

ICAO • NACC REGIONAL OFFICE

AAAVF Workshop

Assistance to Aircraft Accident Victims
and their Families



DATES

19–21 October 2026

VENUE

ICAO NACC Regional Office
Mexico City, Mexico

LaMia Flight 2933

A preventable catastrophe and the limits of liability, insurance and oversight

Alejandro Piera | Panel on Liability, Compensation and Insurance



This event is organized under the auspices of the Government of Spain

The aircraft and the mission



AIRCRAFT

Avro 146-RJ85

Registration CP-2933
Four-engine regional jet
LaMia Corporation S.R.L.

OPERATION

Non-scheduled
commercial passenger
charter

Santa Cruz de la Sierra
→ Rionegro / Medellín

28 November 2016

Why the catastrophe resonated so deeply

— A TEAM TRAVELLING TO ITS MOST IMPORTANT MATCH



77

people on board

71

fatalities

6

survivors

Chapecoense was travelling to Colombia for the 2016 Copa Sudamericana final, accompanied by club personnel, journalists and others.

“The aircraft never arrived.”

What went catastrophically wrong

A CHAIN OF OPERATIONAL FAILURES

LaMia Flight 2933 – A chain of operational failures

From inadequate planning to a catastrophic outcome

Santa Cruz de la Sierra (Bolivia) → Rionegro / Medellín (Colombia) | 28 November 2016 | Avro RJ85 (CP-2933)



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THEIR FAMILIES



KEY LESSON | This accident was not the result of a single mistake, but the end of a chain of operational failures, with missed opportunities for prevention at several levels – operator, crew and oversight.

- Robust flight planning and fuel management
- Effective operational oversight
- Clear decision-making and timely communication
- Multiple layers of protection to prevent a foreseeable tragedy

The accident was the end of a chain

ORGANIZATIONAL AND REGULATORY DEFENCES ALSO MATTER



Questions raised

- Was the flight plan operationally viable?
- Were fuel and endurance data meaningfully scrutinized?
- Did operator surveillance identify organizational weakness?
- Was insurance aligned with aircraft, operation and territory?

Oversight must verify operational reality, not merely the existence of documents.

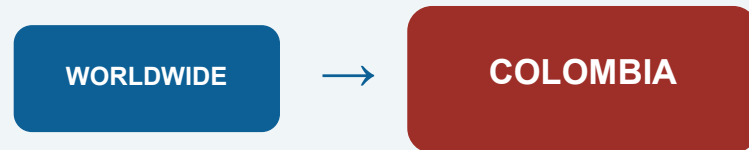
Geographical scope of insurance

— A POLICY MAY EXIST — YET NOT RESPOND TO THE AUTHORIZED OPERATION

THE POLICY POSITION

Policy in force

policy was valid for the relevant policy period.



Territorial exclusion

Colombia was excluded unless the operator gave prior notice and coverage was agreed with the insurer.

No prior notification was reported for Flight 2933.

THE OVERSIGHT PROBLEM

- 1 Operator requests authorization
- 2 Authority verifies operational documents
- 3 Authorization granted

The authorization process did not prevent an aircraft from operating to Colombia without responsive territorial coverage.

KEY LESSON • Regulators must verify that insurance responds to the aircraft, operation and territory — not merely that a certificate exists.

The accident happened in one place. Its legal consequences did not.

FROM SAFETY INVESTIGATION TO RECOVERY



Who is legally responsible?

What compensation is recoverable?

Does the policy respond effectively?

Where may claims be brought?

Can compensation actually be recovered?

Central distinction

Having a legal right to compensation is not the same as being able to recover it promptly and effectively.

What should we learn from LaMia?

BRINGING THE DISCUSSION BACK TO VICTIMS AND FAMILIES



- 01 — Unsafe operations cannot be separated from effective oversight.
- 02 — Insurance must be responsive to the aircraft, operation and territory, not merely documented.
- 03 — Multinational accidents immediately become multi-jurisdictional legal events.
- 04 — Advance assistance cannot await final resolution of liability, coverage and quantum.
- 05 — **The system should organize itself around victims, not require victims to navigate the system.**

Did the system work when victims and families needed it most?

Thank You



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