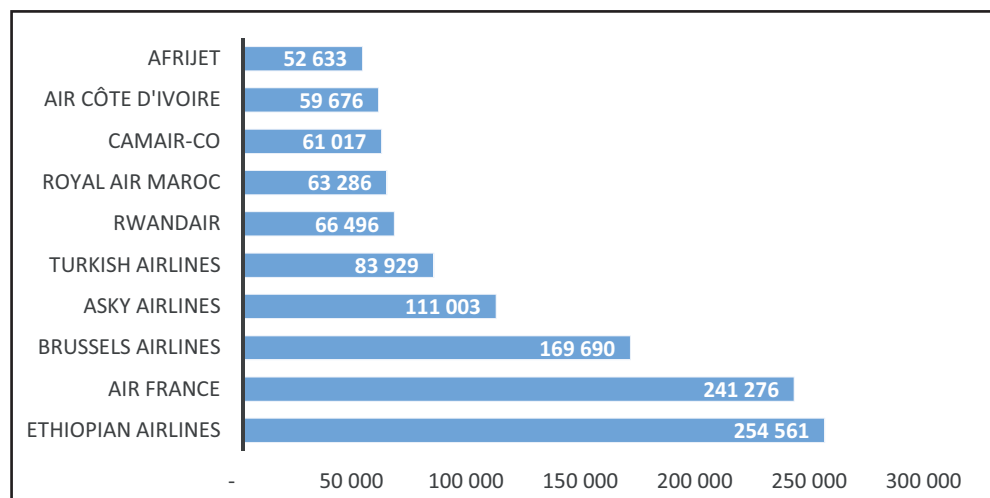
Airlines	Passengers transported per year						Evolution in 2024		Mkt share in 2024
	Y 2024	Y 2023	Y 2022	Y 2021	Y 2020	Y 2019	2024/23	2024/19	
AFRIJET	53 300	45 951	31 986	108	622	27 854	15,99%	91,35%	4,17%
Air Algérie	13 008	1 587	-	-	-	-	719,66%	100,00%	1,02%
Air Côte D'Ivoire	60 080	56 438	57 536	48 703	25 728	91 817	6,45%	-34,57%	4,70%
Air France	243 614	230 936	209 744	164 334	95 648	288 522	5,49%	-15,56%	19,08%
Air Peace	6 896	8 267	8 688	-	-	-	-16,58%	100,00%	0,54%
ASKY	111 984	109 614	90 373	68 786	38 184	134 206	2,16%	-16,56%	8,77%
Brussels Airlines	173 453	171 461	162 159	127 181	68 853	244 249	1,16%	-28,99%	13,58%
CEIBA International	108	682	4 659	2 124	5 488	31 336	-84,16%	-99,66%	0,01%
CRONOS Airlines	14 993	14 973	8 220	4 849	6 882	12 942	0,13%	15,85%	1,17%
Egyptair	30 636	30 175	28 256	17 625	4 803	3 498	1,53%	775,81%	2,40%
Ethiopian	256 993	218 434	169 707	117 442	61 666	198 565	17,65%	29,43%	20,12%
Air Sénégal	11 125	14 755	32 242	16 950	1 308	-	-24,60%	100,00%	0,87%
Kenya Airlines	23 315	22 065	16 551	25 474	17 763	86 139	5,67%	-72,93%	1,83%
Royal Air Maroc	64 158	53 579	38 310	8 292	13 457	71 486	19,74%	-10,25%	5,02%
Rwandair	66 915	63 777	67 809	51 770	30 760	92 070	4,92%	-27,32%	5,24%
Tchadia	-	-	-	9 219	8 824	15 489	0,00%	-	0,00%
Trans Air Congo	-	-	3 238	5 126	1 806	8 641	0,00%	-	0,00%
Turkish	85 471	90 874	91 878	66 085	31 515	97 647	-5,95%	-12,47%	6,69%
Total général	1 216 049	1 133 568	1 021 356	734 068	413 307	1 404 461	7,28%	-13,42%	95,22%

Source : CCAA, 2025.

During the year 2024, 17 scheduled commercial airlines provided international air transport services in Cameroon. Among these, and unlike in previous years, international air transport activity is largely dominated by the regional airline **Ethiopian Airlines**, which now surpasses Air France as the leading international airline in terms of international passenger traffic carried in 2024, with a **20.12%** market share, followed in second place by the latter with 19.08%. Brussels Airlines ranks third with a **13.58%** market share, followed by ASKY Airlines (**8.77%**), Turkish Airlines (**6.69%**), Rwandair (**5.24%**), and Royal Air Maroc (5.02%). **Camair-Co ranks eighth** with **4.78%** of international passenger traffic carried, ahead of Air Cote d'Ivoire (4.70%), Afrijet (4.17%), Egyptair (2.40%), and Kenya Airways (1.83%).

While most of these scheduled airlines have experienced a positive trend in terms of growth in their activities in 2024 compared to the year 2023, others on the other hand have experienced a downward trend in their passenger traffic to/from Cameroon compared to the previous one, namely Air Senegal (-24.60%), Air PEACE (-16.58%), and Turkish Airlines (-5.95%).

Chart 19: Ranking of top 10 regular airlines in terms of passengers transported in 2024



Source : CCAA, 2025.

2.2 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 2024		Mkt share in 2024
	Y 2024	Y 2023	Y 2022	Y 2021	Y 2020	Y 2019	2024/23	2024/19	
AFRIJET	1 748	1 496	1 266	669	348	888	16,84%	96,85%	10,78%
Air Algérie	250	32	0	0	0	0	681,25%	100,00%	1,54%
Air Côte D'ivoire	1 548	1 514	1 540	1 459	778	1 800	2,25%	-14,00%	9,55%
Air France	1 362	1 668	1 594	1 232	929	1 618	-18,35%	-15,82%	8,40%
Air Peace	272	310	314	-	-	-	-12,26%	100,00%	1,68%
ASKY	2 196	2 080	1 901	1 673	1 026	2 393	5,58%	-8,23%	13,55%
Brussels Airlines	1 330	1 388	1 380	1 292	909	2 111	-4,18%	-37,00%	8,21%
CEIBA Internat.	2	30	178	114	150	588	-93,33%	-99,66%	0,01%
Congo Airways	-	-	-	6	-	52	0,00%	-100,00%	0,00%
CRONOS Airlines	390	430	306	236	255	492	-9,30%	-20,73%	2,41%
DHL /Allied Air Cargo	624	606	619	628	610	752	2,97%	-17,02%	3,85%
Egyptair	309	315	304	238	93	136	-1,90%	127,21%	1,91%
Ethiopian	1 903	1 759	1 912	1 454	1 086	1 431	8,19%	32,98%	11,74%
Air Sénégal	238	410	826	406	24	-	-41,95%	100,00%	1,47%
Kenya Airlines	646	596	501	1 610	544	751	8,39%	-13,98%	3,99%
Royal Air Maroc	1 210	1 212	956	220	368	1 096	-0,17%	10,40%	7,46%
Rwandair	1 053	986	1 108	881	523	1 259	6,80%	-16,36%	6,50%
Tchadia	-	-	-	309	292	426	0,00%	-100,00%	0,00%
Trans Air Congo	-	-	62	100	36	110	0,00%	-100,00%	0,00%
Turkish	1 128	1 341	1 237	1 058	607	1 327	-15,88%	-15,00%	6,96%
Total	16 209	17 194	16 636	13 713	8 670	17 796	-5,73%	-8,92%	100,00%

Source : CCAA, 2025.

2.3 Freight and mail tons per regular airline

Table 17: Evolution of freight and mail traffic per regular foreign airline from 2019 to 2024

Airlines	Freight tonnes per year						Evolution in 2024		Mkt share in 2024
	Y 2024	Y 2023	Y 2022	Y 2021	Y 2020	Y 2019	2024/23	2024/19	
AFRIJET	-	0,90	10	48	-	-	100,00%	0,00%	0,00%
Air Côte D'Ivoire	45,40	68,73	115	76	37	131	-33,94%	-65,34%	0,22%
Air France	5 147,96	5 032	7 448	4 985	3 500	8 602	2,30%	-40,15%	25,01%
Air Peace	-	-	11	-	-	-	0,00%	0,00%	0,00%
Ceiba Internat.	-	-	3	1	-	2	0,00%	-100,00%	0,00%
ASKY	10,92	26,24	123	45	10	1	-58,38%	992,00%	0,05%
Brussels Airlines	4 900,18	4 993	4 130	6 057	3 795	5 972	-1,86%	-17,95%	23,81%
Air Algérie	0,12	-	378	393	36	-	0,00%	0,00%	0,00%
Allied Air Cargo (DHL)	1 950,43	1 597,97	2 535	2 979	3 526	4 411	22,06%	-55,78%	9,48%
Magma	37,09	274,27	-	727	892	-	-86,48%	0,00%	0,18%
Egyptair	0,82	18,53	31	27	-	-	-95,57%	0,00%	0,00%
Ethiopian	6 472,55	7 215,52	3 963	7 948	5 250	923	-10,30%	601,25%	31,44%
Air Sénégal	24,32	18,79	35	9	-	-	29,43%	0,00%	0,12%
Kenya Airlines	274,16	119,27	320	586	458	324	129,87%	-15,38%	1,33%
Royal Air Maroc	243,51	120,75	269	42	55	380	101,66%	-35,92%	1,18%
Rwandair	52,70	10,02	123	39	8	9	425,95%	485,56%	0,26%
Tchadia	-	-	-	2	88	-	0,00%	0,00%	0,00%
Trans Air Congo	-	-	30	19	4	-	0,00%	0,00%	0,00%
Turkish	255,51	226,81	404	46	15	75	12,65%	240,68%	1,24%
Air Atlanta Icelandic	376,07	426	-	501	531	-	-11,72%	0,00%	1,83%
Air Cargo Global	-	-	-	31	-	20	0,00%	-100,00%	0,00%
Cargolux Airlines	-	-	-	-	93	319	0,00%	-100,00%	0,00%
Total General	19 791,74	20 148,80	20 093,00	24 849,00	18 370,00	21 503,00	-1,77%	-7,96%	96,15%

Source : CCAA, 2025.

During 2023, Allied Air Cargo operated on behalf of DHL as the lone airline transporting solely cargo to and from Cameroon, while most of the freight and mail traffic were transported via passenger aircraft in form of belly cargo, with Ethiopian Airlines realising certain unscheduled cargo flights. This permitted the latter to top the lead in terms of the percentage share of the total volume of freight and mail carried in 2023 on the Cameroon routes, covering 35.05% ahead of Air France with 24.45%, closely followed by Brussels airlines with 24.26%. The sole cargo operator, Allied Air Cargo covered 7.76% of cargo traffic in 2023.

V) CITY PAIRS SERVED FROM CAMEROON VIA DIRECT FLIGHTS

1. Regular networks served from Cameroon

Table 18: Airports served from Cameroon by scheduled flights with the average number of weekly frequencies for international flights

Network	Origin / Destination Airport		Airports served in Cameroon & weekly frequencies for international flights						
	Airport	Code	DLA	NSI	GOU	MVR	NGE	BFX	BPC
Domestic	Douala	DLA	-	*	*	*	*	*	-
	Nsimalen	NSI	*	-	*	*	*	*	-
	Garoua	GOU	*	*	-	*	*	*	-
	Maroua Salak	MVR	*	*	*	-	*	*	-
	N'Gaoundéré	NGE	*	*	*	*	-	*	-
	Bafoussam	BFX	*	*	-	-	-	-	-
Africa	Abidjan	ABJ	6	5	-	-	-	-	-
	Abuja	ABV	5	4					
	Addis Abeba	ADD	13	7	-	-	-	-	-
	Alger	ALG	3	-	-	-	-	-	-
	Bangui	BGF	9	-	-	-	-	-	-
	Brazzaville	BZV	3	3	-	-	-	-	-
	Caire	CAI	3	-	-	-	-	-	-
	Casablanca	CMN	7	7	-	-	-	-	-
	Cotonou	COO	4	-	-	-	-	-	-
	Dakar	DKR	*	-	-	-	-	-	-
	Kigali	KGL	5	-	-	-	-	-	-
	Lagos	LOS	2	*	-	-	-	-	-
	Libreville	LBV	16	10					
	Lomé	LFW	7	7	-	-	-	-	-
	Malabo	SSG	12	6	-	-	-	-	-
	Nairobi	NBO	4	-	-	-	-	-	-
	Ndjamena	NDJ	6	6	-	-	-	-	-
	Pointe Noir	PNR	3	-	-	-	-	-	-
America	N/A	N/A	-	-	-	-	-	-	-
Asia (Middle	Istanbul	IST	7	7	-	-	-	-	-

Source : CCAA, 2025.

2. Traffic per regular destinations served from Cameroon

Table 19: Evolution of passenger traffic and aircraft movements per city pair served from Cameroon between 2019 and 2024

Airports		PASSENGERS						MOVEMENTS					
NOM	CODE	Y 2024	Y 2023	Y 2022	Y 2021	Y 2020	Y 2019	Y 2024	Y 2023	Y 2022	Y 2021	Y 2020	Y 2019
Paris Charles DG	CDG	240 733	228 922	204 029	164 872	94 571	244 724	1 123	1 121	862	784	492	1 148
Brussels	BRU	168 997	169 267	193 688	124 563	68 224	165 426	668	696	689	608	331	830
Addis Abeba	ADD	239 329	204 253	184 599	116 403	59 127	144 936	1 134	880	949	777	653	866
Istanbul	IST	83 931	90 296	92 910	65 875	31 435	69 638	651	673	608	545	347	908
Abidjan	ABJ	55 419	53 293	53 158	45 439	25 021	57 490	458	421	478	526	308	860
Libreville	LBV	69 751	56 469	46 706	30 391	17 911	57 597	2 196	2 237	2 046	865	635	2 233
Casablanca	CMN	62 905	52 975	37 146	8 049	13 442	44 054	620	626	480	114	232	684
Nairobi	NBO	23 274	15 671	11 685	20 752	12 805	38 397	391	305	196	341	280	617
Malabo	SSG	27 129	24 484	18 423	7 920	13 282	44 182	1 565	1 628	1 541	619	632	1 788
Cotonou	COO	16 393	9 678	9 901	8 442	9 158	31 252	457	360	559	442	209	644
Bangui	BGF	31 286	41 120	32 984	27 210	14 267	38 636	1 667	1 621	1 223	1 019	486	1 164
Lomé	LFW	75 990	68 442	55 276	40 433	19 087	44 913	951	872	780	739	376	735
Ndjamena	NDJ	38 365	35 842	25 935	22 250	16 259	35 464	1 390	1 081	831	799	755	1 624
Brazzaville	BZV	15 516	11 497	13 516	11 592	6 892	18 744	552	348	435	373	197	397
Kigali	KGL	43 203	35 842	41 131	29 690	12 426	24 904	357	425	419	289	167	346
Lagos	LOS	7 039	7 806	7 470	3 755	2 113	10 482	679	651	629	528	432	1 150
Bata	BSG	2 403	3 495	850	160	122	897	206	169	58	16	8	74
CAIRO	CAI	30 346	30 270	36 730	17 836	5 437	2 889	335	329	357	242	88	73
Abuja	ABV	4 715	6 048	7 030	4 058	2 488	7 177	446	661	640	396	148	444
Algiers	ALG	12 846	1 565	3 265	198	-	-	250	34	78	88	-	-
Johannesburg	JNB	149	111	197	1 355	85	197	10	10	23	23	77	182
TOTAL		1 249 719	1 147 346	1 073 364	751 045	424 152	1 081 999	16 106	15 148	13 368	10 045	6 853	16 767

Source : CCAA, 2025.

Table 20: Evolution of Freight and Mail traffic per city pair served from Cameroon between 2019 and 2024

AIRPORTS		FREIGHT & MAIL (TONNES)					
NOM	CODE	Y 2024	Y 2023	Y 2022	Y 2021	Y 2020	Y 2019
Paris Charles D G	CDG	5 142,54	4 983,08	7 418,09	4 918,84	3 449,24	8 528,55
Brussels	BRU	4 876,63	4 866,16	4 084,68	6 000,59	3 849,81	5 867,80
Addis Abeba	ADD	6 419,85	7 134,65	3 723,61	7 968,56	5 095,69	876,43
Istanbul	IST	255,51	226,61	385,86	45,61	14,07	13,26
Abidjan	ABJ	45,05	67,39	64,86	122,05	34,75	89,05
Libreville	LBV	77,18	96,49	50,68	17,95	33,84	107,93
Casablanca	CMN	207,71	87,72	117,69	36,47	28,50	229,26
Nairobi	NBO	125,07	108,74	125,01	254,71	223,49	104,83
Malabo	SSG	88,62	80,53	117,77	33,79	39,93	22,61
Cotonou	COO	4,54	4,81	0,48	72,62	109,99	55,44
Bangui	BGF	119,86	75,52	80,92	468,27	31,43	81,88
Lomé	LFW	9,59	6,91	24,07	10,53	163,17	56,26
Ndjamena	NDJ	214,66	135,66	120,44	56,99	213,11	2,76
Brazzaville	BZV	1,56	9,63	11,67	35,94	0,93	1,31
Kigali	KGL	26,83	5,48	8,29	5,47	6,80	0,00
Lagos	LOS	1 047,55	921,60	1 678,84	2 373,26	2 823,64	3 659,34
Bata	BSG	0,00	0,11	8,89	-	3,48	-
CAIRO	CAI	0,82	18,53	2,82	2,19	-	-
Abuja	ABV	3,53	-	7,78	5,35	1	1,84
Algiers	ALG	0,12	-	-	378	-	-
Johannesburg	JNB	-	-	-	-	-	-
TOTAL		18 667,22	18 829,62	18 032,19	22 807,19	16 122,87	19 698,55

Source : CCAA, 2025.

VI) TREND ON AIR TRAFFIC DEVELOPMENT DURING THE FIRST SEMESTER OF 2025

The overall trend of air traffic during the first half of the year from 2019 to 2025

The positive developments in air transport observed in Cameroon over the past three years, from 2021 to 2024, will certainly continue in 2025 and in the years to come. Based on preliminary analyses of statistical data on air passenger traffic, aircraft movements and freight transported during the first quarter of 2025, compared to the same period in previous years, the outlook remains encouraging for sustained growth in air transport. This positive trend is reflected in the increase in the total number of passengers during the said period of 2025, up **0.5%** and **22.46%** year-on-year compared to the same period in 2024 and 2019 respectively. Compared to the first six months of 2019, the average annual growth rate stands at **4.49%** for the period 2019-2025, going from **838,347** passengers in the first half of 2019 to **1,026,659** in 2025.

Following the same trend, aircraft movement traffic, although around **2.27%** higher than the 2024 level, remains below the pre-pandemic level reached during the same period in 2019 (**-0.81%**).

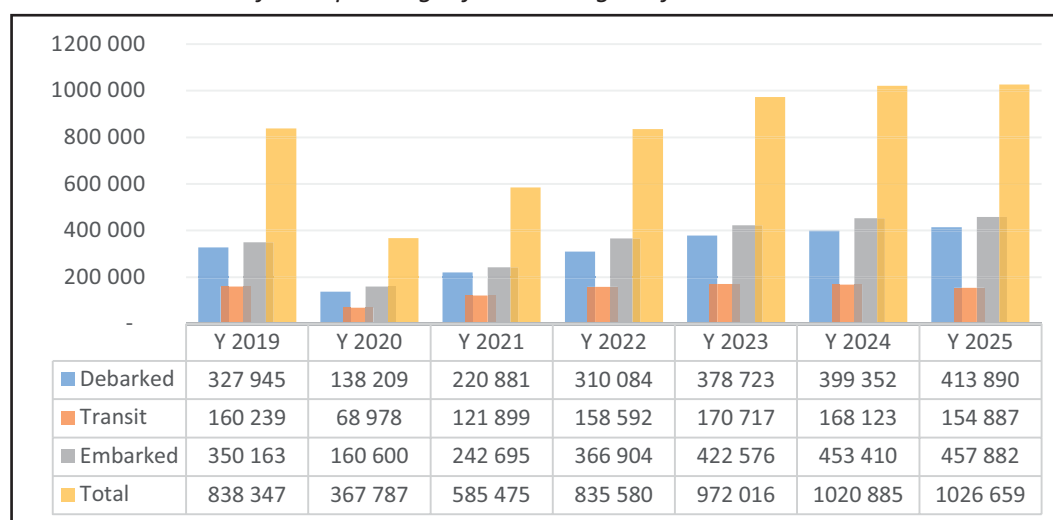
Similarly, air cargo traffic during the first half of 2025 significantly exceeds the level recorded during the first half of previous years and even the pre-pandemic figures of 2019. This trend reflects the continuous growth in air traffic driven by strong global trade activity, resulting in an increase in international operations.

Table 21: Evolution of traffic of total passengers, aircraft movements and freight during the first semester between 2019 and 2025

Traffic	SEM1 2025	SEM1 2024	SEM1 2023	SEM1 2022	SEM1 2021	SEM1 2020	SEM1 2019	Evolution in 2024	
								2025/24	2025/19
Total Passengers	1 026 659	1 020 885	972 016	835 580	585 475	367 787	838 347	0,57%	22,46%
Mouvements	14 272	16 067	15 099	15 837	12 863	8 913	16 566	-11,17%	-13,85%
Fret & Poste (Tonnes)	13 861	10 636	9 643	10 822	10 707	8 211	9 561	30,32%	44,97%

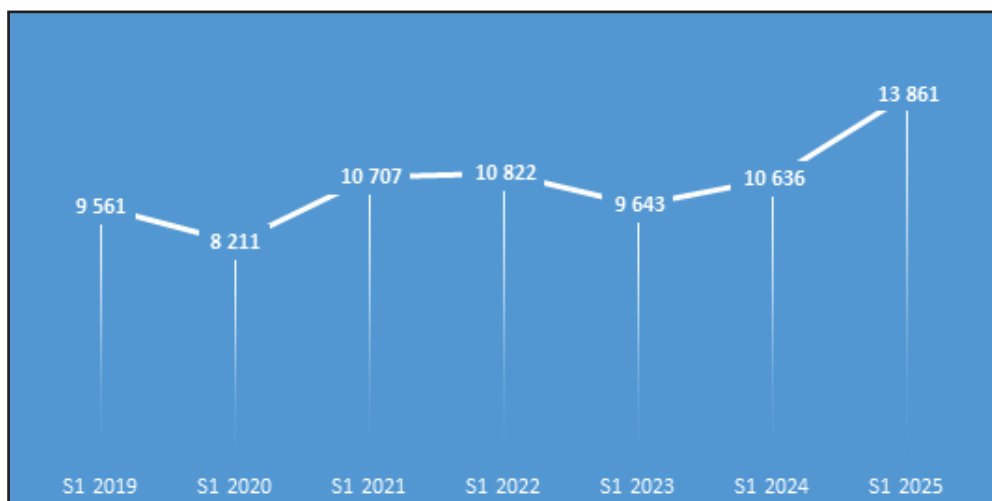
Source : CCAA, 2025.

Chart 20: Variation of total passenger flows during the first semester between 2019 and 2025



Source : CCAA, 2025.

Chart 21: Variation of Freight and mail traffic during the first semester between 2019 and 2025



Source : CCAA, 2025.

Current analyses suggest that the future of air transport in Cameroon is promising. The short- and medium-term outlook remains encouraging, as potential demand is expected to grow further, thanks to the country's demographic strength and economic viability. The sustained commitment of industry stakeholders and the government to the implementation of the various planned projects, particularly the rehabilitation of airport infrastructure, will accelerate this growth.

It is also necessary to promote air freight activities, starting with the rehabilitation of all relevant infrastructure.





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