

ENSURE YOUR STATE'S INFORMATION IS UP TO DATE

Cameroon

1. **SATAPS** is an on-line database for States and industry stakeholders to monitor the implementation of the Lomé and Antananarivo Declarations, and take necessary follow-up or corrective actions. Please register to SATAPS and upload the information. For more information, visit: <http://www.icao.int/sustainability/Pages/SATAPS.aspx>

2. **Aerotariffs** provides information on airport and air navigation services charges (tariffs) that are officially registered with ICAO. Under Art. 15 of the Chicago Convention, all Member States shall communicate to ICAO such charges. Please to revise the information sent and to update it, if necessary. If you find any discrepancy, please contact us at: aerotariffs@icao.int

You are invited to visit **Aerotariffs** website and request a demo of the tools, which is useful to calculate airport charges and to benchmark different airports: <https://www4.icao.int/doc7100>

3. The **World Air Services Agreements (WASA)** Database includes agreements that are officially registered with ICAO (Art. 83 of the Chicago Convention), as well as other agreements and arrangements, which are publicly available. For information and to correct any discrepancies, please contact us: ecd@icao.int

4. The **ICAO E-Tools WASA Map** is a data visualization of WASA data and traffic (attached). For any enquiry about the WASA Map, please visit ICAO's exhibition booth.

CAMEROON
STATE AIR TRANSPORT ACTION PLAN SYSTEM (SATAPS)

Area	Action	Reference
Alleviation of restrictions	Revise ASAs to alleviate air carrier ownership and control (ACOC) restrictions	
	Revise ASAs to alleviate capacity restrictions	
Charges	Implement ICAO policies on user charges	
Competition	Support ICAO Compendium of competition policies and practices (reply to ICAO State Letter EC2/109-15/42)	
	Encourage cooperation among competition authorities	
	Participate in ICAO Air Transport Symposium (IATS), March 2016	
	Implement air transport operators cooperation through code share/alliances	
Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC)	Support development by ICAO of connectivity indicator	
	Implement essential services schemes	
Consumer protection	Associate consumer representative organizations	
	Adhere to Montreal Convention, 1999	
	Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices	

IMPORTANT NOTE:

These are the fields of your State's SATAPS Profile.

Please upload (or update) the information for the empty fields by subscribing to SATAPS (information available at: <https://www.icao.int/sustainability/Pages/SATAPS.aspx>)

If you prefer providing paper information, please fill this form and give it to ICAO Secretariat (onsite or by email at: ecd@icao.int).

Should you require more space, feel free to use additional paper.

Area	Action	Reference
Cooperation across value chain	Support cooperation among stakeholders, including World Tourism Organization (UNWTO), International Air Transport Association (IATA), Airports Council International (ACI), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), African Union Commission (AUC), Airlines Association of Southern Africa (AASA)	
Data and analysis	Share data and analysis	
	Share customized traffic and cargo forecasts	
	Provide business analysis tools	
Fleet renewal	Adhere to Cape Town Convention, 2001	
	Make use of Art. 83 bis of the Chicago Convention	
Infrastructure development	Consider practices to attract public/private capital, such as public-private partnerships (PPP)	
	Provide sufficient infrastructure to accommodate growth	
	Increase awareness of ICAO guidance on infrastructure funding	
Market access liberalization	Grant 7th freedom traffic rights for air cargo services	
	Align Air Services Agreements (ASAs) with YD	
	Implement Yamoussoukro Decision (YD) framework	

Area	Action	Reference
Safety	Implement safety targets of the Abuja Declaration on Aviation Safety in Africa, 2012	
	Establish mechanisms to ensure sustainable funding of safety oversight functions	
Security and facilitation	Support electronic submission of data on goods passing borders; e-freight; e-air way bills(e-AWB)	
	Develop and implement Regulated Agent and Known Consignor's programmes	
	Establish mechanisms to ensure the sustainable funding of security oversight functions	
	Implement electronic visas	
Taxation	Avoid imposing discriminatory levies on air transport	
	Implement ICAO policies on taxation	
	Assess economic impact of excessive taxation	
Training	Support ICAO efforts to quantify personnel shortages (Doc 9956)	
	Support ICAO capacity-building initiatives: Next Generation of Aviation Professionals (NGAP), Human Resources Development Fund (HRDF)	
	Use ICAO air cargo-specific training, including dangerous goods	



Freight Tonne Kilometre (FTK)

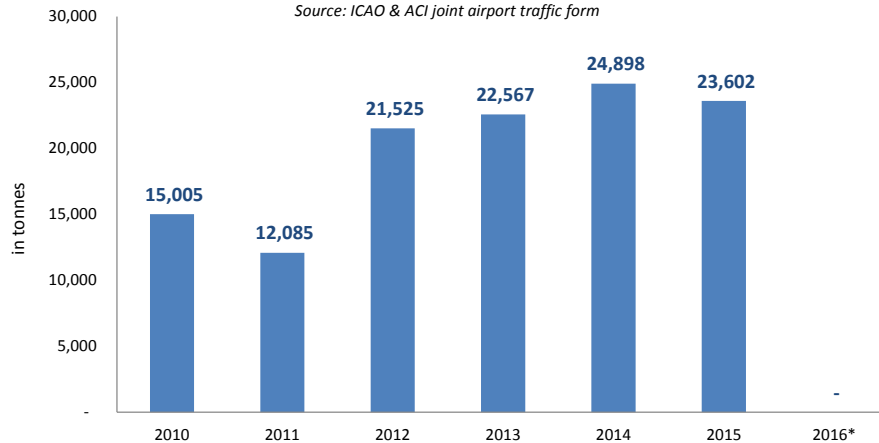
No Reported Data to ICAO

Freight Tonne Kilometer Ranking (FTK)

- Within Africa Region: NA
- World: NA

Evolution of Airport Cargo Traffic

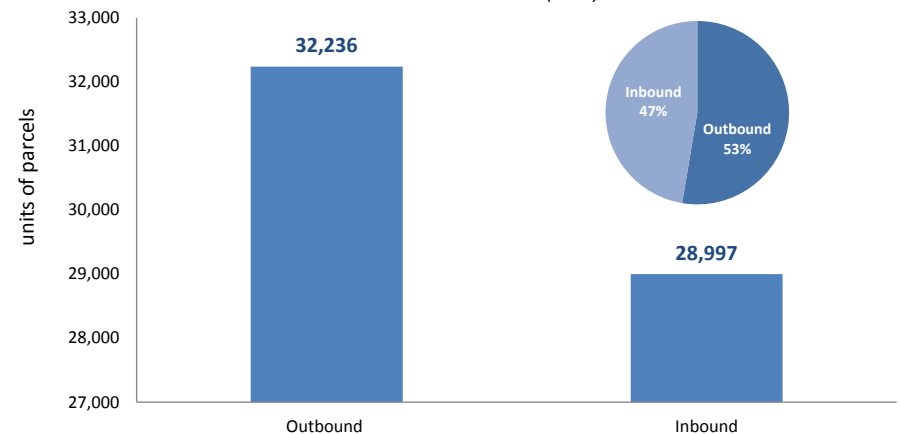
Source: ICAO & ACI joint airport traffic form



* Preliminary data

e-Commerce Activity, 2015

Source: Universal Postal Union (UPU)



CAMEROON

LATEST AMENDMENT DATED: 11 April 2014

AIRPORTS: Douala, Garoua and Yaoundé/Nsimalen

LANDING CHARGES

International Traffic

MTOW (tonnes)	Douala XAF /t	Garoua XAF /t	Yaoundé/Nsimalen XAF /t
1 to 5	10 700 for 4 tonnes 13 055 for 5 tonnes	2 603	2 743
6 to 25	2 357	2 603	2 703
26 to 75	4 693	4 604	4 881
76 to 150	6 639	6 504	6 896
Over 150	6 255	6 101	6 470

Domestic Traffic

MTOW (tonnes)	Douala XAF /t	Garoua XAF /t	Yaoundé/Nsimalen XAF /t
1 to 5	3 721 for 4 tonnes 4 229 for 5 tonnes	891	918
6 to 14	510	486	521
15 to 25	1 970	1 874	1 975
26 to 75	3 839	3 745	3 951
76 to 150	4 810	4 705	4 966
Over 150	4 503	4 408	4 654
Minimum	3 508	3 558	3 661
Private and aero-club flights	2 426	2 498	2 680

Surcharge: For extended hours of operation:

International flights:

XAF 25 200 for every 2 hours

Domestic flights:

XAF 8 500 for every 2 hours

LIGHTING CHARGES

	Charge in XAF per landing and per take-off		
	Douala	Garoua	Yaounde
High intensity			
Less than 75t	83 746	83 746	83 746
More than 75t	106 079	106 079	106 079
Low intensity	38 716	38 716	96 554

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PARKING CHARGES

Basis: Maximum take-off weight in C. of A.

Apron	XAF 35 /t/hour
Parking on maintenance area	XAF 140 /t/hour plus a fixed charge for 24 hours electricity

HANGAR CHARGES

Basis: Maximum take-off weight in C. of A.

Commercial aircraft	XAF 300 per tonne per hour
Tourist aircraft	XAF 150 per tonne per hour

AEROBRIDGE CHARGES

Basis: Aircraft weight

Charging formula $R = X \times P \times T$

Where: R = The charge
X = Number of docking
P = Aircraft weight
T = Charging rate

Aircraft weight (tonnes)	Rate in XAF	
	Aircraft engaged in International traffic	Aircraft engaged in Domestic traffic
Up to 20	210	40
21 - 60	220	55
61 - 180	250	60
181 - 300	280	65
over 300	320	95

PASSENGER SERVICE CHARGES

Payable by the carrier.

Per departing passenger 2 years of age and over	XAF / passenger
Domestic traffic:	500
Passengers to CEMAC and Nigeria	6 000
Passengers to all other destinations	10 500

SECURITY CHARGES

Payable by the carrier.

Domestic passenger traffic	XAF / passenger 500
International passenger traffic	10 000
Arriving or departing cargo traffic	XAF 2 000 per tonne

CARGO CHARGES

Departing cargo flights	XAF 2 000 per tonne
Arriving cargo flights	XAF 3 000 per tonne

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INFRASTRUCTURE DEVELOPMENT CHARGE

XAF 15 000 per passenger.

FUEL CHARGE

XAF 1.25 per litre

AIR NAVIGATION CHARGES

Basis: Maximum take-off weight in C. of A. and distance flown.

For MTOW up to 14 tonnes the charge payable is fixed at the rate of EUR 211.69 on international flights, EUR 88.14 on national flights and 84.99 on regional flights.

For MTOW of more than 14 tonnes refer to the same category of charges under Senegal.

Ratification Status of Treaties	Cameroon
Convention on International Civil Aviation, signed at Chicago on 7 December 1944	•
Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 83 bis], signed at Montréal on 6 October 1980	•
International Air Services Transit Agreement, signed at Chicago On 7 December 1944	•
International Air Transport Agreement, signed at Chicago On 7 December 1944	
Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw on 12 October 1929	•
Convention on the International Recognition of Rights in Aircraft, signed at Geneva on 19 June 1948	•
Protocol to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air, done at Warsaw on 12 October 1929, as amended by the Protocol signed at The Hague on 28 September 1955	•
Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Tokyo on 14 September 1963	•
Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague on 16 December 1970	•
Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, done at Montréal on 23 September 1971, signed at Montréal on 24 February 1988	•
Convention for the Unification of Certain Rules for International Carriage by Air, signed at Montréal on 28 May 1999	•
Convention on International Interests in Mobile Equipment, signed at Cape Town on 16 November 2001*	•
Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment, signed at Cape Town on 16 November 2001	•
Convention on Compensation for Damage Caused by Aircraft to Third Parties, signed at Montréal on 2 May 2009	
Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft, signed at Montréal on 2 May 2009	
Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation, signed at Beijing on 10 September 2010	
Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at Beijing on 10 September 2010	
Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Montréal on 4 April 2014**	

*Cape Town Convention. In addition, the Syrian Arab Republic, Zimbabwe, Gabon, Seychelles and Costa Rica have deposited their instruments of accession in respect of this Convention. In accordance with its Article 49(2), the Convention shall enter into force for these States as applied to aircraft equipment when they accede to the Aircraft Equipment Protocol (Cape Town, 2001).

(1) As of 1 December 2009, the European Union replaced and succeeded the European Community.

** Montréal Protocol. Not in force: 22 ratifications required.

World's Air Services Agreements (WASA)
CAMEROON

State A	State B	Date	ICAO Number
CAMEROON	FRANCE	16/06/1961	01578
CAMEROON	ISRAEL	09/08/1963	01720
CAMEROON	MALI	17/03/1964	01774
CAMEROON	GERMANY	22/10/1964	02034
CAMEROON	SWITZERLAND	11/11/1968	02209
CAMEROON	NETHERLANDS	07/09/1971	02350
CAMEROON	UNITED KINGDOM	11/09/1981	03048
CAMEROON	BELGIUM	25/11/1971	03276
CAMEROON	BURUNDI	24/03/1977	03552
CAMEROON	UNITED STATES	16/02/2006	10412
CAMEROON	CHINA	21/04/2011	05345
CAMEROON	SOUTH AFRICA	14/06/2011	05175

**Bilateral Agreement and Traffic for
CAMEROON**

State		Agreement Type	Flights	Seats
AGO	Angola	Non-recorded Agreement	1	236
BEL	Belgium	Traditional/Transitional	325	88,374
BEN	Benin	Non-recorded Agreement	648	76,592
BDI	Burundi	Traditional/Transitional	0	0
CAF	Central African Republic	Non-recorded Agreement	576	75,842
TCD	Chad	Non-recorded Agreement	548	58,295
CHN	China	Traditional/Transitional	0	0
COG	Congo	Non-recorded Agreement	446	56,795
CIV	Cote D'Ivoire	Non-recorded Agreement	282	30,810
COD	Dem. Rep. of The Congo	Non-recorded Agreement	116	18,344
GNQ	Equatorial Guinea	Non-recorded Agreement	1,141	178,546
ETH	Ethiopia	Non-recorded Agreement	267	59,903
FRA	France	Traditional/Transitional	812	209,025
GAB	Gabon	Non-recorded Agreement	778	99,660
DEU	Germany	Traditional/Transitional	0	0
ISR	Israel	Traditional/Transitional	0	0
KEN	Kenya	Non-recorded Agreement	326	41,721
MLI	Mali	Traditional/Transitional	0	0
MAR	Morocco	Non-recorded Agreement	210	32,310
NLD	Netherlands	Traditional/Transitional	0	0
NGA	Nigeria	Non-recorded Agreement	281	29,605
SAU	Saudi Arabia	Non-recorded Agreement	9	1,890
ZAF	South Africa	Open Skies	0	0
CHE	Switzerland	Traditional/Transitional	0	0
TGO	Togo	Non-recorded Agreement	430	42,538
TUR	Turkey	Non-recorded Agreement	289	43,777
GBR	United Kingdom	Traditional/Transitional	0	0
USA	United States	Open Skies	0	0

Scheduled International Annual Growth Rate

Revenue Tonne Kilometres



Compound Annual Growth Rate

— World Total (4.99%)