International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

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Fourteenth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/14)

St. George's, Antigua and Barbuda, 1 to 5 June 2026

Agenda Item 6: Seamless and Interoperable Air Navigation Services (ANS) that are Fit for the Future

GNSS SIGNAL INTERFERENCE LATAM-CAR REGION

(Presented by IATA-ALTA)

EXECUTIVE SUMMARY	
The trend of GNSS signal loss in the LATAM-CAR region has increased significantly since September 2025, mainly within the airspace of Mexico, Panama, Colombia, Venezuela, and the Caribbean region.	
Strategic Objectives:	• Every Flight is Safe and Secure • Aviation is Environmentally Sustainable
References:	• ICAO Global Air Navigation Plan (GANP) • ICAO DOC 10209 - AN-Conf/14 • IATA GNSS RFI Safety Assessment

1. Introduction

1.1 Since September 2025, there has been a significant increase in GNSS signal interference events in the LATAM-CAR region. These events have affected aircraft GPS navigation systems during all phases of flight. As a result, flight crews have been required to implement conventional navigation procedures as a contingency measure.

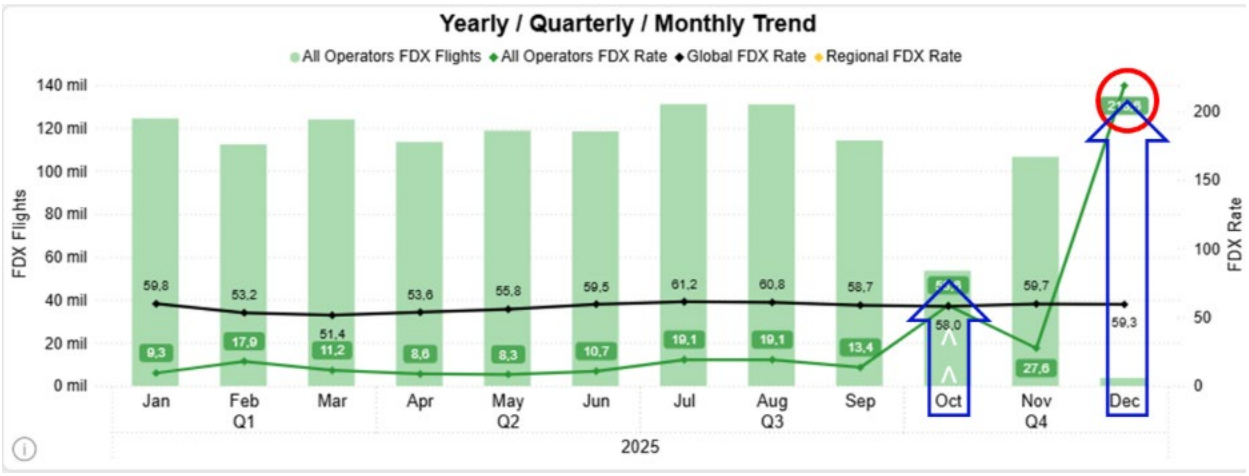
1.2 The affected airspace includes, but are not limited to, Mexico, Panama, Colombia, Venezuela, and the Caribbean region. These occurrences pose potential operational and safety risks, highlighting the need for States to identify the root causes and implement mitigation measures.

1.3 In response to this trend and within the framework of PA-RAST, IATA and ALTA have collaborated on the preparation of this working paper with the aim of consolidating regional data, analysing trends, and proposing coordinated actions to enhance aviation safety and navigation efficiency.

1.4 The information presented aligns with the ICAO Global Air Navigation Plan (GANP) and supports the achievement of Strategic Objective 1 – Safety, and Strategic Objective 2 – Air Navigation Capacity and Efficiency.

2. DISCUSSION

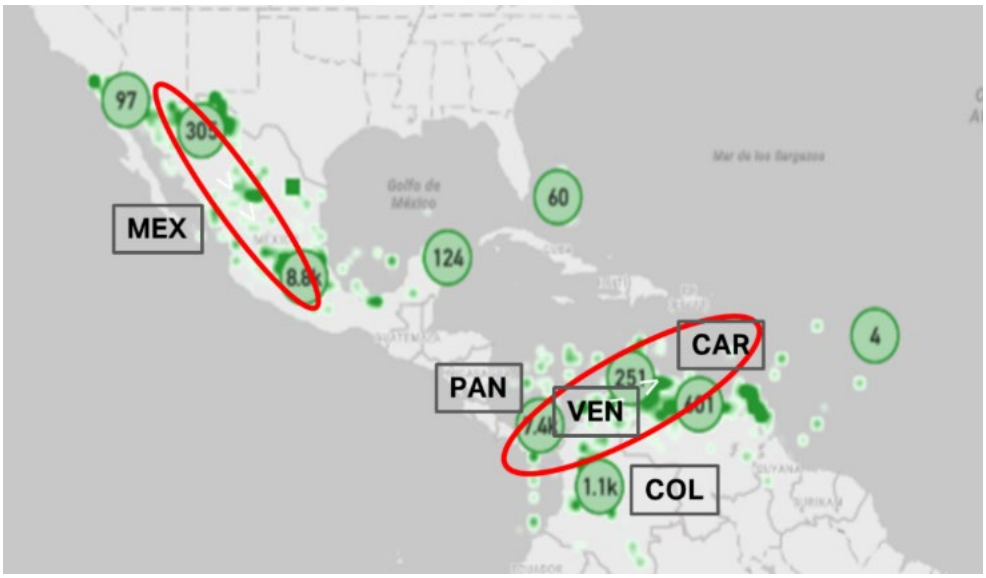
2.1 Data Analysis (FDX)



Source: FDX, years 2024-2025

2.1.1 Trend Analysis: GNSS signal interference events in LATAM-CAR have increased sharply since September 2025, surpassing the global average.

2.1.2 The significant increase in GNSS signal interference events is related to military operations and government-implemented countermeasures aimed at protecting critical infrastructure and high-profile individuals from drone threats, which in turn impact the signals relied upon for air navigation.



Source: FDX, years 2024-2025

2.1.3 Regional Hot Spots: Most occurrences have been reported in the airspace of Mexico, Panama, Colombia, Venezuela, and the Caribbean. Coordination between ANSPs and States is necessary to systematically document and analyse these events.

2.1.4 Aviation authorities such as EASA and the FAA have issued security alerts notifying their operators of potential risks when operating in airspace with military activities. Similarly, States have published NOTAMs informing operators of possible loss of satellite navigation capability within their airspace. IATA also developed a comprehensive Safety Risk Assessment (SRA), which serves as a resource to assist the operators in assessing operational risks and limitations linked to the degradation of onboard GNSS-related functionality. This SRA could be obtained at IATA GNSS RFI SRA

2.2 Operational actions - safety considerations

2.2.1 These events impact GPS-dependent operations, including ADS-B surveillance, RNAV and RNP approaches, overflights, arrivals and departures, generating excessive workload for flight crews and air traffic controllers.

2.2.2 The unexpected loss of satellite navigation capability during critical flight phases, such as approaches and departures, forces flight crews to adopt conventional procedures, significantly increasing workload and coordination with air traffic control units.

2.2.3 Due to shortcomings in aviation infrastructure supporting conventional navigation, aircraft have had to divert to alternate airports, resulting in increased flight times, higher fuel consumption, and elevated CO_2 emissions.

2.2.4 These occurrences pose potential operational and safety risks, highlighting the need for States to identify the root causes and implement mitigation measures.

3. Action by the Meeting

3.1 The Meeting is invited to:

a) note the information presented regarding the increasing trend of GNSS signal interference events in the LATAM-CAR region;
b) urge States to develop and implement action plans to identify the root causes of GNSS signal interference and mitigate its occurrence;
c) encourage States to ensure the operational availability of conventional navigation systems (NAVAIDs) and conventional approach / departure procedures as contingency measures;
d) promote the reporting and sharing of GNSS interference events through appropriate regional mechanisms to support data analysis and risk assessment; and
e) consider whether further regional coordination or the establishment of a dedicated task group would be appropriate to address this issue.

— END —