

STATE AGENCY "CIVIL AVIATION AGENCY"



# FLIGHT SAFETY REVIEW



FOR  
2025

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## **Dear aviation industry colleagues and cooperation partners!**

Civil aviation safety is the foundation of the aviation sector and an essential prerequisite for public trust. One of the tasks of the State Agency “Civil Aviation Agency” (hereinafter – the Civil Aviation Agency) is to ensure effective civil aviation oversight while strengthening the safety culture throughout the sector, so that Latvian civil aviation continues to comply with the highest international and European Union safety standards.

A modern aviation system is based on close cooperation, open reporting and data-driven decision-making. The Civil Aviation Agency consistently improves its approach by expanding safety risk analysis and strengthening cooperation with international and European Union organisations in order to create a unified, resilient and safe aviation environment.

In 2025, the Civil Aviation Agency continued active work in all areas of civil aviation, paying particular attention to safety data analysis and preventive risk management. Regular oversight, targeted use of data and close cooperation with industry participants made it possible to identify risks in a timely manner and promptly implement measures to mitigate them.

This annual safety review reflects the civil aviation safety situation in Latvia in 2025 and also outlines the main development trends compared with previous years.

I thank all Latvian aviation professionals for their contribution to creating a safe and reliable aviation environment. Your knowledge, responsibility and daily work ensure that aviation continues to retain its place among the safest modes of transport.

Director of the Civil Aviation Agency  
Māris Gorodcovs



## Disclaimer

**NB! This document has been translated using machine translation.**

The occurrence data included in the Flight Safety Review are provided for information purposes only. Data from the Civil Aviation Agency databases, obtained from the aviation sector, reflect the information that was available at the time the report was prepared.

The Flight Safety Review has been prepared on the basis of information available to the Civil Aviation Agency and does not guarantee the accuracy, completeness or conformity of the information with the latest data not available to it. The Civil Aviation Agency is not liable for any losses, claims or demands arising from incorrect, insufficient or invalid information or from its use, copying or presentation.

The images included in the Flight Safety Review were created by the author using an artificial intelligence tool. The Flight Safety Review was prepared by the Civil Aviation Agency pursuant to Paragraph 9 of Cabinet Regulation No. 634 of 3 November 2015, "Procedures for Reporting Occurrences in Civil Aviation", and in cooperation with the Transport Accident and Incident Investigation Bureau (TNGIIB), with the aim of informing the public about the level of civil aviation flight safety.

The review publishes, in aggregated form, information on occurrences reported within the Latvian reporting system. The analysis of occurrences identifies hazards, flight safety performance indicators, as well as the Civil Aviation Agency's activities in the field of flight safety oversight.

The review covers the civil aviation flight safety situation in Latvia using the following information sources:

- Mandatory occurrence reporting system;
- Voluntary occurrence reporting system;
- Flight data analysis (where reported by aircraft operators);
- Recommendations from reports on aviation accident and incident investigations (TNGIIB and investigation bureaus of other countries);
- European Union Aviation Safety Agency (EASA) and other flight safety directives and flight safety information;
- Inspections and audits;
- Information obtained from training.

## Civil aviation flight safety in 2025

### Global civil aviation flight safety situation

In 2025, civil aviation carried approximately 5 billion passengers. More than 38.7 million flights were operated.

Commercial aviation remains one of the safest forms of public transport. This is confirmed by the sustained long-term reduction in the accident rate, from 3.72 accidents per one million flights in 2005 to 1.32 accidents per one million flights in 2025. This improvement reflects the industry's continued commitment to safety, supported by the implementation and maintenance of safety management systems, technological development, personnel training and the promotion of a strong safety culture focused on mitigating future risks.

Although 51 accidents occurred in 2025, which could have significantly affected public perception of flight safety, the five-year average accident rate per one million flights continued to improve gradually, decreasing from 1.31 (2020-2024) to 1.27 (2021-2025). This confirms the industry's long-term trend of improving safety performance.

Of the 51 accidents, 8 were fatal, with a total of 394 fatalities on board aircraft and a further 35 fatalities outside aircraft. This is a significant increase compared with 2024, when a total of 95 accidents were recorded, including 10 fatal accidents, with 296 fatalities on board aircraft and 7 fatalities outside aircraft.

In 2025, the number of fatalities was the highest since 2018, showing that a small number of catastrophic events can have disproportionately severe consequences even when the total number of accidents decreases.

The fatality risk rate per one million flights increased from 0.06 (2024) to 0.17 (2025). However, in the long term the trend has still improved significantly - the rate has decreased from 0.69 (2005) to 0.17 (2025)<sup>1</sup>.

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1. [IATA - Strong 2025 Passenger Demand Masks Ongoing Capacity Constraints](#)

## Civil aviation safety situation in Europe in 2025

According to information published by EASA in 2025, the civil aviation safety situation in Europe is generally assessed as stable. At the same time, it should be noted that the aviation operating environment is becoming increasingly complex, influenced by the geopolitical situation, airspace restrictions, technological development, the integration of new airspace users and growing external threats.

One of the most significant safety challenges in 2025 was interference with Global Navigation Satellite System (GNSS) signals, including signal jamming and signal spoofing. In 2025, EASA and IATA indicated that the frequency of such interference continues to increase, particularly in Eastern Europe. EASA emphasised the need to strengthen the resilience of the aviation system by ensuring more effective reporting and monitoring, applying preventive and mitigation measures, maintaining conventional navigation aids and promoting closer civil-military aviation coordination<sup>2</sup>.

Flight safety near conflict zones was also an important safety aspect in 2025. In view of Russia's war against Ukraine and the related airspace risks, EASA updated its safety guidance regarding Russian airspace. EASA recommended avoiding flights in a specified part of Russian airspace, emphasising the need to ensure maximum flight safety in conditions where elevated military and geopolitical risks exist<sup>3</sup>.

A significant development in 2025 was also the inclusion of ground handling in the European Union aviation safety regulatory framework. The new requirements confirm that ground handling plays an essential role in ensuring overall flight safety. The regulation sets requirements both for ground handling organisations and for oversight by competent authorities, including management systems, staff training and maintenance of competence<sup>4</sup>.

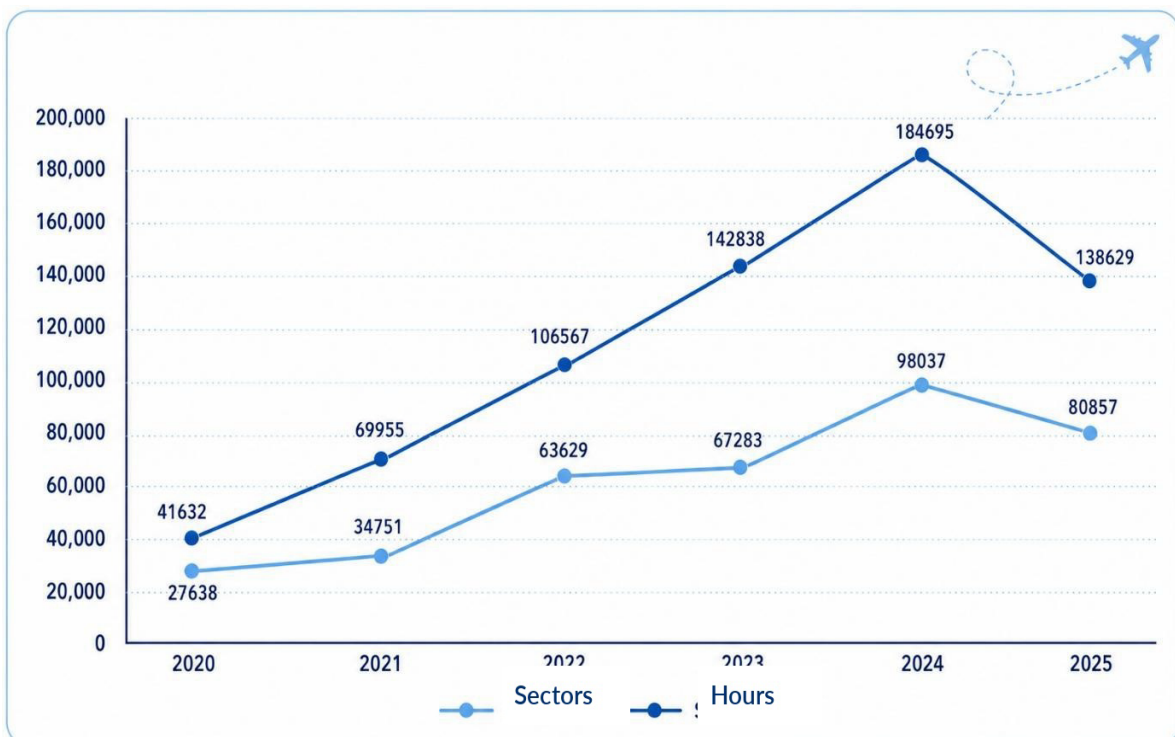
Overall, in 2025 the European civil aviation safety system maintained a high level of safety. At the same time, EASA emphasised that the changing safety environment requires continuous risk assessment, effective occurrence reporting, the use of safety data and timely implementation of preventive measures. The developments of 2025 confirm that European aviation safety priorities are increasingly linked to system resilience against external threats, technological risks and the growing complexity of the operational environment<sup>5</sup>.

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2. EASA European Plan for Aviation Safety 2025
  3. EASA Conflict Zone Information Bulletin on Russian airspace
  4. EASA information on new EU ground handling safety rules
  5. EASA Annual Safety Conference 2025.

### Civil aviation safety in Latvia in 2025

In 2025, the civil aviation safety situation in Latvia was generally assessed as stable. The Civil Aviation Agency continued oversight in all areas of civil aviation, paying particular attention to safety data analysis, preventive risk management, occurrence reporting and cooperation with industry participants. Mandatory and voluntary occurrence reporting systems played an important role in safety management; reports submitted under these systems are registered in the European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS) database and used for flight safety analysis and improvement.

Latvia's aviation operating environment in 2025 was affected by both operational and external factors - the geopolitical situation, airspace use restrictions, GNSS signal interference and the increasing use of unmanned aircraft. Changes were observed in flight activity data for commercial aviation operators registered in Latvia, related to the sudden exit from the market of one of the largest airlines; therefore, that airline's 2025 flight activity was not included in the overall data compilation. According to the information included in the review, in 2025 the flight activity of commercial air transport (CAT) aircraft amounted to 138,629 hours and 80,857 sectors.



*Flight activity of commercial air transport (CAT) aircraft (2020-2025)*

The safety performance indicators for 2025 point to a positive situation in the most important flight safety categories. No accidents or fatal accidents were registered in the area of Latvian CAT/NCC operators, and the corresponding Safety Performance Indicators (SPI) reached the planned target of 0.00 per 10,000 flights. Accident and fatal accident rates in general aviation were also 0.00 per 10,000 flights. At the same time, the reporting culture in general aviation needs to continue to be improved, because insufficient reporting limits the ability to identify risks in a timely manner and carry out proactive safety analysis.

One of the most important safety challenges in Latvia in 2025 was GNSS signal interference, including signal jamming and spoofing. Such interference can affect the operation of aircraft navigation systems and the availability or integrity of satellite navigation signals; therefore, maintaining alternative navigation methods, monitoring interference and timely reporting of such occurrences are of particular importance.

Increasing attention was also paid to the area of unmanned aircraft, or drones. To promote the safe and responsible use of drones, in 2025 the Civil Aviation Agency organised informative seminars in various Latvian municipalities, explaining regulatory requirements and the obligations of remote pilots, and also carried out information campaigns, including on social media. At the same time, the increase in the number of administrative offence cases confirms that this area remains an important safety priority requiring both oversight and public awareness.

The Civil Aviation Agency also continued to carry out ramp inspections under the SAFA/SACA programme, inspecting aircraft from both European Union and European Economic Area Member States and third-country aircraft. The aim of these inspections is to verify aircraft compliance with international flight safety requirements and to identify significant non-compliances in a timely manner.

The developments of 2025 confirm that maintaining the level of safety requires systematic data analysis, timely occurrence reporting and close cooperation between the aviation industry, state institutions and international partners.

## Reporting system

In Latvia, Cabinet Regulation No. 634 of 3 November 2015, “Procedures for Reporting Occurrences in Civil Aviation”, has introduced a mandatory and voluntary occurrence reporting system, as provided for in Regulation (EU) No. 376/2014 of the European Parliament and of the Council on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No. 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council, Commission Regulations (EC) No. 1321/2007 and (EC) No. 1330/2007 (Regulation No. 376/2014). The list classifying occurrences in civil aviation that must be reported under Regulation No. 376/2014 is laid down by Commission Implementing Regulation (EU) 2015/1018 of 29 June 2015.

Occurrence reports are registered in the ECCAIRS database, which has been maintained and used by the Civil Aviation Agency since May 2006.

The database contains reports on occurrences (reported both voluntarily and mandatorily), including incidents, serious incidents and aviation accidents.

The information contained in the database is used solely for flight safety analysis and improvement. The Civil Aviation Agency does not disclose the personal data of persons who have reported an occurrence or have been involved in one. This information cannot be used to determine fault or to hold anyone liable.

This information on occurrences in civil aviation may be disseminated to interested parties in order to support the improvement of flight safety. The interested parties are listed in Annex II to Regulation No. 376/2014.

The Civil Aviation Agency cooperates continuously with ICAO, European Union institutions, accident investigation bureaus and national aviation competent authorities in the exchange of flight safety information.

Since 19 June 2008, data from the national database have been regularly entered into the European Central Repository.



*Reports in the database (2013-2025)*

Reports are entered into the ECCAIRS database using a common taxonomy, which is an international data standard that can be used to describe almost any occurrence. It is important that this taxonomy is followed when reporting an occurrence; otherwise, data processing and subsequent data analysis are made more difficult.

The mandatory and voluntary occurrence reporting systems serve as a means of assessing the level of flight safety and its possible improvement. The list of persons (or organisations) to whom the reporting rules apply, as well as the list of occurrences that must be reported, is set out in the regulations referred to above.

The voluntary reporting system is very important because it makes it possible to obtain information on occurrences that are not subject to mandatory reporting but often reveal latent conditions or emerging issues. This was how issues relating to laser hazards, unmanned aircraft and GPS signal interference were previously brought to attention.

For flight safety analysis, it is necessary to promote the free exchange of data in an atmosphere of mutual trust. The principle of “just culture” means that reports are collected in order to improve the level of flight safety, identify the causes of occurrences and existing hazards, especially systemic deficiencies, and eliminate them. The just culture principle does not apply to occurrences that are clearly related to unlawful activity, gross negligence or deliberate malicious conduct.

The reporting system is one of the cornerstones of the Flight Safety Management System (SMS) and the State Civil Aviation Flight Safety Programme.



The infographic features a background of a blue sky with a white dashed line representing a flight path, a commercial airplane flying towards the viewer, and a runway with a control tower in the distance. The design uses a color palette of light blue, white, and dark blue.



**For reporting, please use**

 | [www.aviationreporting.eu](http://www.aviationreporting.eu)

 **In case of uncertainty:**

 Phone: +371 67507968

 Email: [sidd@caa.gov.lv](mailto:sidd@caa.gov.lv)

## State Civil Aviation Flight Safety Programme

In order for Member States of the International Civil Aviation Organization (ICAO) to ensure a high level of flight safety and reduce the likelihood of aviation accidents, and taking into account the Convention on International Civil Aviation of 7 December 1944 (Chicago Convention) and the provisions of Annex 19, ICAO Member States are required to develop a State civil aviation safety programme (flight safety programme), which serves as a management system for determining and managing flight safety in the State. The flight safety programme is implemented according to the size and complexity of the aviation sector of the relevant Member State and is designed to ensure the acceptable level of flight safety established in the State, thereby demonstrating the functionality of the Safety Programme (SSP) and the Safety Management Systems (SMS) of aviation service providers.

In view of the above, Latvia has developed the Civil Aviation Flight Safety Programme of the Republic of Latvia, which describes the role of the State in flight safety management and the activities to be carried out within that management framework, including flight safety oversight and flight safety risk control measures.

The Flight Safety Programme has been developed taking into account the standards and recommended practices of Annexes 1, 6, 8, 11, 13, 14 and 19 to the Chicago Convention; Regulation (EU) No. 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, amending Regulations (EC) No. 2111/2005, (EC) No. 1008/2008, (EU) No. 996/2010, (EU) No. 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No. 552/2004 and (EC) No. 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No. 3922/91 (Regulation No. 2018/1139); the Commission Report of 7 December 2015 to the European Parliament and the Council “The European Aviation Safety Programme” (COM(2015) 599 final, Brussels, 07.12.2015); and the European Plan for Aviation Safety (EPAS) developed by EASA.

Taking into account Cabinet Regulation No. 755 of 16 November 2021, “Regulations on the State Civil Aviation Aircraft Flight Safety Programme”, the Flight Safety Programme is approved by the State Civil Aviation Flight Safety Programme Management Group established by the Ministry of Transport.

## Monitoring of flight safety performance indicators

SPI information consists of data from the Civil Aviation Agency database expressed against flight activity data (number of flights) obtained from aircraft operators, general aviation representatives (aircraft owners, pilots and clubs), airports and air navigation service providers. Indicators are defined for occurrences that recur and show trends and that may potentially pose a direct threat to flight safety. This section presents the actual indicators according to data registered in the Civil Aviation Agency database.

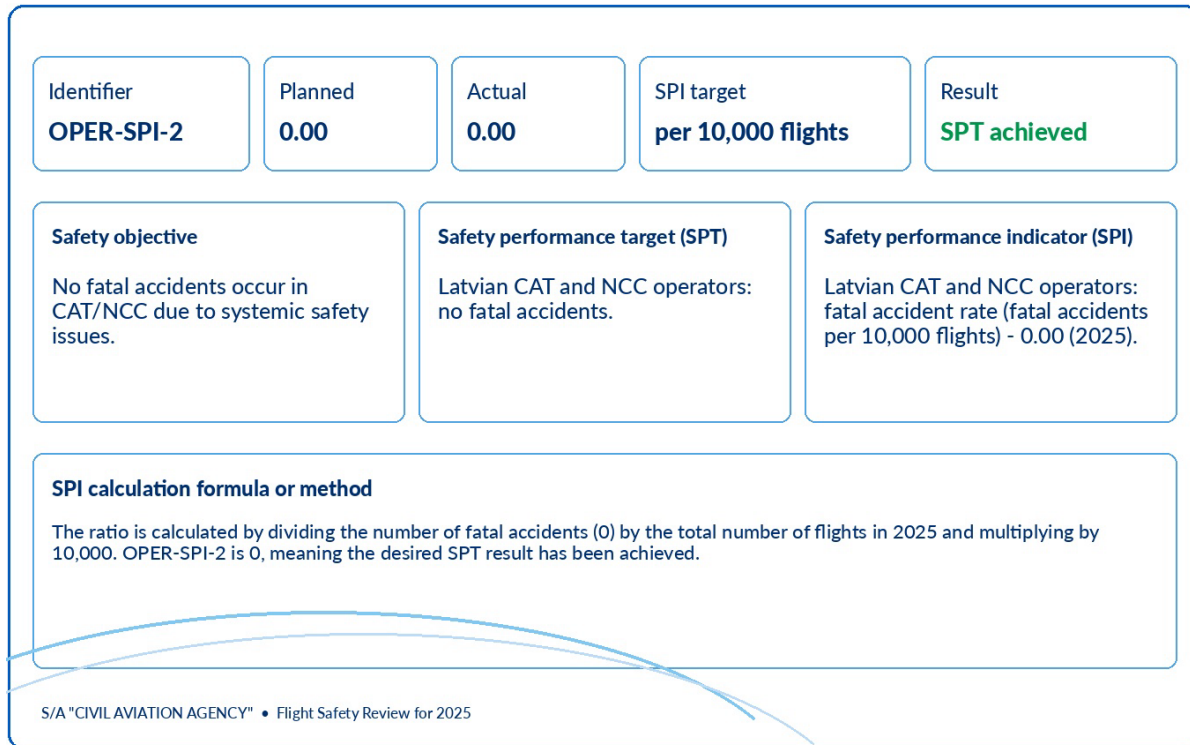
### Commercial aviation SPI

Accidents in commercial air transport (CAT) and non-commercial complex aircraft (NCC) operations

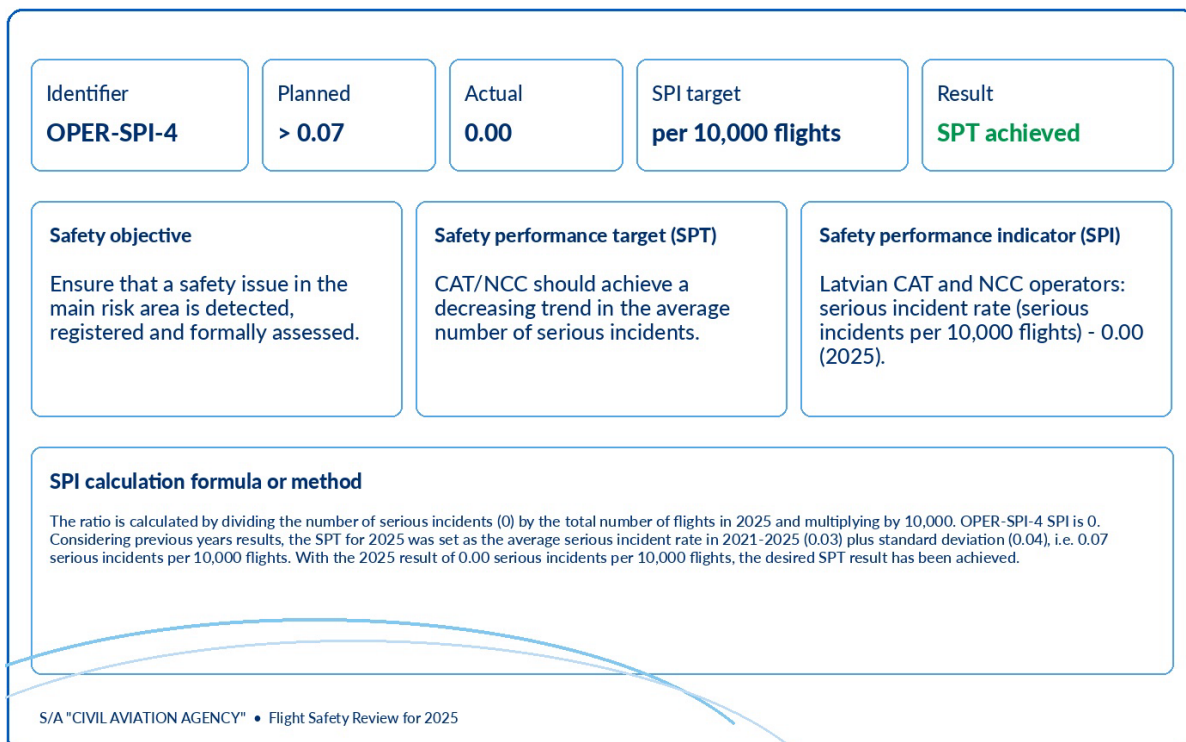
<b>Identifier</b> <b>OPER-SPI-1</b>	<b>Planned</b> <b>0.00</b>	<b>Actual</b> <b>0.00</b>	<b>SPI target</b> <b>per 10,000 flights</b>	<b>Result</b> <b>SPT achieved</b>
<b>Safety objective</b> No CAT/NCC accidents occur due to systemic safety issues.	<b>Safety performance target (SPT)</b> Latvian CAT and NCC operators: no accidents.		<b>Safety performance indicator (SPI)</b> Latvian CAT and NCC operators: no accidents.	
<b>SPI calculation formula or method</b> The ratio is calculated by dividing the number of accidents (0) by the total number of flights in 2025 and multiplying by 10,000. OPER-SPI-1 is 0, meaning the desired SPT result has been achieved.				

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## Fatal accidents in commercial air transport (CAT) and non-commercial complex aircraft (NCC) operations



## Serious incidents in commercial air transport (CAT) and non-commercial complex aircraft (NCC) operations.



### General aviation SPI

Information on occurrences in general aviation is not overly precise, because there is still a tendency to report only severe occurrences that cannot be concealed. The flight safety reporting culture in general aviation must continue to be improved - this issue is addressed in flight instructor seminars, helicopter safety seminars, seminars for holders of national licences and similar events. The improvement of the reporting culture in flight training organisations should be highlighted positively, as it is very important for giving students a correct understanding of the flight safety reporting culture and improving the level of flight safety in the long term.

If serious incidents and aviation accidents, as well as Latvian Air Traffic reports on airspace infringements in general aviation, are not taken into account, only individual occurrences reported by the involved general aviation pilots themselves are registered in the Civil Aviation Agency database. This means that, apart from Latvian Air Traffic reports, the Civil Aviation Agency currently has access mainly to TNGIIB reports, which allows it to act only reactively, i.e. to take action after an accident has already occurred, rather than proactively, based on received reports and other valuable information.

#### Serious incidents in general aviation

<b>Identifier</b> <b>OPER-SPI-5</b>	<b>Planned</b> <b>&gt; 1.24</b>	<b>Actual</b> <b>0.00</b>	<b>SPI target</b> <b>per 10,000 flights</b>	<b>Result</b> <b>SPT achieved</b>
<b>Safety objective</b> Ensure that a safety issue in the main risk area is detected, registered and formally assessed.	<b>Safety performance target (SPT)</b> General aviation (GA) should achieve a decreasing trend in the average number of serious incidents.		<b>Safety performance indicator (SPI)</b> Latvian general aviation (GA) operators: serious incident rate (serious incidents per 10,000 flights) - 0 (2025).	
<b>SPI calculation formula or method</b> The ratio is calculated by dividing the number of serious incidents (0) by the total number of flights in 2025 and multiplying by 10,000. OPER-SPI-5 SPI is 0.00. Based on previous years results, the SPT for 2025 was set as the average serious incident rate in 2021-2025 (0.82) plus standard deviation (0.42), i.e. 1.24 serious incidents per 10,000 flights. With the 2025 result of 0.00, the desired SPT result has been achieved. Note: GA flight data are provided voluntarily; therefore this SPI reflects only data available to LV CAA.				

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Accidents in general aviation

<b>Identifier</b> <b>OPER-SPI-1</b>	<b>Planned</b> <b>0.00</b>	<b>Actual</b> <b>0.00</b>	<b>SPI target</b> <b>per 10,000 flights</b>	<b>Result</b> <b>SPT achieved</b>
<b>Safety objective</b> No accidents occur in general aviation (GA) due to systemic safety issues.		<b>Safety performance target (SPT)</b> Latvian GA operators: no accidents.		<b>Safety performance indicator (SPI)</b> Latvian general aviation (GA) operators: no accidents.
<b>SPI calculation formula or method</b> The ratio is calculated by dividing the number of accidents (0) by the total number of flights in 2025 and multiplying by 10,000. OPER-SPI-1 is 0, meaning the desired SPT result has been achieved.				

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Fatal accidents in general aviation

<b>Identifier</b> <b>OPER-SPI-3</b>	<b>Planned</b> <b>0.00</b>	<b>Actual</b> <b>0.00</b>	<b>SPI target</b> <b>per 10,000 flights</b>	<b>Result</b> <b>SPT achieved</b>
<b>Safety objective</b> No fatal accidents occur in general aviation (GA) due to systemic safety issues.		<b>Safety performance target (SPT)</b> General aviation (GA): no fatal accidents.		<b>Safety performance indicator (SPI)</b> Latvian general aviation (GA) operators: fatal accidents per 10,000 flights - 0.00 (2025).
<b>SPI calculation formula or method</b> The ratio is calculated by dividing the number of fatal accidents (0) by the total number of flights in 2025 and multiplying by 10,000. OPER-SPI-3 is 0, meaning the desired SPT result has been achieved.				

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## Current safety issues

### Unmanned aircraft



In 2025, the Civil Aviation Agency organised a series of informative seminars in the field of unmanned aircraft in order to explain regulatory requirements and the obligations of remote pilots and unmanned aircraft operators for safe and responsible flights. During the seminars, participants were offered the opportunity to take in-person theoretical knowledge examinations - in the open category A2 subcategory and the specific category examination according to standard scenarios.

A total of 19 seminars were held

in various Latvian municipalities - Rēzekne, Ludza, Liepāja, Ventspils, Jelgava, Riga, Valmiera, Aizkraukle, Ķekava, Valka, Smiltene, Bauska, Olaine, Limbaži, Preiļi, Tukums, Ādaži, Ogre and Mārupe.

To ensure inter-institutional exchange of information on current issues in the field of unmanned aircraft, during the reporting period representatives of the Civil Aviation Agency organised a seminar for the Riga Freeport Authority and the Port Police on unmanned aircraft flights in Latvia, and also participated in the seminar “Transport and Organisational Security” organised by the State Police, during which information was provided on regulation and current issues in the unmanned aircraft field. The Civil Aviation Agency was also represented at other seminars and events related to unmanned aircraft, such as “Riga Aviation Forum 2025” and the seminar “Unmanned Aircraft Flights in Latvia” organised by Riga Art and Media Technical School.

In 2025, the Civil Aviation Agency, in cooperation with the Ministry of Transport, Riga Airport and other institutions, organised several information activities to ensure the safety of unmanned aircraft flights, such as information campaigns, translation of binding documents and the development of draft amendments to regulatory enactments. The Civil Aviation Agency also participated in identifying new technologies and solutions intended for detecting and preventing unauthorised unmanned aircraft.

Given the rapid growth of the unmanned aircraft sector, interest in operating unmanned aircraft is also increasing. More and more companies and private individuals use unmanned aircraft in various sectors, such as area surveillance, agriculture, construction, logistics and the creation of audiovisual content. In the future, technological development, including autonomous systems and artificial intelligence solutions, is expected to further expand the possibilities for using unmanned aircraft and their importance in society.

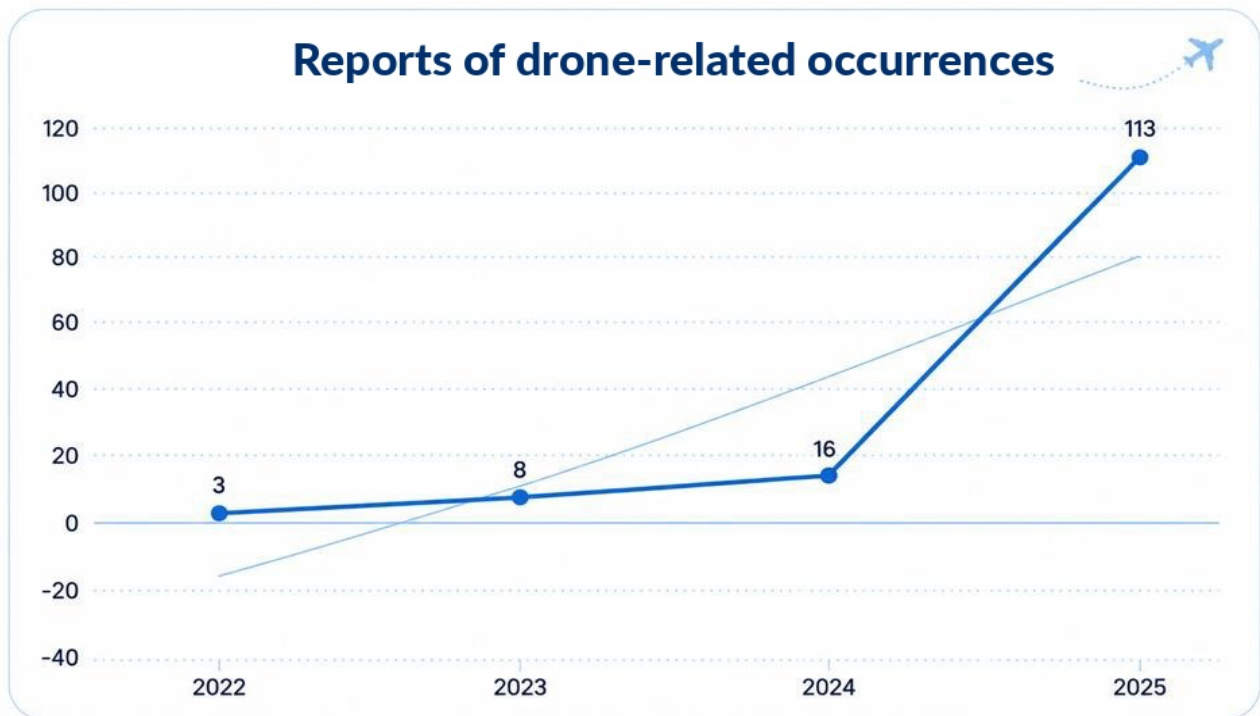
### Administrative offence statistics

The number of administrative offence cases for unauthorised operation of unmanned aircraft is increasing. Most violations are committed because the regulatory requirements governing the unmanned aircraft field are not known. According to Civil Aviation Agency monitoring data, most violations occur in Old Riga, Ķīpsala and the area around the “Spice” shopping centre. Analysis of information obtained during investigations shows that most offenders operate unmanned aircraft for leisure purposes. Violations committed while performing work duties are less common.

Category	2021	2022	2023	2024	2025
<input type="checkbox"/> Section 124.1 of the Aviation Law (CAA competence)	<b>16</b>	<b>65</b>	<b>54</b>	<b>73</b>	<b>123</b>

More information on safe operation of unmanned aircraft is available on the following website: <https://droni.caa.gov.lv/>

According to information in the Civil Aviation Agency reporting database, in 2025 the number of reports on drone-related occurrences increased significantly, reaching 113 reports compared with 16 reports in 2024. This corresponds to an approximately 606% year-on-year increase. Reports are mainly received from SJSC “Riga International Airport” and SJSC “Latvijas gaisa satiksme” regarding uncoordinated drone flights detected near the airport



### Unmanned aircraft system operators and remote pilots - 2025.

According to the data compiled in the Civil Aviation Agency Unmanned Aircraft Information System (BGKIS), as of 31 December 2025, 6,445 unmanned aircraft system operators had active registration status, including 6,189 natural persons and 256 legal persons. During the reporting year, 3,396 operators were registered for the first time, while 3,049 operators extended their registration status. The total number of registered unmanned aircraft system operators in Latvia reached 11,242, including 10,842 natural persons and 400 legal persons. As of 31 December 2025, 22,910 remote pilots (representatives of Latvia and other countries) were registered in BGKIS.

Indicator name	Value in 2025	Explanation
UAS operators with active registration status as of 31.12.2025	<b>6445</b>	Including: natural persons - 6189; legal persons - 256
Operators registered for the first time	<b>3396</b>	Including: natural persons - 3290; legal persons - 106
UAS operators that extended registration status	<b>3049</b>	Including: natural persons - 2899; legal persons - 150
<b>Total number of BGKIS-registered operators</b>	<b>11242*</b>	Natural persons - 10842; legal persons - 400
Share of active UAS operators among all registered operators	Natural persons - 57%; legal persons - 64%	Of the total number of registered operators
Share of inactive UAS operators among all registered operators	Natural persons - 43%; legal persons - 36%	Of the total number of registered operators
Indicator name	Value in 2025	Explanation
Remote pilots registered in BGKIS as of 31.12.2025	<b>22910</b>	All users who registered in BGKIS in 2025 as remote pilots, including representatives of Latvia and other countries.
*The total number of BGKIS-registered operators includes all registered operators; the calculation was not made by summing active, first-time registered and registration-extended operators.		

## GNSS interference in Latvian airspace in 2025



In 2025, a significant increase in Global Navigation Satellite System (GNSS) radio-frequency interference was observed in Latvian airspace and in the Baltic region as a whole. This interference mainly took the form of signal jamming and signal spoofing, which can affect the ability of aircraft navigation systems to accurately determine position, navigation parameters and time information. GNSS signal interference can cause inaccurate navigation data or a temporary

loss of availability of satellite navigation systems.

GNSS interference can affect several aircraft avionics functions and navigation procedures, including PBN (Performance-Based Navigation) operations, as well as systems such as ADS-B and other navigation or situational awareness systems based on GNSS data. The impact of such interference is particularly significant during critical phases of flight, such as approach and landing, when accurate navigation information is essential for the safe conduct of flights.

In 2025, ICAO officially condemned repeated GNSS radio-frequency interference in the European region, emphasising that such conduct threatens the global aviation safety system and is inconsistent with the principles of the Chicago Convention<sup>6</sup>.

Latvia and other European countries also called on European Union institutions in 2025 to strengthen a coordinated response to GNSS interference that is regularly observed in the region, especially in areas near Russia's borders. This interference has created operational challenges for civil aviation and other transport sectors that use satellite navigation services. Given the frequency of GNSS interference and its potential impact on flight safety, the aviation sector is paying increasing attention to maintaining alternative navigation methods, as well as to monitoring GNSS interference and reporting incidents.

This makes it possible to ensure operational safety also in cases where the availability or integrity of satellite navigation signals is disrupted. In 2025, reports were received on 694 GNSS interference occurrences.

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<sup>6</sup> [EU welcomes UN aviation agency's condemnation of Russia for undermining global aviation safety - Mobility and Transport](#)

## GNSS dynamics 2025

Count dynamics 2025

Month	Number of reports	Change from previous month
January	59	—
February	36	↓ -39,0%
March	39	↑ +8,3%
April	81	↑ +107,7%
May	80	↓ -1,2%
June	99	↑ +23,8%
July	97	↓ -2,0%
August	87	↓ -10,3%
September	29	↓ -66,7%
October	34	↑ +17,2%
November	10	↓ -70,6%
December	43	↑ +330,0%
<b>Total</b>	<b>694</b>	—

Compared with the previous month, the steepest increase in the number of reports was observed in April (+107.7%) and December (+330.0%), while the largest decreases were recorded in September (-66.7%) and November (-70.6%).

## Ramp inspections (SAFA/SACA inspections)

European Union SAFA programme inspections are carried out on aircraft of European Union or European Economic Area Member States (SACA), as well as on third-country aircraft (SAFA), to verify their

compliance with international flight safety requirements. If aircraft inspection results indicate serious deviations from international flight safety requirements (especially if they are repeated), civil aviation competent authorities immediately report this to the European Commission. Such action is necessary in the field of air transport in order to ensure a high level of flight safety and protect passengers. In turn, in order to inform passengers,



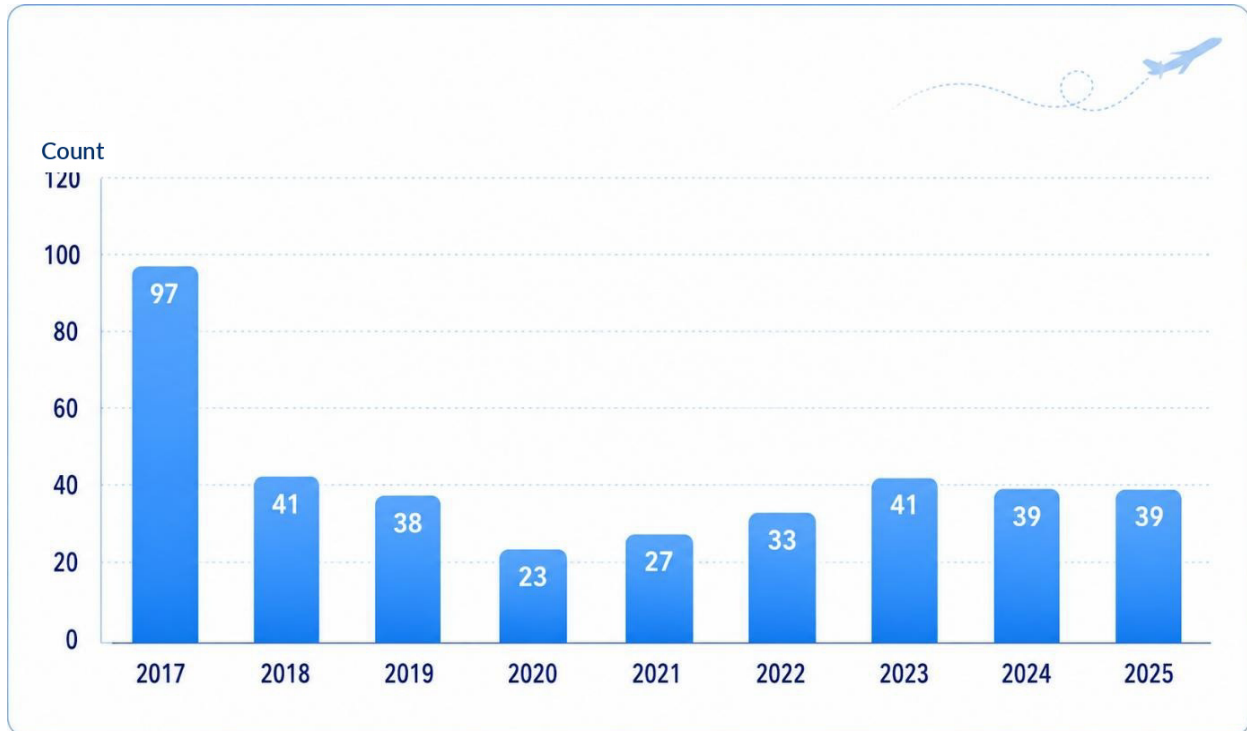
the European Union has established a list of

aircraft operators that do not meet the relevant safety criteria. A decision to impose an operating ban on specific aircraft operators, or even on all aircraft operators of a State, is taken in accordance with Regulation (EC) No. 2111/2005 of the European Parliament and of the Council of 14 December 2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and on informing air transport passengers of the identity of the operating air carrier. The list of aircraft operators that do not meet the relevant safety criteria is available at: The EU air safety list - Mobility and Transport - European Commission.[https://transport.ec.europa.eu/transport-themes/eu-air-safety-list\\_en](https://transport.ec.europa.eu/transport-themes/eu-air-safety-list_en)[https://transport.ec.europa.eu/transport-themes/eu-air-safety-list\\_en](https://transport.ec.europa.eu/transport-themes/eu-air-safety-list_en)

Aircraft and aircraft operators are inspected both at random and in accordance with priority criteria for carrying out ramp inspections of aircraft using European Union airports. The priority criteria are established by Commission Regulation No. 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council.

Currently, the number and distribution of inspections among Member States is mainly determined by EASA, but

Member States may in any case carry out additional inspections if they have suspicions regarding any circumstances that could endanger flight safety, received for example from passengers, aviation personnel occurrence reports, and similar sources.



*Distribution of SAFA/SACA inspections carried out by the Civil Aviation Agency by year*

Additional information on the European Union SAFA programme is available on the EASA website: <https://www.easa.europa.eu/easa-and-you/air-operations/ramp-inspection-programmes-safa-saca><https://www.easa.europa.eu/easa-and-you/air-operations/ramp-inspection-programmes-safa-saca>



## Feedback

Please send comments on the 2025 Flight Safety Review and the information included in it or suggestions for next year's Flight Safety Review to: [SIDD@caa.gov.lv](mailto:SIDD@caa.gov.lv)