**Classification Information :**

*Categories :*

***A – Very Limited (18, 10 %) :*** This category gathers countries with the lowest access to civil aviation in the world, namely no big airport and less than 5,000 flights per years in the whole country. They are mostly located in Sub-Saharan Africa, and half of them have a low income (the rest have a middle income). These countries are more likely to need any technical support from the ICAO.

* WACAF : Central African Republic, Chad, Guinea, Guinea-Bissau, Liberia, São Tomé & Principe, Senegal, Sierra Leone.
* ASIAPAC : Democratic People’s Republic of Korea, Kiribati, Nauru, Timor-Leste, Tonga, Tuvalu.
* ESAF : Burundi, Swaziland.
* MID : South Sudan, Yemen.

***B – Limited (26, 14 %) :*** This category gathers countries with a weak airport infrastructure, namely no big airport and a national flight traffic equivalent to an average airport. They are better distributed around the world, even if the half is still located in Sub-Saharan Africa. High income comes up for three of these countries. These countries are prone to need the ICAO technical support.

* WACAF : Benin, Burkina Faso, Gabon, Gambia, Mali, Mauritania, Niger, Togo.
* ESAF : Djibouti, Eritrea, Lesotho, Madagascar, Rwanda.
* NAMCAR : Dominica, Grenada, Haiti, Saint Kitts & Nevis, Saint Vincent & the Grenadines.
* ASIAPAC : Bhutan, Brunei Darussalam, Mongolia, Palau.
* SAM : Paraguay, Suriname.
* EURNAT : North Macedonia.
* MID : Syrian Arab Republic.

***C – Lower Middle (40, 21 %) :*** This category gathers countries with a real airport infrastructure, namely more than 10,000 flights per year in mostly average or lower big airports. They are mainly the rest of Sub-Saharan African countries and small-size countries all over the other continents. Three quarter of them have a middle income (i.e. a GNI per capita between 1,000 $ and 12,300 $). These countries can use the ICAO technical support but shouldn’t become a priority for the organization.

* ASIAPAC : Cook Islands, Federated States of Micronesia, Lao People’s Democratic Republic, Marshall Islands, Nepal, Samoa, Solomon Islands, Vanuatu.
* ESAF : Botswana, Comoros, Malawi, Mauritius, Mozambique, Somalia, Zambia, Zimbabwe.
* EUR : Afghanistan, Albania, Belarus, Bosnia & Herzegovina, Kyrgyzstan, Montenegro, Serbia, Tajikistan.
* WACAF : Democratic Republic of the Congo, Cameroon, Cape Verde, Côte d’Ivoire, Equatorial Guinea, Ghana, Republic of Congo.
* NAMCAR : Antigua & Barbuda, Barbados, Guatemala, Honduras, Nicaragua, Saint Lucia.
* MID : Libya, Sudan.
* SAM : Guyana.

***D – Upper Middle (48, 25 %) :*** This category gathers countries with an average airport infrastructure, namely a big airport and a medium traffic around 50,000 flights per year. They mostly are small-size countries in Europe, Middle East and the Caribbean, with a high income for the half. These countries need more a support for their integration in the environment of civil aviation than a fundamental technical support.

* EURNAT : Algeria, Armenia, Austria, Azerbaijan, Bulgaria, Czech Republic, Estonia, Finland, Georgia, Hungary, Iceland, Israel, Latvia, Lithuania, Luxemburg, Malta, Republic of Moldova, Slovakia, Slovenia, Tunisia, Turkmenistan, Ukraine, Uzbekistan.
* NAMCAR : Bahamas, Costa Rica, Cuba, El Salvador, Jamaica, Trinidad & Tobago.
* MID : Bahrain, Kuwait, Jordan, Lebanon, Oman, Qatar.
* ASIAPAC : Fiji, Maldives, Papua New Guinea, Singapore, Sri Lanka.
* ESAF : Angola, Ethiopia, Namibia, Uganda.
* SAM : Panama.

***E – Large (23, 12 %) :*** This category gathers countries with a large airport infrastructure, namely more than one big airport and a medium traffic around 100,000 flights per year. They are mostly wealthy small-size countries or very touristic countries with a low income. They don’t really need help to develop their airports capacities, according to their importance for their economy.

* EURNAT : Belgium, Cyprus, Denmark, Ireland, Kazakhstan, Morocco, Romania.
* ASIA : Bangladesh, Cambodia, Myanmar, Pakistan, Philippines, Viet Nam.
* ESAF: Kenya, Seychelles, United Republic of Tanzania.
* SAM : Bolivia, Ecuador, Peru.
* MID : Egypt, Iraq.
* NAMCAR : Dominican Republic.
* WACAF : Nigeria.

***F – Very Large (35, 18 %) :*** This category gathers countries offering a standard access to aviation for all their citizens, namely a medium number of airports around 75 and a yearly traffic between 100,000 to a few millions of flights. All the world great power are in this category and some very wealthy average-size countries (in Europe mostly). They are more susceptible to propose technical help to the ICAO than to receive some.

* EURNAT : Croatia, France, Germany, Greece, Iran, Italy, Netherlands, Norway, Poland, Portugal, Russian Federation, Spain, Sweden, Switzerland, Turkey, United Kingdom.
* ASIAPAC : Australia, China, India, Indonesia, Japan, Malaysia, New Zealand, Republic of Korea, Thailand.
* NAMCAR : Belize, Canada, Mexico, United States.
* SAM : Argentina, Brazil, Colombia.
* MID : Saudi Arabia, United Arab Emirates.
* ESAF : South Africa.