



2024 ANNUAL AVIATION SAFETY REPORT

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GLOSSARY

ADREP	Accident/Incident Data Reporting
ANSP	Air Navigation Service Provider
ATIS	Automatic Terminal Information Service
ATM	Air Traffic Management
ATS	Air Traffic Services
BIRD	Bird strike
CCAA	Cameroon Civil Aviation Authority
DSA	Department of Aviation Safety
ECCAIRS	European Co-ordination Centre for Accident and Incident Reporting Systems
FL	Flight level
GNSS	Global Navigation Satellite System
GSE	Ground Support Equipment
IAC	Instrument Approach Chart
ICAO	International Civil Aviation Organisation
LOC	Localizer
MAC	Mid Air Collision
MINT	Ministry of Transport
RAMP	Ground handling
SARPs	Standard and Recommended Practices
SCF- PP	Powerplant failure or malfunction

SCF-NP	System/component failure or malfunction [non-powerplant]
SDCPS	Safety Data Collection and Processing System
SID	Standard Instrument Departure
SIGMET	SIGNificant METeorological Information
STAR	Standard Terminal Arrival Route.
TAF	Terminal Aerodrome Forecast
TMA	Terminal control area
TRB	Telecommunications Regulatory Board
WSTRW	Windshear or thunderstorm

FOREWORD

The year 2024 was characterised by the gradual recovery of air transport sector, following the major disruptions caused by the COVID-19 pandemic at the beginning of the decade. In Cameroon, this trend has led to an increase in passenger and freight traffic across all national airport, illustrating the resilience of the sector and the strategic role of aviation for the country.

In this context of growth, safety remains our top priority. It is the foundation of users' trust, the performance of operators, and the sustainability of the national aviation system. Every safe operation relies on constant vigilance, rigorous oversight, and proactive risk management by all stakeholders.

The publication of this 2024 Annual Aviation Safety Report is fully aligned with the mission of the Cameroon Civil Aviation Authority (CCAA) to promote a high level of safety, transparency, and continuous improvement.

This document is intended to serve as a tool for analysis, decision support and safety awareness. It provides an objective assessment of the performance of the national safety system, based on the systematic analysis of incident reports and the lessons learned from them, recognizing that each occurrence is an opportunity for learning and improvement.

I commend the commitment and professionalism of everyone involved in Cameroon's civil aviation sector, whose rigour and daily efforts contribute to the safety of our operations.

Finally, I call on everyone to take ownership of this report, a true shared reference framework, in order to guide our collective actions towards a common goal: ever safer and more efficient air transport in support of Cameroon's economic, social, and cultural development.

Paule ASSOUMOU KOKI

Director General

Cameroon Civil Aviation Authority

1. OPERATIONAL CONTEXT

The operational environment of civil aviation in Cameroon in 2024 was characterized by post-pandemic recovery dynamic, marked by a gradual resumption of air operations, the consolidation of key airport infrastructure, and a strengthening of the safety oversight framework. All stakeholders in the sector, under the leadership of the CCAA, contributed to restoring public confidence in air travel whilst adapting to emerging technical, regulatory and safety challenges.

1.1. Aircraft Operators

The operational environment of civil aviation sector in Cameroon comprised a wide spectrum of stakeholders, ranging from scheduled commercial airlines to general aviation operators conducting specialised air transport and non-commercial operations.

1.1.1 Scheduled Commercial Air Transport Operators

In 2024, 18 scheduled airlines operated in Cameroon, including the national carrier, Camair-Co, and several international airlines serving mainly Douala, Yaoundé-Nsimalen, and Garoua airports.

1.1.2 General Aviation and Aerial Work Operators

In addition to scheduled commercial flights, Cameroon recorded operators of non-scheduled commercial flights, general aviation and aerial work, specialising in aerial spraying, air ambulance services, aerial photography and logistical support for the extractive industries.

1.2. Airport Infrastructure and Operational Activity

In 2024, Cameroon had a well-structured airport network comprising 13 airports, six of which were open to scheduled commercial traffic. The main airports were Douala, Yaoundé-Nsimalen, Garoua and Maroua, which accounted for the bulk of air traffic.

1.3. Provision of Air Navigation Services

In 2024, air navigation services were delivered by two service providers: “Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar” (ASECNA) and the CCAA.

Cameroon had one (1) regional control centre, five (5) control towers providing aerodrome and approach control services (Douala, Yaoundé-Nsimalen, Garoua, Maroua and Ngaoundéré), and three control towers providing aerodrome flight information services (Bafoussam, Bamenda and Bertoua).

1.4. Air Traffic Trends

Between 2017 and 2024, domestic air traffic in aircraft movements—including arrivals and departures at each airport—was dominated by Douala (FKKD), the main hub, followed by Yaoundé-Nsimalen (FKYS), while Garoua (FKKR) and other airports recorded lower volumes.

In 2020, traffic experienced a significant decline due to the COVID-19 pandemic and travel restrictions. From 2021 onwards, a gradual recovery began across all airports.

Traffic at Douala, Garoua, Yaounde-Nsimalen

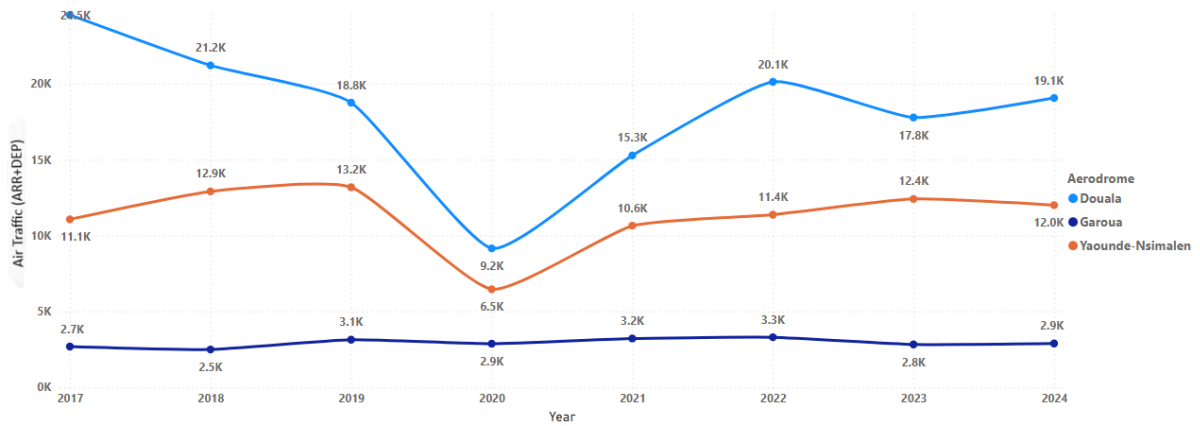


Figure 1: Trends in air traffic (arrivals and departures) between 2017 and 2024

Regarding passenger traffic, a clear recovery was observed after the sharp decline recorded in 2020, with continuous growth through 2024. Douala (FKKD) remains the country's main airport, followed by Yaoundé-Nsimalen (FKYS), whilst Garoua (FKKR) reports lower but stable passenger numbers.

Overall, domestic traffic is regaining positive momentum, confirming the gradual recovery of air travel following the health crisis.

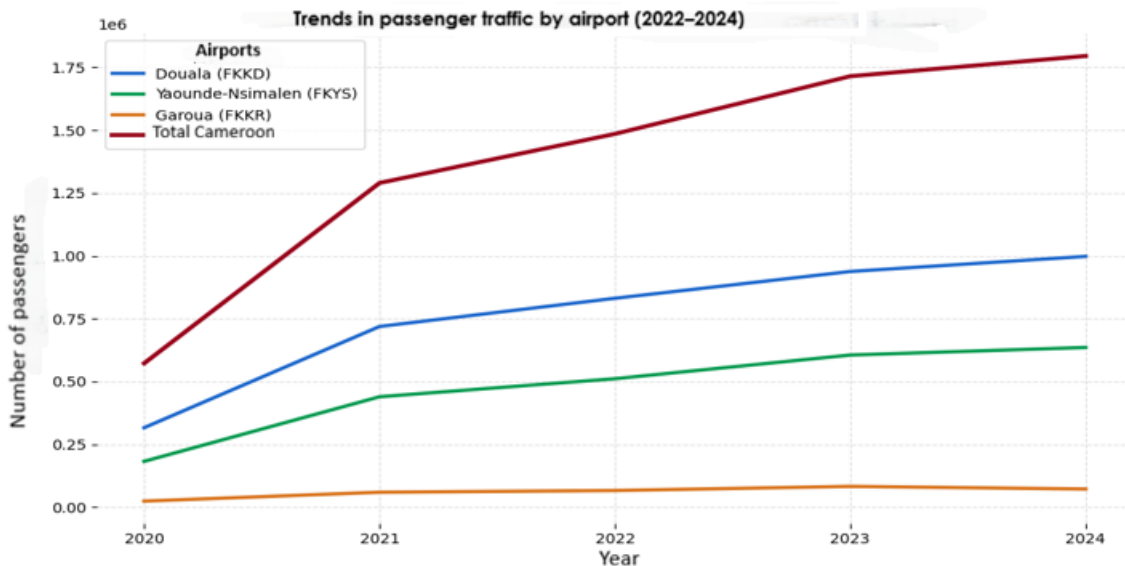


Figure 2: Trends in the number of passengers between 2020 and 2024

2. SAFETY EVENTS COLLECTION AND PROCESSING SYSTEM

2.1. Safety Occurrence Reporting System

2.1.1 Reference Framework

The safety reporting system is a central pillar of the CCAA's proactive approach to aviation safety management. It is based on a structured system for collecting, analysing, processing, and storing data, aimed at transforming raw information into actionable data to identify trends, mitigate risks, and inform strategic decision-making.

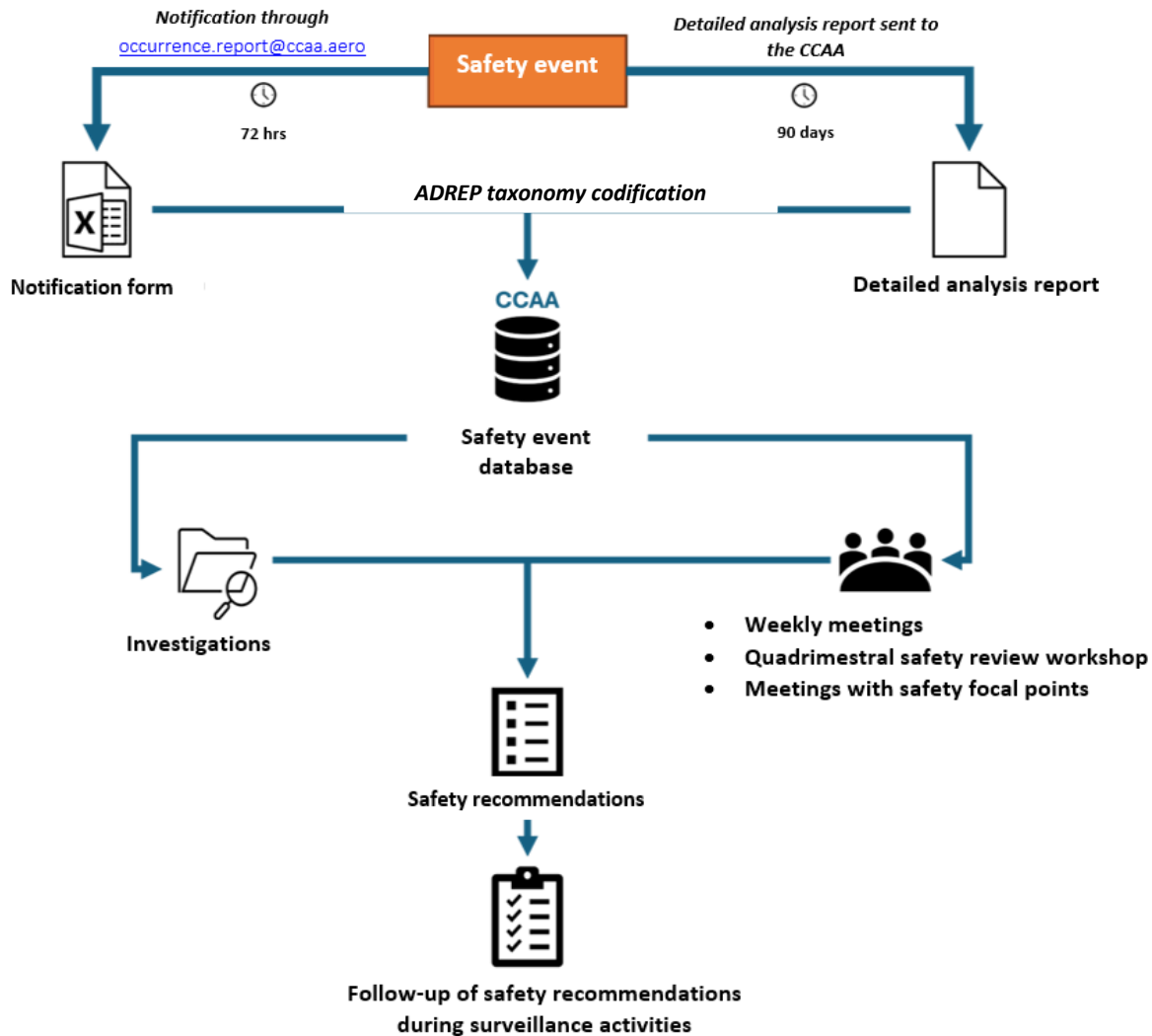


Figure 3: Detailed flowchart for handling safety events

The implementation of this system is based on:

- Order No. 0008/A/MINT of 10 June 2019 laying down the rules for the implementation of safety management systems by aviation service providers;
- Instruction No. 00017/C/CCAA/DG of 28 November 2019, setting out the practical procedures for the reporting, analysis and monitoring of civil aviation safety occurrences.

2.1.2 Description of the Data Collection and Storage System

In accordance with Instruction No. 00017/C/CCAA/DG of 28 November 2019, all aviation service providers operating in Cameroon are required to report to the CCAA any safety occurrence as soon as they become aware of it and, in any event, no later than **72 hours** after its occurrence. A detailed preliminary report must be submitted within a maximum of **90 days**, without prejudice to any additional information required by the CCAA.

Notifications are made using standardised forms tailored to each area of activity:

- CMR.SAF.FORM.010: aircraft operators;
- CMR.SAF.FORM.020: aerodrome operators;
- CMR.SAF.FORM.021: bird strikes;
- CMR.SAF.FORM.030: air traffic service providers;
- CMR.SAF.FORM.040: approved maintenance organisations.

The completed forms are sent to occurrence.report@ccaa.aero, then recorded and processed in the **ECCAIRS 5** database, which is integrated into the Safety Data Collection and Processing System (SDCPS). This system ensures the confidentiality of information, the protection of the individuals concerned, and use that is exclusively aimed at improving safety, in accordance with the principles of a just culture.

2.2. Review and Analysis of Occurrence Reports

Each occurrence is subject to a structured review within the Department of Aviation Safety (DSA), based on two complementary levels.

An initial analysis is first conducted by a small team to ensure a harmonized classification of events according to the ADREP taxonomy and to prepare their processing within the review bodies.

2.2.1 Weekly Review

The weekly review aims to

- analyse incidents recorded during the previous week;
- assess their level of risk;
- monitor the implementation of previously agreed corrective actions.

Once the review is complete, appropriate measures are identified and assigned to the relevant departments. Where the severity of an incident warrants it, an in-depth investigation may be conducted, either at the office or on-site, in order to identify the root causes and make appropriate recommendations.

2.2.2 Quarterly Review of Safety Events

As a complementary measure, a large-scale review takes place every quarter and brings together the CCAA, industry stakeholders and relevant administrations.

This enables the presentation of consolidated analysis, the identification of significant

trends, the review of major events and the setting of priorities for coordinated actions to continuously improve safety.

2.2.3 Investigations and Follow-up of Recommendations

In 2024, ten (10) investigations were carried out following significant incidents. Some of these were conducted as documentary analysis. This work led to targeted recommendations, whose implementation is systematically monitored by the CCAA's competent services.

2.3. Promotion of Reporting Culture

The CCAA regularly conducts safety awareness activities across the industry in order to promote a positive reporting culture.

These actions intent to:

- Share teachings drawn from safety analysis;
- Remind regulatory requirements regarding safety occurrence reporting;
- Improve the quality and completeness of data communicated;
- Encourage early and collective detection of hazards;

3. OVERVIEW OF SAFETY EVENTS

3.1. Annual Trends in Safety Events Reporting

During the year 2024, a total of **437** notifications of safety events were recorded, corresponding to **371** separate occurrences. These figures show an increase of the average number of notifications compared to the average figure recorded between 2019 and 2023. However, in 2021 and 2023, higher numbers were recorded (**488** and **480** notifications respectively, and **422** and **435** occurrences each).

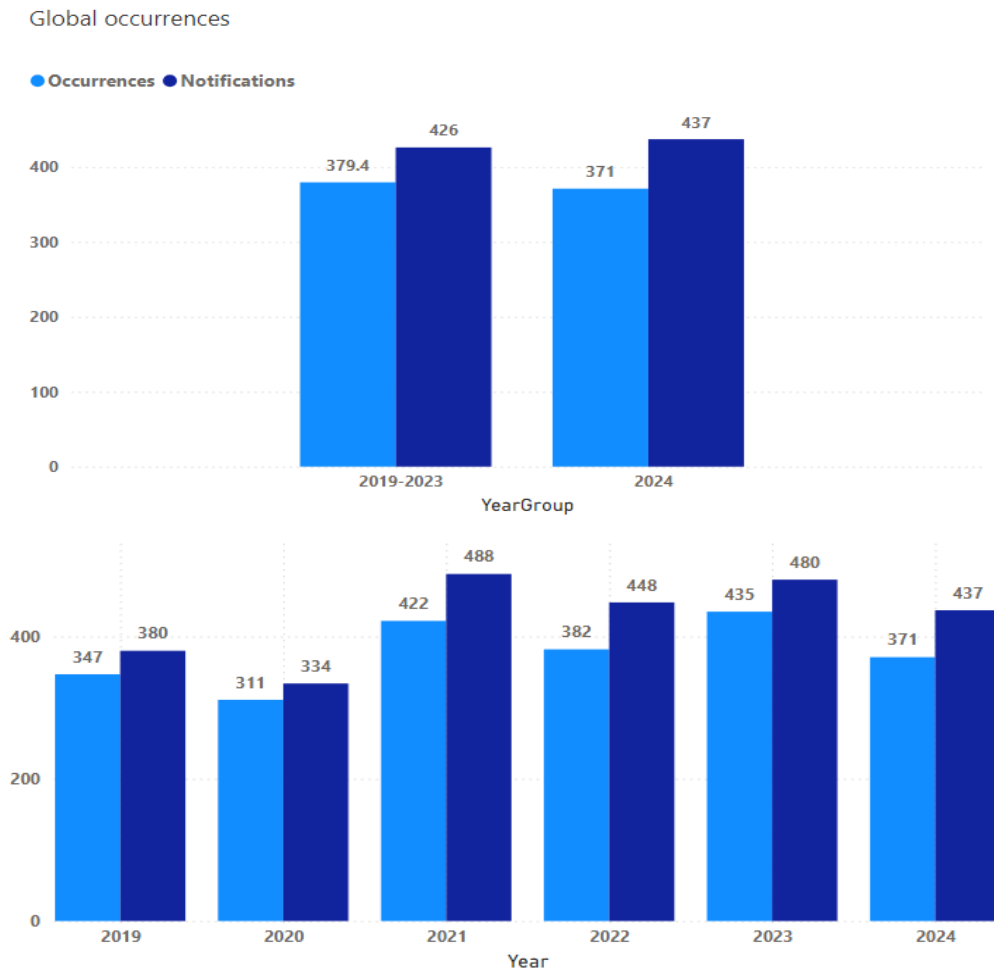


Figure 4: Trends in the number of occurrences and notifications

Notifications received mainly originate from Air Navigation Service Providers (ANSPs), aerodrome operators and aircraft operators. It is worth noting a decrease in the number of notifications from ANSPs, from an average of **240 notifications** during the 2019-2023 period to **204** in 2024. However, the culture of notification has improved significantly among aerodrome operators and aircraft operators.

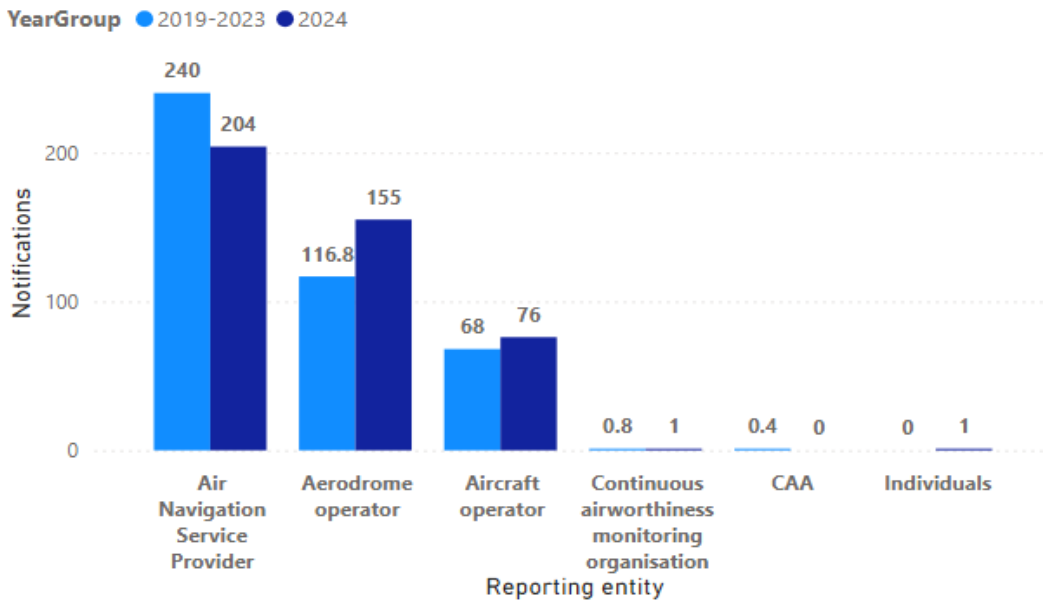


Figure 5: Trends in the number of notifications per type of operator

3.2. Breakdown by category of occurrence

The main categories of occurrences recorded in our environment are those related to:

- Adverse weather conditions (WSTRW);
- Bird strikes (BIRD);
- System/Component Failure or Malfunction (Non-Powerplant) (SCF-NP);
- Air traffic management (ATM); and
- Ground handling services (RAMP).

During the year 2024, there was a decrease in the number of WSTRW occurrences compared to the average observed between 2019 and 2023. In contrast, concerns related to bird strikes (BIRD) and Air Traffic Management (ATM) increased significantly, rising from average annual figures of **58.6** and **29.8** between 2019 and 2023 to **74** and **42** in 2024.

Global occurrences

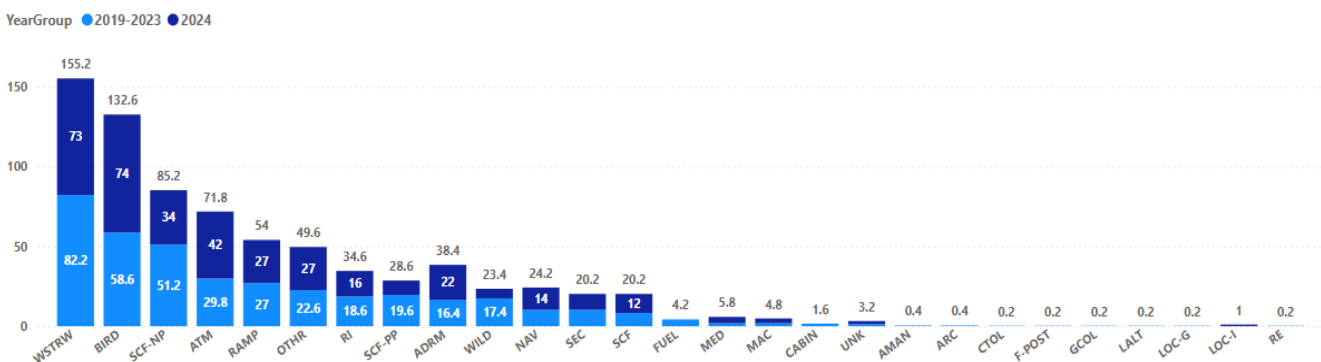


Figure 6: Breakdown by category of occurrence

3.3. Breakdown by Class of Occurrence

The main occurrences recorded are classified as incidents or occurrences without effect on safety.

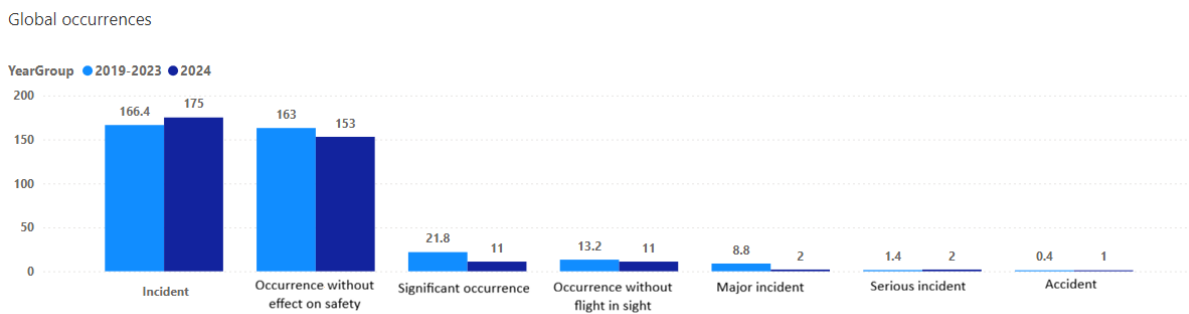


Figure 7: Breakdown by class of occurrence

In addition, a significant decrease was noted in the number of:

- Significant incidents, falling from an average of **21.8** between 2019 and 2023 to **11** in 2024.
- Major incidents, falling from an average of **8.8** between 2019 and 2023 to **2** in 2024.

16 occurrences classified as at least significant (significant incident, major incident, serious incident and accident) were recorded in 2024.

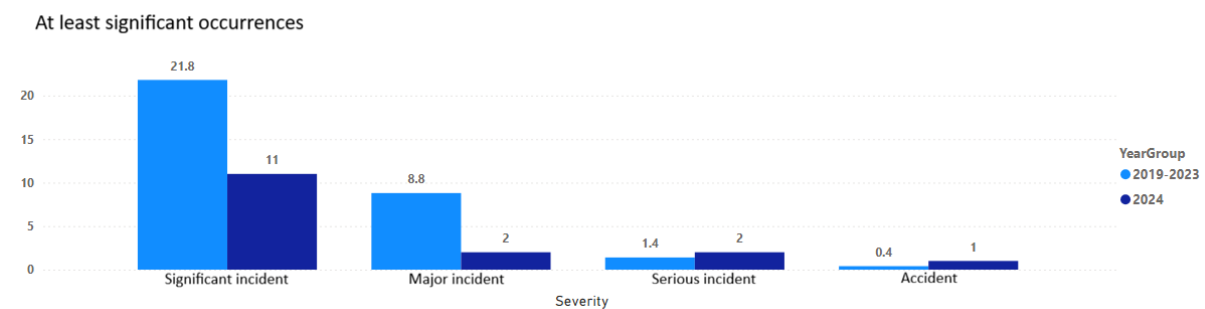


Figure 8: Breakdown by class of occurrences at least significant

The categories of at least significant incidents mainly include occurrences related to the provision of air traffic services (**ATM and MAC**) and System/Component Failure or Malfunction (Non-Powerplant) (**SCF-NP**).

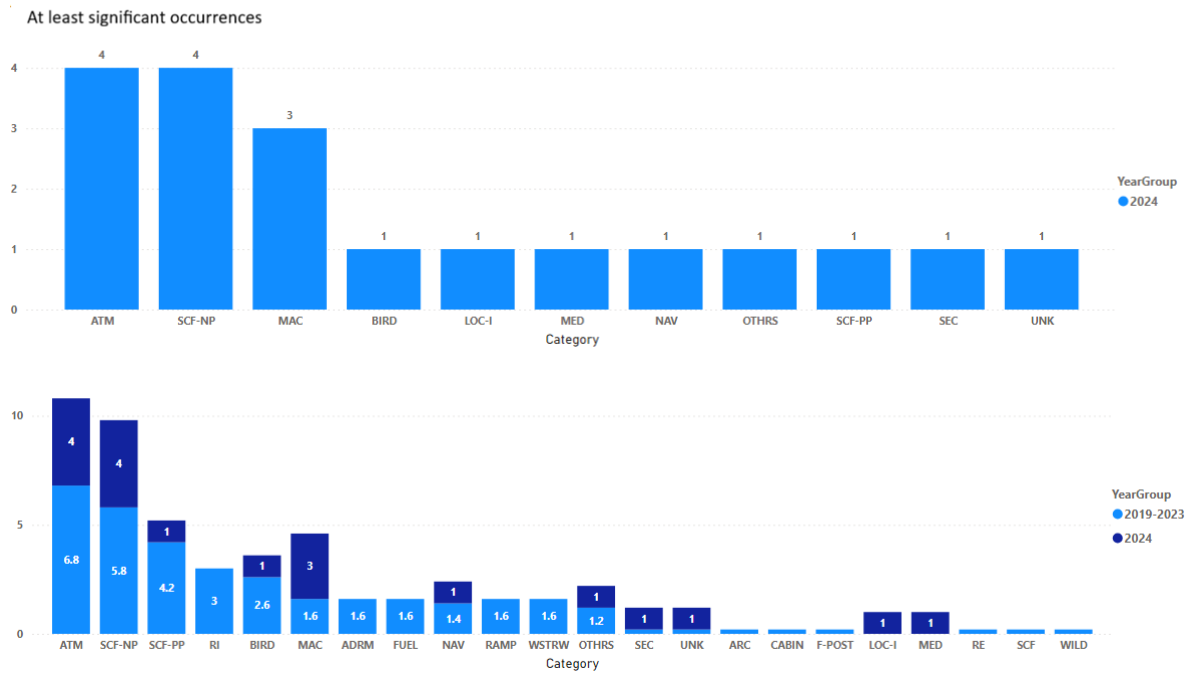


Figure 9: Breakdown by category of occurrences at least significant

3.3.1 Accidents

One (01) non-fatal military helicopter accident was recorded during 2024 in the town of Kumbo, corresponding to a rate of **0.15 accidents per 10,000 movements**.

Between 2019 and 2023, **two (02)** accidents were recorded, representing an accident rate of **0.07 accidents per 10,000 movements** during the period. These comprised the crash of a military helicopter in Oku, in the North-West Region, which resulted in one (01) fatality and seven (07) injuries, and the crash of a civil aircraft in a forest near Nanga-Eboko, which resulted in eleven (11) fatalities.

3.3.2 Serious Incidents

Furthermore, **two (02)** serious incidents were recorded in 2024, representing a rate of **0.31 serious incidents per 10,000 movements**. This figure is higher than the average recorded between 2019 and 2023, which was **0.24 serious incidents per 10,000 movements**. These incidents were:

- an engine failure of an aircraft after a take-off from Douala International Airport on 30 April 2024, leading to a “PAN-PAN” urgency call followed by a return to the departure airport, and
- a bird strike after a take-off at Yaoundé-Nsimalen International Airport on 13 July 2024, which also led to a “PAN-PAN” urgency call.

3.3.3 Major Incidents

Two (02) major incidents were recorded in 2024, representing a rate of **0.31 major incidents per 10,000 movements**, which corresponds to a significant decrease compared to the rate recorded between 2019 and 2023, which stood at **1.47 major incidents per 10,000 movements**. These included two incidents involving loss of separation between flights in the airspace of Yaoundé-Nsimalen and Garoua respectively.

3.4. Priority Safety Concerns

3.4.1 Bird Strike

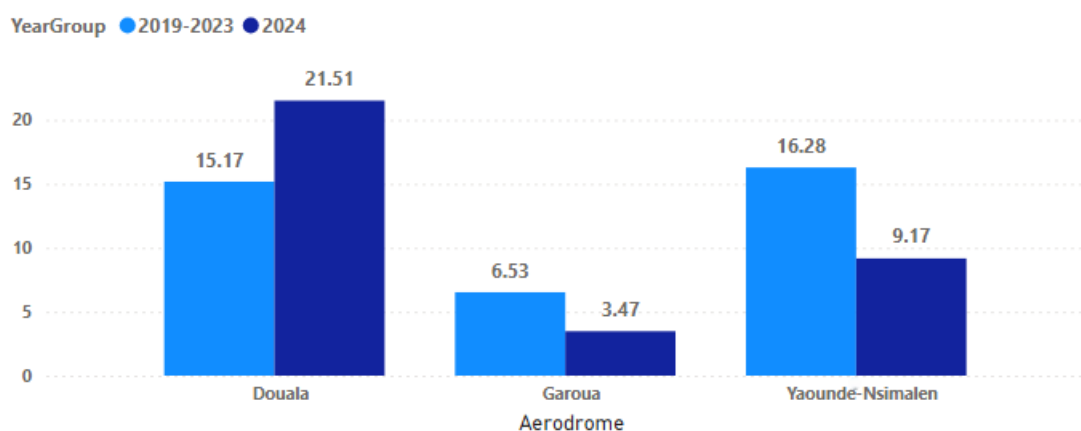
Bird strikes remain a major concern at airports in Cameroon. Between 2019 and 2024, a total of **366** bird strike incidents were recorded, accounting for **16.15%** of the total number of occurrences recorded. Furthermore, fourteen (14) of these bird strike-related occurrences were classified as at least significant incidents, including a serious incident that occurred in 2024 at Yaoundé-Nsimalen International Airport, involving a bird being ingested into an aircraft engine during take-off.

Relative to the volume of air traffic handled, the international airports of Douala and Yaoundé-Nsimalen recorded the highest birds strikes rates in 2024, at **21.51** and **9.17 per 10,000 movements** respectively, compared to Garoua, which recorded only **3.47** strikes per 10,000 aircraft movements. These figures correspond to **40, 11** and **01** impacts in absolute terms for Douala, Yaoundé-Nsimalen and Garoua respectively.

After a peak of **22.57** bird strikes per 10,000 aircraft movements recorded in 2022, the number of birds strikes at Yaoundé-Nsimalen has fallen significantly compared to the average recorded between 2019 and 2023.

However, Douala Airport experienced a significant increase compared to the average recorded between 2019 and 2023.

Bird strike/10,000 mvts



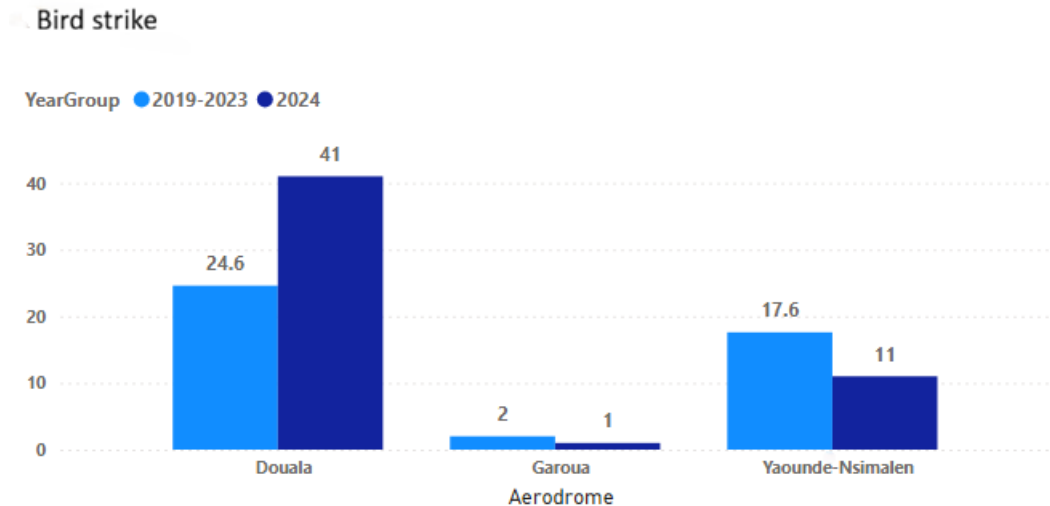


Figure 10: Trends in bird strikes per airport

To manage this risk, wildlife surveys were conducted at Douala and Yaoundé-Nsimalen airports. These surveys identified the bird species present, analysed their behaviour and characterised the level of bird hazard associated with aviation activities.

The results provide the airport operator with reliable and up-to-date data on the local birdlife, facilitating the definition and implementation of appropriate and effective measures to prevent and reduce wildlife risk at these two airports.

3.4.2 Loss of Separation

Loss of separation poses a serious threat to flight safety. An analysis of MAC-type incidents occurring in our airspace shows that they are mainly caused by:

- Failure by some crews to comply with air traffic rules;
- Failure by some crews to comply with instructions given by air traffic control services;
- Human factors on the ground in control rooms;
- The lack of traffic display facilities in certain airspaces.

Three (**03**) cases of loss of separation were recorded in 2024, with two (**02**) in the Yaoundé-Nsimalen airspace and one (**01**) in the Garoua airspace. This represents an increase compared to the averages recorded in previous years.

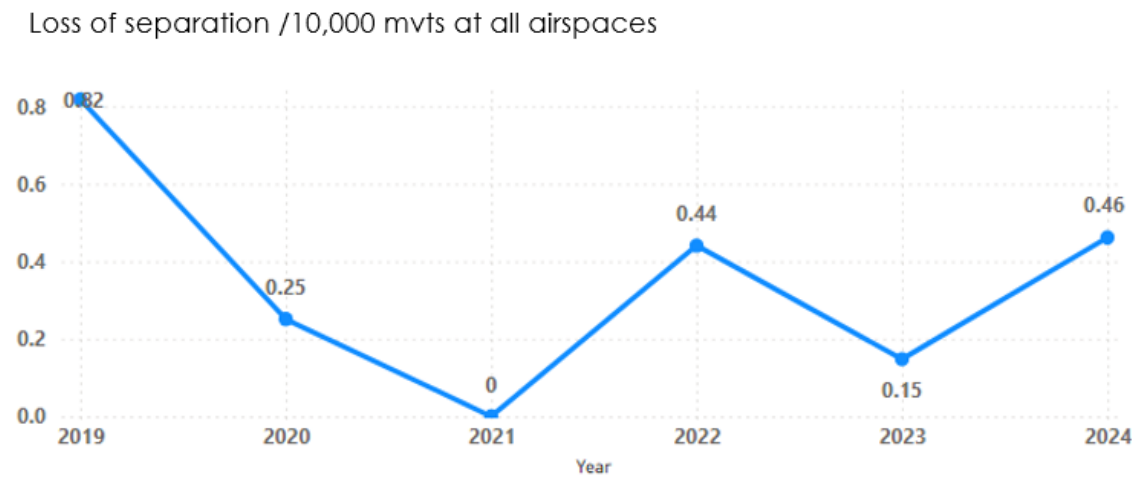
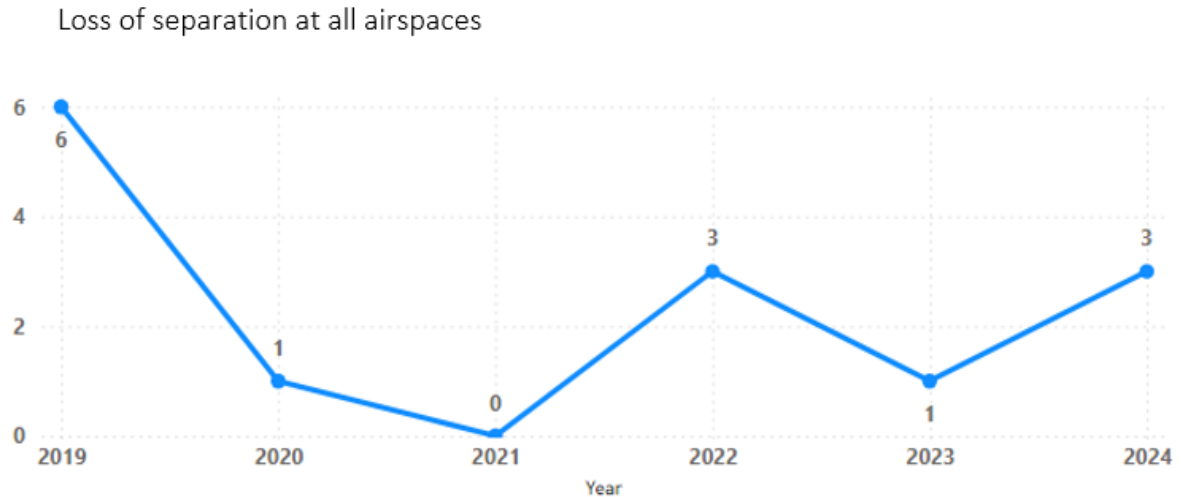


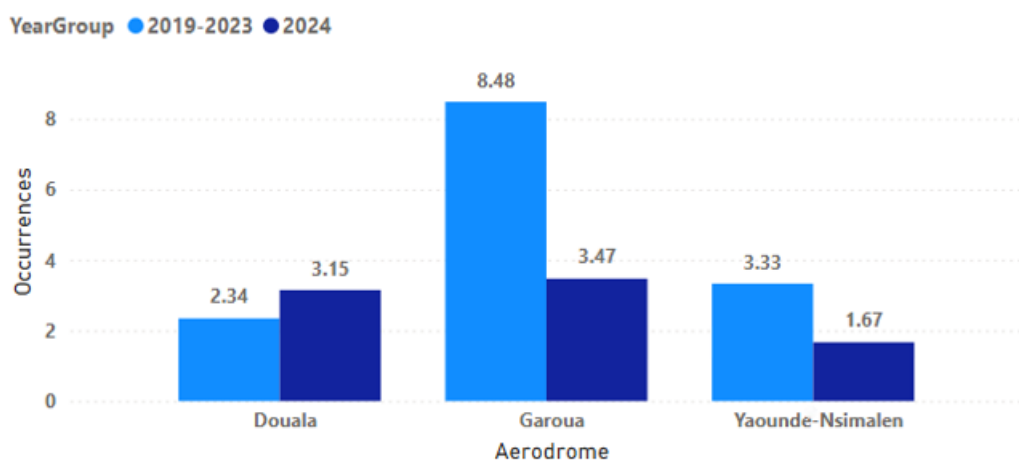
Figure 11: Trends in the number of loss of separation between aircraft

3.4.3 Runway Incursions

In 2024, Douala Airport recorded the highest number of runway incursions in absolute terms – **five (05)** in total – compared to other airports. This figure corresponds to 3.15 runway incursions per 10,000 movements (arrivals and departures) and represents an increase compared to the average recorded between 2019 and 2023, which stood at **2.34** per 10,000 aircraft movements.

Meanwhile Garoua and Yaoundé-Nsimalen airports recorded significant declines compared to the averages recorded between 2019 and 2023, falling from 8.48 to 3.47 and from 3.33 to 1.67 cases per 10,000 aircraft movements respectively.

Runway incursions/ 10,000 mvts



Runway incursions

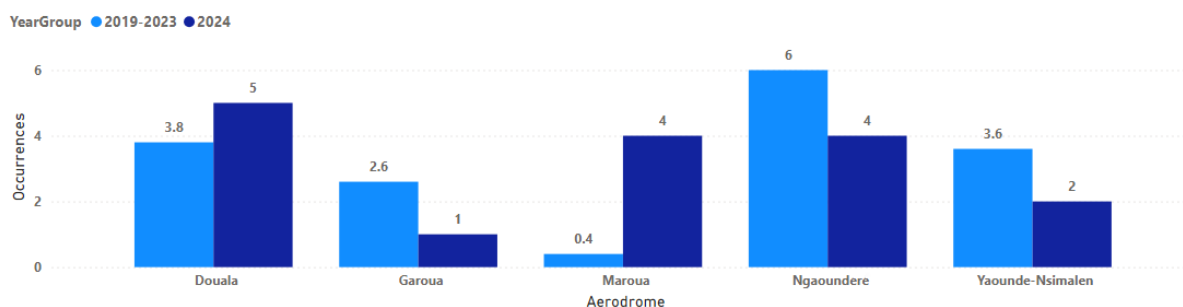


Figure 12: Trends in the number of runway incursions by airport

3.4.4 Concerns regarding Adverse Weather Conditions

Yaoundé-Nsimalen Airport records the highest number of weather-related incidents relative to its total air traffic. A total of about **30 occurrences per 10,000 movements** were recorded during 2024, which represents an increase compared to the average for the 2019–2023 period. These occurrences caused by adverse weather at Yaoundé-Nsimalen mainly resulted in delays in nearly half of the cases (**49.43%**), diversions (**22.99%**) and returns to the aerodrome of departure (**12.64%**).

Meanwhile, Douala and Garoua airports recorded **4.02** and **7.1** occurrences per **10,000 movements** respectively in 2024.

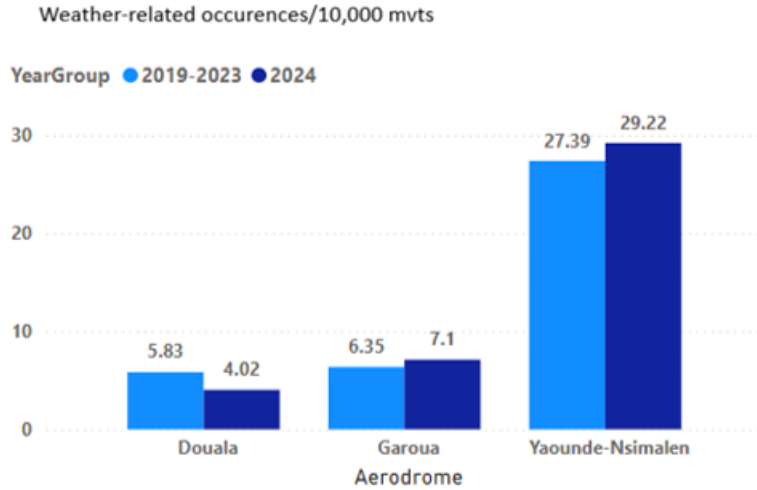


Figure 13: Breakdown of weather-related occurrences by airport

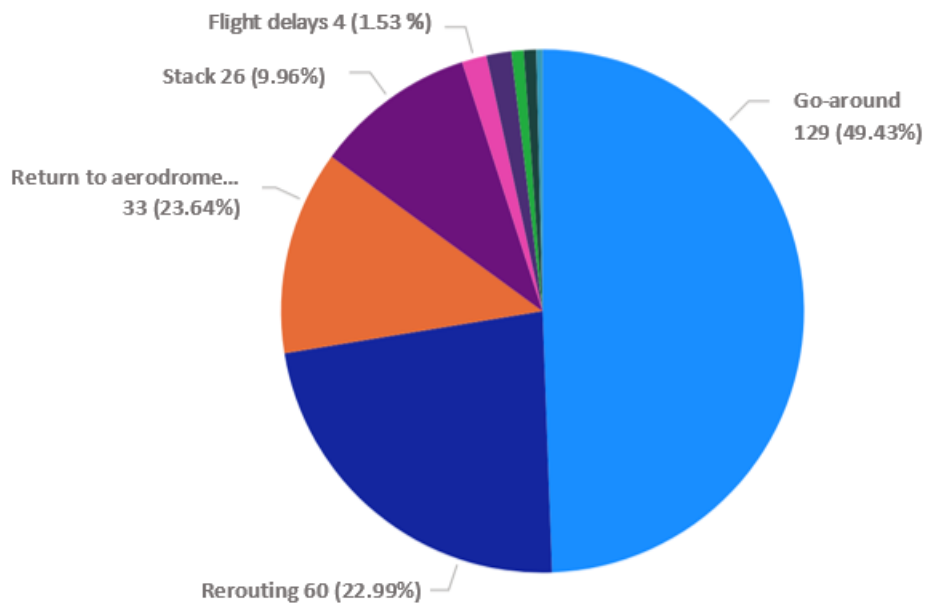


Figure 14: Main consequences of weather-related occurrences in Yaoundé-Nsimalen between 2019 and 2024

In addition, a major incident involving severe turbulence was reported on 23 March 2023 involving a HiFly aircraft on its flight from Luanda to Lisbon, whilst flying over the Douala TMA at FL380. This incident led to injuries on passengers on board.

3.5. Other Safety Concerns: Radio Interference at Airports

Several cases of radio interference (**15**) were recorded during 2021, including as many as fourteen (**14**) incidents at Yaoundé-Nsimalen Airport alone. Subsequently, the number of cases dropped significantly until 2023, when only two (**02**) cases were reported. However, there was a significant increase in radio interference in 2024 (**11**), with only two (**02**) cases reported in Yaoundé-Nsimalen.

Most of these radio interference issues are mainly caused by local radio stations that do not comply with broadcasting regulations. In each case, the concern was addressed in collaboration with the Telecommunications Regulatory Board (TRB).

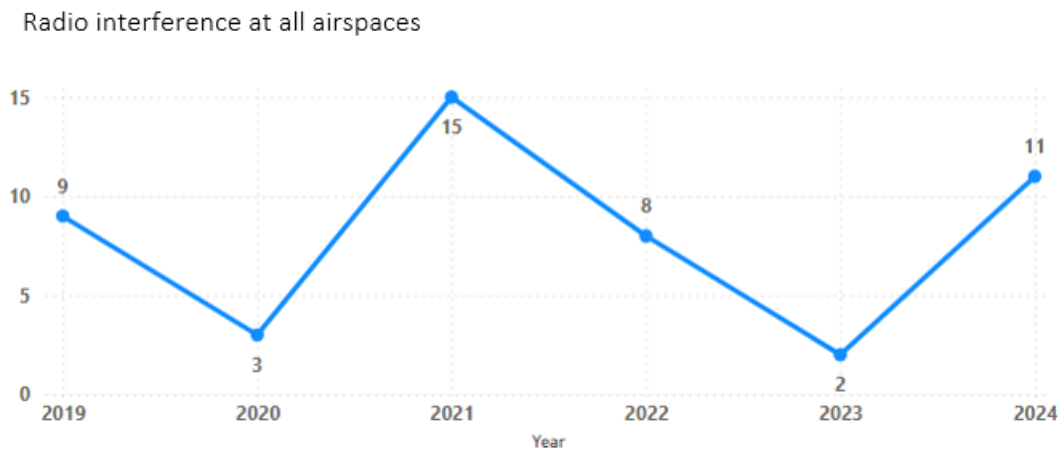


Figure 15: Annual trends in cases of radio interference

4. EMERGING SAFETY CONCERNS

4.1. Unstabilized Approaches

Since 2023, there has been an increase in the number of unstabilized approaches, with up to ten (10) occurrences reported in 2023 and eight (08) in 2024, mainly at Douala and Yaoundé-Nsimalen airports.

These unstabilized approaches were primarily due to adverse weather conditions such as wind shear and, in some cases, to inappropriate flight management by the crews during the approach phase. In most cases, these led to go-around without posing any risk to flight safety.

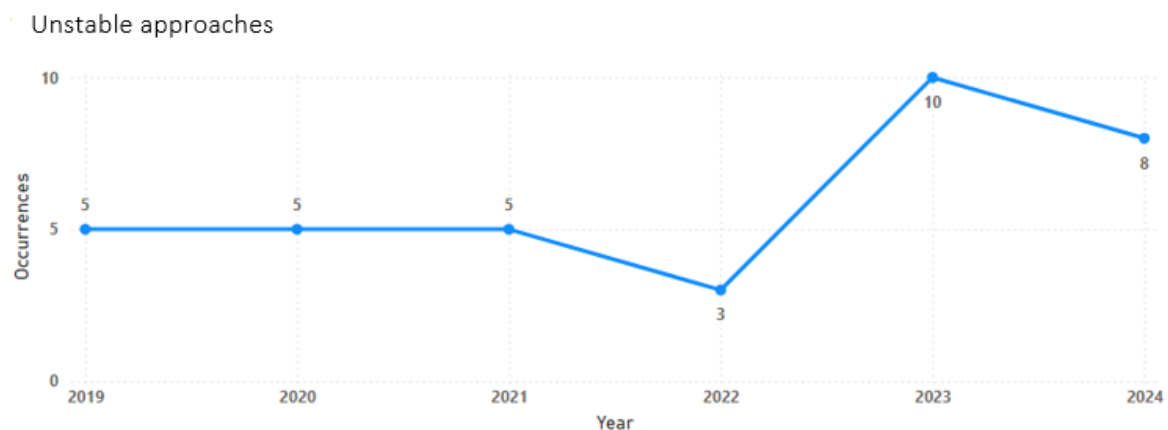


Figure 16: Annual trends in the number of unstabilized approaches

To this end, it was recommended during the safety review workshops that wind shear detection equipment be installed at least at the main international airports.

4.2. Provision of Ground Handling Services

During the year 2024, Douala International Airport recorded the highest number of ramp-related safety incidents involving ground handling services, with **20 occurrences** compared to an average of **16.8 occurrences** between 2019 and 2023.

However, when adjusted for traffic (number of arrivals and departures), the number of incidents per 10,000 movements showed very little change, increasing only slightly from an average of **10.36 occurrences per 10,000 movements between 2019 and 2023 to 10.49 in 2024.**

Meanwhile, Yaoundé-Nsimalen Airport recorded just **five (05) occurrences** in 2024, compared to an average of **8.8 occurrences per year** between 2019 and 2023. Garoua International Airport recorded **just one (01) occurrence** in 2024.

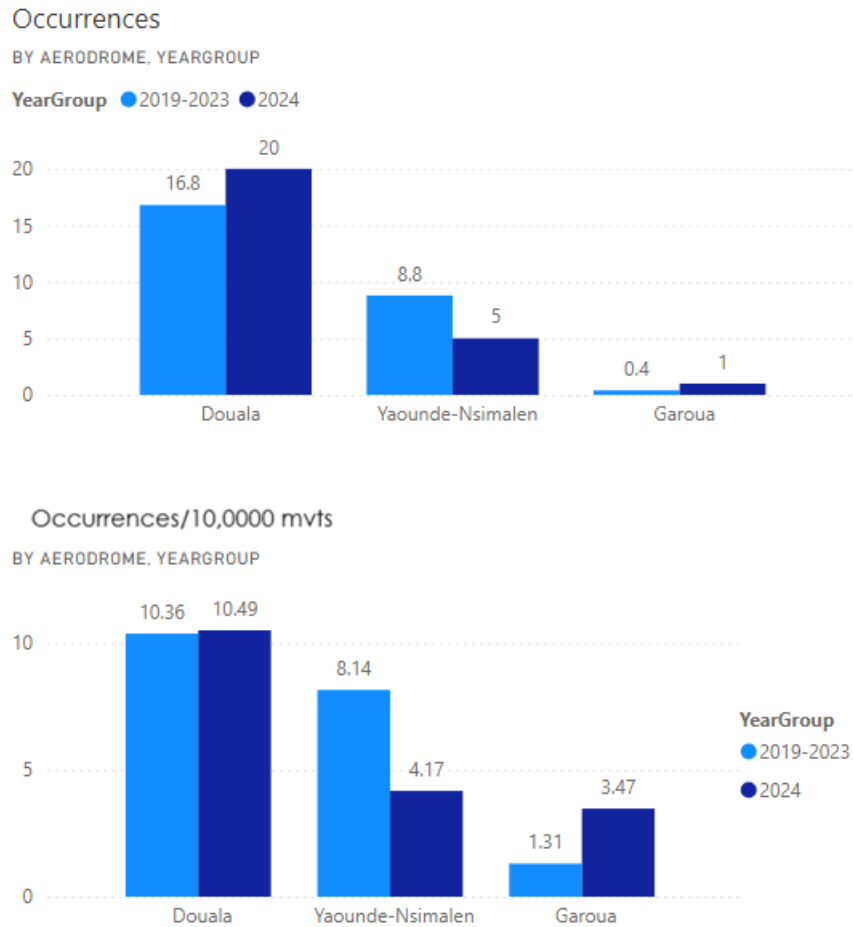


Figure 17: Trends in concerns relating to the provision of ground handling services (RAMP)

These safety incidents mainly involved failures of ground support equipment (GSE), which resulted in delays in the provision of services to aircraft.

However, the safety data also highlight persistent shortcomings in the quality of the services provided, which could adversely affect the safety of ground operations. Common problems include aircraft scratches and dents caused by collisions with GSE, incorrect positioning of passenger boarding bridges, failure to install wheel chocks, and deficiencies in coordination between ground crews and flight crews. For example, three (03) cases of damage to aircraft during ground handling operations were recorded in 2024 at Douala and Yaoundé-Nsimalen airports.

These incidents underscore the need to strengthen operational procedures and supervision on the apron. They also highlight the increased need for staff training, regular maintenance of GSE and effective communication between the relevant stakeholders, including airlines, airport managers and air navigation service providers.

5. CHALLENGES TO BE ADDRESSED

A consolidated analysis of the safety incidents reported in recent years highlights a number of challenges that need to be addressed to further strengthen aviation safety. While significant progress has been achieved, a number of challenges remain and require coordinated and sustained action over time.

Key areas requiring continued attention and targeted action include::

- Flight procedures and air navigation: strengthen and harmonise instrument procedures (SIDs, STARs, IACs), improve coordination between ATS centres and optimise the dissemination of information via ATIS at major airports.
- Equipment, infrastructure and air traffic monitoring systems: ensuring the availability and performance of essential equipment, improving the condition of runways, markings and lighting, and enhancing air traffic surveillance and management systems, particularly in Yaoundé, to improve surveillance and operational safety.
- Communication: improving coverage and quality of air-ground communications across the country, as well as the availability of reliable aeronautical information,
- wildlife risk management: implementing appropriate management plans, strengthening prevention and control measures, and reactivating multi-sectoral advisory bodies, with a view to better risk management.
- Weather risks: improving the availability and quality of forecasts and raising crew awareness on the importance of weather briefings and SIGMETs/TAFs.
- Emergency preparedness: develop and regularly and test emergency response plans and provide training for initial response investigators.
- Strengthening the safety reporting and analysis system: promoting a proactive and just safety culture, encouraging anonymous voluntary reporting, standardising occurrence analysis methodologies, and enhancing the dissemination of lessons learned.

6. CONCLUSION

This report is the result of an in-depth analysis of safety incident reports submitted to the CCAA by service providers in accordance with the National Safety Data Collection and Processing System (SDCPS). Analysis of this data revealed the main operational vulnerabilities, recurring trends and priority areas for improvement in terms of safety in Cameroon.

The findings of this analysis highlight:

- the need for adequate basic facilities and equipment, in compliance with regulatory requirements, to ensure the safe and efficient operation of airports;
- the persistent loopholes in wildlife risk management, access control to sensitive areas, and emergency preparedness and response;
- the need to strengthen human and technical capacity, in particular through ongoing training programmes, staff awareness-raising, and the regular organisation of simulation exercises to test the effectiveness of response mechanisms;
- the importance of promoting a proactive safety culture, based on a climate of trust that encourages the voluntary, non-punitive and confidential reporting of safety incidents, with a view to collective learning and the continuous improvement of the system.

Ultimately, strengthening aviation safety in Cameroon requires vigilant governance, adequate resources, and a shared commitment to ensuring that all actions are part of a process of continuous improvement. The CCAA, as the authority responsible for safety oversight, will continue to play a leading role in supporting, coordinating and monitoring these efforts.



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