



Case Study

on Commercialization, Privatization and Economic Oversight of Airports and Air Navigation Services Providers

Cameroon

Background

There are 42 aerodromes in Cameroon. Among them, ten have scheduled traffic, three are international airports, and five are major regional airports. The three international airports are Douala International Airport (Cameroon's busiest airport), Yaoundé-Nsimelen International Airport and Garoua International Airport, while the five most important regional airports are Maroua-Salak Airport in the North, Ngaoundéré Airport in the province of Adamaoua, Bertoua Airport in the East, Bafoussam Airport in the West, and Bamenda Airport in the Northwest.

The Civil Aviation Directorate (DAC, Direction de l'Aviation Civile) was created by the Law N°63/LF35 of 5 November 1963 as a structure of the Ministry of Transport. Its main role was to implement Cameroon's air transport policy and to supervise the provision of airport and air navigation services. These services were delivered by the Agency for Air Navigation Safety in Africa & Madagascar (ASECNA, Agence pour la sécurité de la navigation aérienne en Afrique et à Madagascar). ASECNA was created in 1959 as a multinational public corporation. It comprises 18 member states from francophone Africa. ASECNA used to operate airports in Cameroon until 1994 (under the article 16 of the Convention of Dakar of 25 October 1974), and it still provides air navigation services through six flight information regions (Antananarivo, Brazzaville, Dakar Oceanic and Terrestrial, Niamey, and N'Djamena). Cameroon is part of Brazzaville's FIR.

Commercialization/privatization: Airports

The Government of Cameroon decided in 1991 to implement a privatization program designed to improve the efficiency and the competitiveness of Cameroon's major airports.

The Government of Cameroon created Aéroports du Cameroun (ADC, standing for Airports of Cameroon) in 1994, in charge of operating Cameroon's seven most important airports (Douala, Yaoundé-Nsimelen, Garoua, Maroua-Salak, Ngaoundéré, Bertoua, and Bamenda; Bafoussam has not been concerned by this transfer). Aéroports du Cameroun has received under a public-private partnership the concession of Cameroon's seven airports for a 15-year period. Its ownership was structured as followed:

- Aéroports de Paris Management (ADPM): 34 per cent;
- Government of Cameroon: 29 per cent;
- ASECNA: 20 per cent;
- Cameroon Airlines (CAMAIR): 8 per cent.
- UNITAIR Airlines: 3 per cent;
- BICEC Bank: 3 per cent; and
- Air Affaires Afrique: 3 per cent.

The privatization was not done through a competitive bidding process, but was rather contracted by mutual agreement: the Government of Cameroon searched for partners and then elaborated a financial package supporting its plan. An investment program aiming at renovating and expanding the five major airports has been implemented, financed by both the Caisse Française de Développement (the French development agency) and Aéroports du Cameroun (the Caisse Française de Développement's loan was partly cancelled in 2000).

ADPM withdrew from Aéroports du Cameroun's management and share in 2004 and since then Aéroports du Cameroun is a paragonovernmental corporation whose ownership has been structured as follows:

- Government of Cameroon: 63 per cent;
- ASECNA: 20 per cent;
- Cameroon Airlines Corporation (CAMAIR-co): 8 per cent;
- BICEC Bank: 3 per cent;
- UNITAIR Airlines: 3 per cent; and
- Air Affaires Afrique: 3 per cent.

The 15-year concession, which ended in 2009, was subsequently extended for an additional 5-year period.

Commercialization/privatization: ANSP

The provision of air navigation services was neither corporatized nor commercialized. ASECNA, the Dakar-headquartered regional air traffic control agency, continues to hold under its responsibility the control functions on security, air navigation services, aeronautical regulation and services of communications, meteorology, search and rescue and, in general, the technical aspects of ANS. At the airport level, airport operators employ and supervise airport personnel and subcontractors, but they are not responsible for the maintenance and operation of air traffic operations or landing systems, which are handled by ASECNA.

Economic oversight: Airports

The Decree n°2000/006/PM of 06 January 2000 institutes various aeronautical charges for Cameroon's airports, which operate under the single-till model. User charges are set by the Government, published by Decree and applied to commercial aviation using Cameroon's airports' facilities and services. The aeronautical charges imposed are: landing fees; lighting fees; civil aviation security charges; charges for the development of airport infrastructure; passenger service charges; aircraft parking fees; aircraft hangar fees; air cargo fees; use of air bridges fees; fuel charges; and en route charges.

Economic oversight: ANSP

ASECNA continues to regulate and set air navigation services charges in Cameroon under the supervision of the Cameroon Civil Aviation Authority (CCAA), which was created in December 1998 by the Law n°98/023 to replace the DAC. The CCAA is an agency within the Ministry of Transport.

Last update: 09 January 2013